

Orosz Engineering Group, Inc.

September 15, 2008

OEG Ref 07-30807

Ms. Erin Newman  
Excelaron, LLC  
1075 Court St., Suite 207  
San Luis Obispo, CA 93401

**Subject:** Traffic Analysis for Huasna Road Proposed Oil Exploration and Production Facility with Southerly Private Easement Access, San Luis Obispo County

Dear Ms. Newman:

Orosz Engineering Group, Inc (OEG) is pleased to provide you with the following letter report for the subject project. The scope of the traffic analysis was reviewed with the County of San Luis Obispo. We spoke with Richard Marshall and Glenn Marshall in the Development Review Department at the County of San Luis Obispo Public Works Department to review the scope of the traffic analysis required for this project. The following report was prepared to address the agreed upon scope of work. This revised report also includes information received from Glenn Marshall<sup>1</sup>, Development Services Engineer for the Public Works Department and James Kilmer from Caltrans District 5.<sup>1</sup>

### **Project Description**

Excelaron, LLC is proposing to operate an oil production facility in the Huasna Area of San Luis Obispo County. The access to the project site is from a private driveway westerly of Huasna Townsite Road approximately 1.4 miles from the intersection of Huasna Road and Huasna Townsite Road. There are four phases of the project with varied trip generation characteristics. The four phases are:

- Phase 1 – Access Road and Bridge Improvements (1-week, 7 days)
- Phase 2 - Surface Preparation and Preparation for Re-entry (2-weeks, 5 days per week)
- Phase 3– Re-entry and Drilling Phase (8-weeks, 7 days per week)
- Phase 4 – Production Phase (24-hours per day, 7 days per week)

Excelaron, LLC has redefined the proposed truck haul route in response to community concerns. As originally proposed, all project related traffic would leave the project site turning northwest to Huasna Townsite Road, Huasna Road and continuing on to State Highway 227 through the City of Arroyo Grande then south to Highway 101. The redefined transportation route will exit the project site southeasterly on Huasna Townsite to a private access easement, to Alamo Creek Road, to Highway 166, and ultimately south on Highway 101. The ultimate destination for all tanker truck traffic is now outside San Luis

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<sup>1</sup> E-mail correspondence dated May 28<sup>th</sup>, 2008 and June 11<sup>th</sup>, 2008. Please refer to "Existing Traffic Volume" section.

<sup>1</sup> E-mail correspondence dated September 3, 2008.

Obispo County. With the previously proposed access route, the on-going project would generate large truck traffic at a rate of 16 ADT. However, the project will now include smaller haul trucks during the production phase, slightly increasing the number of truck trips to 24 ADT.

### Project Trip Generation

The project trip generation was based on information provided by Excelaron, LLC using the number and types of trucks, employees, and equipment needs for each phase of the project. This information is provided as an attachment to this report. The refined project description includes a more detailed day-to-day operating schedule than previously available.

In summary, the project would generate traffic on the existing road system over time, but with a varied traffic mix. The amount of traffic by Phase and duration is shown in Table 1. As seen in this table, the project would generate a fairly consistent number of average daily trips (ADT) during each project phase (16-30 ADT). The traffic trips listed in Table 1 are one-way trips. For example, one vehicle making a trip to the project site and returning to the project site would result in a total of two (2) ADT.

Table 1  
Average Daily Trip Generation by Vehicle Type and Phase of Project

Vehicle Type	Road and Bridge Improvements (One Week)	Surface Preparation and Re-Entry (Two Weeks)	Production Testing (Two Months)	Production (On-going)
Small Trucks/cars	4 ADT	12 ADT	13 ADT	6 ADT
Larger Trucks	21 ADT	4 ADT	6 ADT	24 ADT
<b>Total ADT</b>	<b>25 ADT</b>	<b>16 ADT</b>	<b>19 ADT</b>	<b>30 ADT</b>

### Existing Traffic Volume

In the vicinity of the project, three primary roadways exist – Alamo Creek Road, a private ranch easement to Huasna Townsite Road and Huasna Townsite Road. The basic road section for Alamo Creek Road is two travel lanes with graded dirt shoulders. Roadways of this type can carry 7-10,000 ADT at capacity. The posted speed limit is 35 MPH. The southern end of Alamo Creek Road intersects Highway 166. Between Huasna Townsite Road and Alamo Creek Road, there is a gravel-dirt access road that connects the two through Porter Ranch. The project proposes an easement for the roadway and to stabilize the existing access road to reduce dust and to improve the all-weather access.

Huasna Townsite Road is located approximately 10 miles from Lopez Drive. This road segment is fairly straight with two paved travel lanes (one in each direction) with little or no shoulders. Huasna Townsite Road provides direct access to a number of ranches and home sites. This roadway is considered a local road. Roadways of this type of roadway have capacities ranging from 1,000-5,000 ADT. The Huasna Townsite Road capacity is approximately 3,000 ADT.

Currently, the traffic volumes on Huasna Townsite Road are estimated to be approximately 100-150 ADT based on the number of ranches and home sites located along the road segment. Similarly, Huasna Townsite Road operates at LOS A – very good levels of service with no measureable delays.

The traffic volumes along Alamo Creek Road are slightly higher with 500-750 ADT based on the surrounding land uses. At this volume of traffic, Alamo Creek Road operates at *LOS A* – very good level of service with no measureable delays.

The section of Highway 166 near Alamo Creek Road is constructed with two 12' travel lanes and 2-3 foot wide shoulders. The Alamo Creek Road intersection has a STOP control on the side street only. The most recently published data by Caltrans indicates that this segment of the highway carries 2,450 vehicles per day with 320 vehicles during the peak hour. The resultant level of service is LOS A.

The addition of the project related traffic, ranging between 16 and 30 ADT, would not significantly change the existing operation of Huasna Townsite Road, Alamo Creek Road or Highway 166.

### **Existing Conditions Analysis and Proposed Mitigation**

A field review of the operation of Huasna Townsite Road, Alamo Creek Road and Highway 166 was conducted by OEG. The County Public Works Department has conducted a Roadway Safety Analysis for the roadways along the path of travel for project trips. The Public Works Department analysis concluded that the roadways do not currently exhibit any areas of concern based on the crash data and crash rates on file with their department.

At the Highway 166 intersection, the corner sight distance that exists is greater than the 7.5 seconds of visibility required. The stopping sight distance available for westbound traffic was measured to be 745 feet. For eastbound traffic, the stopping sight distance available is over 1,000 feet. The 85<sup>th</sup> percentile speed observed at this intersection was 62.3 or 65 MPH. The minimum stopping sight distance for 65 MPH is 660 feet and the corner sight distance is 715 feet. Therefore, the Alamo Creek Road intersection has adequate stopping and corner sight distance.

The project is expected to add between 16 and 30 vehicles per day to the section of Highway 166 to the west of Alamo Creek Road. During the peak hours, the number of project trips would be at most one or two vehicles. Caltrans requested that a weaving analysis be prepared for the truck traffic generated by the proposed project. Based on the minimal number of trucks per day and negligible number of vehicles traveling during the peak hour, the weaving or merging analysis is not meaningful due to the small numbers of vehicles. The amount of westbound traffic during the peak hour is approximately 200 vehicles while the number of project trips projected to turn right during that hour is at most one vehicle (most likely a passenger car or light truck). The weaving analysis for traffic volumes at this level cannot be estimated. Caltrans does estimate the weaving distance to be approximately one foot per weaving vehicle per hour. In this case the total weaving distance would be 201 feet. The project traffic will not significantly impact the operation of traffic along Highway 166.

Based on our review, there are some minor recommendations that should be considered along Huasna Townsite Road and Alamo Creek Road to improve the operation of the two roadways.

- At the end of Huasna Townsite Road, continue the asphalt paving to the curve that heads toward the bridge.
- Install curve warning signs approximately 150 feet in advance of that curve based on a speed of 25 MPH and the good approach visibility.

- Add object markers to the four corners of the bridge near the southern end of Huasna Townsite Road.

For the Highway 166 intersection with Alamo Creek Road, the following recommendations should be considered:

- Install advance guide signs (Type G-8) for eastbound and westbound indicating the name of the cross street "Alamo Creek Road". Other cross streets in the area has advance intersection ahead warning signs. This will assist in increasing the visibility of the intersection.
- Increase the width of the paved shoulder for westbound traffic from 3 feet to 8 feet for a distance of 375 feet from the intersection. The wider paved shoulder will provide additional pavement width to allow motorists more room to maneuver through this area. To the west of the intersection, there is a pull-off area for westbound traffic. The wider shoulder would provide additional space for vehicles to weave and merge into the flow of westbound traffic on Highway 166.

### **Summary**

The proposed project would be expected to add 16-25 ADT to the existing traffic volumes along Huasna Townsite Road and Alamo Creek Road during the first month of operation. In the subsequent 2-3 months, the project would be expected to add 19 ADT. If the exploration phase of the project provides successful results, the project would be expected to have an on-going traffic volume count of about 30 ADT. This traffic volume is roughly equivalent to three single family ranch estate residences.

Based on the forecast traffic volumes for the project, the project would not be expected to significantly impact the operation of Huasna Townsite Road and Alamo Creek Road. Some minor enhancements to the existing signage along Huasna Townsite Road are recommended, along with minor road widening along Highway 166 to improve the merging of project traffic.

Due to the small number of large trucks anticipated with the project, both in the near term and long term, the impacts of the proposed project can be mitigated with the incorporation of the noted recommendations.

Should you have any questions, feel free to contact us. OEG, Inc. thanks you for the opportunity to meet your needs on this exciting project.

Sincerely,

Stephen A. Orosz, P.E.  
Orosz Engineering Group, Inc.

Enclosures –

- A) Anticipated Traffic Generated by Road and Bridge Improvements (One Week)
- B) Anticipated Traffic Generated By Surface Preparation and Preparation for Re-Entry (Two Weeks).
- C) Anticipated Traffic Schedule for Re-entry, Drilling, and Testing (Two Months).
- D) Anticipated Traffic Generated By Production (On-Going).
- E) 2005 County of San Luis Obispo Traffic Data
- F) Speed Study for Highway 166 at Alamo Creek Road (OEG)

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- Install advance guide signs (Type G-8) for eastbound and westbound indicating the name of the cross street "Alamo Creek Road". Other cross streets in the area has advance intersection ahead warning signs. This will assist in increasing the visibility of the intersection.
- Increase the width of the paved shoulder for westbound traffic from 3 feet to 8 feet for a distance of 375 feet from the intersection. The wider paved shoulder will provide additional pavement width to allow motorists more room to maneuver through this area. To the west of the intersection, there is a pull-off area for westbound traffic. The wider shoulder would provide additional space for vehicles to weave and merge into the flow of westbound traffic on Highway 166.

### Summary

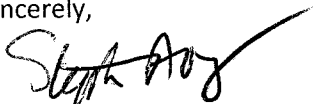
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Based on the forecast traffic volumes for the project, the project would not be expected to significantly impact the operation of Huasna Townsite Road and Alamo Creek Road. Some minor enhancements to the existing signage along Huasna Townsite Road are recommended, along with minor road widening along Highway 166 to improve the merging of project traffic.

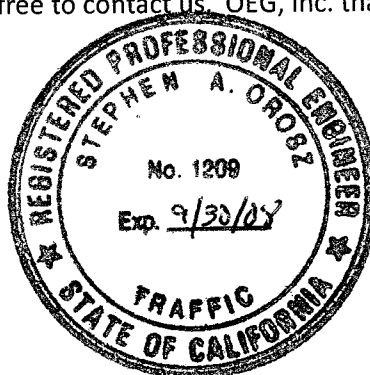
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**Enclosure A**  
**Anticipated Traffic Generated by Road and Bridge Improvements**  
**(1 week)**

Day 1

Number of Vehicles	Size of Vehicle	Activity	ADT
1	3-axle Truck	Haul in Bulldozer	2
10	3 -axle Truck	Haul in Gravel for Road	20
2	Pick-up	Crew	4
2	2-axle Truck	Haul in Material for Bridge Improvement	4
		<b>Total</b>	<b>30</b>

Day 2

Number of Vehicles	Size of Vehicle	Activity	ADT
10	3 -axle Truck	Haul in Gravel for Road	20
2	Pick-up	Crew	4
		<b>Total</b>	<b>24</b>

Day 3

Number of Vehicles	Size of Vehicle	Activity	ADT
10	3 -axle Truck	Haul in Gravel for Road	20
2	Pick-up	Crew	4
		<b>Total</b>	<b>24</b>

Day 4

Number of Vehicles	Size of Vehicle	Activity	ADT
10	3 –axle Truck	Haul in Gravel for Road	20
2	Pick-up	Crew	4
		<b>Total</b>	<b>24</b>

Day 5

Number of Vehicles	Size of Vehicle	Activity	ADT
10	3 –axle Truck	Haul in Gravel for Road	20
2	Pick-up	Crew	4
		<b>Total</b>	<b>24</b>

Day 6

Number of Vehicles	Size of Vehicle	Activity	ADT
10	3 –axle Truck	Haul in Gravel for Road	20
2	Pick-up	Crew	4
		<b>Total</b>	<b>24</b>

Day 7

Number of Vehicles	Size of Vehicle	Activity	ADT
1	3-axle Truck	Haul out Bulldozer	2
10	3 –axle Truck	Haul in Gravel for Road	20
2	Pick-up	Crew	4
		<b>Total</b>	<b>26</b>

Average Trip Generation by Road and Bridge Improvements

Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Ave
30	24	24	24	24	24	26	<b>25</b>

**Enclosure B**  
**Anticipated Traffic Generated By Surface Preparation and Preparation**  
**for Re-Entry (Two Weeks)**

Day 1

Number of Vehicles	Size of Vehicle	Activity	ADT
1	Tandem Truck	Haul in and out cat to work pads and smooth roads	2
2	3 Axel Truck	Haul in all-weather surfacing.	4
1	3 Axel Truck	Tree Trimming	2
2	Pick-up	Engineers	4
2	Pick-up	Misc. Service	4
1	Pick-up	Tool Pusher	2
		Total	18

Day 2

Number of Vehicles	Size of Vehicle	Activity	ADT
2	3 Axel Truck	Haul in all-weather surfacing.	4
2	3 Axel Truck	Tree Trimming	4
1	Tandem Service Rig	Work-over Rig	2
2	Pick-up	Engineers	4
2	Pick-up	Misc. Service	4
1	Pick-up	Rig Crew	2
1	Pick-up	Tool Pusher	2
		Total	22

Day 3

Number of Vehicles	Size of Vehicle	Activity	ADT
2	3 Axel Truck	Tree Trimming	4
1	Tandem Truck	Haul Water Tanks In	2
2	Tandem Truck	Haul in tubing rods for wells	4
1	3 Axle Truck	Haul in temporary flow lines.	2
2	Pick-up	Engineers	4
2	Pick-up	Misc. Service	4
1	Pick-up	Rig Crew	2
1	Pick-up	Tool Pusher	2
		Total	24

Day 4

Number of Vehicles	Size of Vehicle	Activity	ADT
4	Tandem Truck	Haul in pumping units for four wells	8
2	Tandem truck	Haul in oil heating and storage tanks	4
2	Pick-up	Engineers	4
2	Pick-up	Misc. Service	4
1	Pick-up	Rig Crew	2
1	Pick-up	Tool Pusher	2
		Total	24

Day 5

Number of Vehicles	Size of Vehicle	Activity	ADT
1	Tandem Truck	Haul in oil heating and storage tanks.	2
2	Pick-up	Engineers	4
2	Pick-up	Misc. Service	4
1	Pick-up	Rig Crew	2
1	Pick-up	Tool Pusher	2
		Total	14

Day 6

Number of Vehicles	Size of Vehicle	Activity	ADT
2	Pick-up	Engineers	4
2	Pick-up	Misc. Service	4
1	Pick-up	Rig Crew	2
1	Pick-up	Tool Pusher	2
		Total	12

Day 7

Number of Vehicles	Size of Vehicle	Activity	ADT
2	Pick-up	Engineers	4
2	Pick-up	Misc. Service	4
1	Pick-up	Rig Crew	2
1	Pick-up	Tool Pusher	2
		Total	12

Day 8

Number of Vehicles	Size of Vehicle	Activity	ADT
2	Pick-up	Engineers	4
2	Pick-up	Misc. Service	4
1	Pick-up	Rig Crew	2
1	Pick-up	Tool Pusher	2
		Total	12

Day 9

Number of Vehicles	Size of Vehicle	Activity	ADT
2	Pick-up	Engineers	4
2	Pick-up	Misc. Service	4
1	Pick-up	Rig Crew	2
1	Pick-up	Tool Pusher	2
		Total	12

Day 10

Number of Vehicles	Size of Vehicle	Activity	ADT
2	Pick-up	Engineers	4
2	Pick-up	Misc. Service	4
1	Pick-up	Rig Crew	2
1	Pick-up	Tool Pusher	2
1	Tandem Truck	Haul in and out cat to work pads and smooth roads	2
		Total	14

Average Trip Generation During Surface Preparation and Re-Entry Phase

Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8	Day 9	Day 10	Ave
18	22	24	24	14	12	12	12	12	14	<b>16</b>

## Enclosure C

### Anticipated Traffic Schedule for Re-entry, Drilling, and Testing (2 Months)

#### Week 1

Number of Vehicles	Size of Vehicle	Activity	Weekly ADT
4	3-axle Truck	Haul in water for drilling mud.	8
2	3-axle Truck	Haul drilling mud.	4
1	3-axle Truck	Pump truck	2
3	3-axle Truck	Vacuum truck	6
5	3-axle Truck	Haul in fuel for rig.	10
1	Tandem Truck	Haul in drill rig	2
3	Vacuum Truck	Empty Tanks	6
1.5	1 Ton	Welder	4
1.25	3-axle Truck	Haul Oil	2
1.5	1 Ton	Pipe-fitting truck	4
1(daily)	Pick-up	Foreman	14
1(daily)	Pick-up	Misc Supplies	14
1-4(daily)	Pick-up Trucks	Construction personnel	56
		<b>Total – Average Day</b>	<b>19</b>

#### Week 2

Number of Vehicles	Size of Vehicle	Activity	Weekly ADT
4	3-axle Truck	Haul in water for drilling mud.	8
2	3-axle Truck	Haul drilling mud.	4
3	3-axle Truck	Vacuum truck	6
1.5	1 Ton	Pipe-fitting truck	4
1.5	1 Ton	Welder	4
1.25	3-axle Truck	Haul Oil	2
3	Vacuum Truck	Empty Tanks	6
5	3-axle Truck	Haul in fuel for rig.	10
1-4(daily)	Pick-up Trucks	Construction personnel	56
1(daily)	Pick-up	Foreman	14
1(daily)	Pick-up	Misc Supplies	14
		<b>Total – Average Day</b>	<b>18</b>

#### Week 3

Number of Vehicles	Size of Vehicle	Activity	Weekly ADT
4	3-axle Truck	Haul in water for drilling mud.	8
2	3-axle Truck	Haul drilling mud.	4
3	3-axle Truck	Vacuum truck	6
1.5	1 Ton	Pipe-fitting truck	4
1.5	1 Ton	Welder	4
1.25	3-axle Truck	Haul Oil	2
3	Vacuum Truck	Empty Tanks	6
5	3-axle Truck	Haul in fuel for rig.	10
1-4(daily)	Pick-up Trucks	Construction personnel	56
1(daily)	Pick-up	Foreman	14
1(daily)	Pick-up	Misc Supplies	14
		<b>Total – Average Day</b>	<b>18</b>

Week 4

Number of Vehicles	Size of Vehicle	Activity	Weekly ADT
4	3-axle Truck	Haul in water for drilling mud.	8
2	3-axle Truck	Haul drilling mud.	4
3	3-axle Truck	Vacuum truck	6
1.5	1 Ton	Pipe-fitting truck	4
1.5	1 Ton	Welder	4
1.25	3-axle Truck	Haul Oil	2
3	Vacuum Truck	Empty Tanks	6
5	3-axle Truck	Haul in fuel for rig.	10
1-4(daily)	Pick-up Trucks	Construction personnel	56
1(daily)	Pick-up	Foreman	14
1(daily)	Pick-up	Misc Supplies	14
		<b>Total – Average Day</b>	<b>18</b>

Week 5

Number of Vehicles	Size of Vehicle	Activity	Weekly ADT
4	3-axle Truck	Haul in water for drilling mud.	8
2	3-axle Truck	Haul drilling mud.	4
3	3-axle Truck	Vacuum truck	6
1.5	1 Ton	Pipe-fitting truck	4
1.5	1 Ton	Welder	4
1.25	3-axle Truck	Haul Oil	2
3	Vacuum Truck	Empty Tanks	6
5	3-axle Truck	Haul in fuel for rig.	10
1-4(daily)	Pick-up Trucks	Construction personnel	56
1(daily)	Pick-up	Foreman	14
1(daily)	Pick-up	Misc Supplies	14
		<b>Total – Average Day</b>	<b>18</b>

Week 6

Number of Vehicles	Size of Vehicle	Activity	Weekly ADT
4	3-axle Truck	Haul in water for drilling mud.	8
2	3-axle Truck	Haul drilling mud.	4
3	3-axle Truck	Vacuum truck	6
1.5	1 Ton	Pipe-fitting truck	4
1.5	1 Ton	Welder	4
1.25	3-axle Truck	Haul Oil	2
3	Vacuum Truck	Empty Tanks	6
5	3-axle Truck	Haul in fuel for rig.	10
1-4(daily)	Pick-up Trucks	Construction personnel	56
1(daily)	Pick-up	Foreman	14
1(daily)	Pick-up	Misc Supplies	14
		<b>Total – Average Day</b>	<b>18</b>

Week 7

Number of Vehicles	Size of Vehicle	Activity	Weekly ADT
4	3-axle Truck	Haul in water for drilling mud.	8
2	3-axle Truck	Haul drilling mud.	4
3	3-axle Truck	Vacuum truck	6
1.5	1 Ton	Pipe-fitting truck	4
1.5	1 Ton	Welder	4
1.25	3-axle Truck	Haul Oil	2
3	Vacuum Truck	Empty Tanks	6
5	3-axle Truck	Haul in fuel for rig.	10
1-4(daily)	Pick-up Trucks	Construction personnel	56
1(daily)	Pick-up	Foreman	14
1(daily)	Pick-up	Misc Supplies	14
		<b>Total – Average Day</b>	<b>18</b>

Week 8

Number of Vehicles	Size of Vehicle	Activity	Weekly ADT
4	3-axle Truck	Haul in water for drilling mud.	8
2	3-axle Truck	Haul drilling mud.	4
3	3-axle Truck	Vacuum truck	6
5	3-axle Truck	Haul in fuel for rig.	10
1.5	1 Ton	Pipe-fitting truck	4
1.5	1 Ton	Welder	4
1.25	3-axle Truck	Haul Oil	2
3	Vacuum Truck	Empty Tanks	6
1	Tandem Truck	Haul out drill rig	2
6	Tandem Truck	Permanent Facilities	12
1	Tandem Truck	Heater/Boiler	2
1	Tandem Truck	Propane Tank	2
1	3-axle Truck	Pump Truck	2
5	Tandem Truck	Haul tanks out	10
1-4(daily)	Pick-up Trucks	Construction personnel	56
1(daily)	Pick-up	Foreman	14
1(daily)	Pick-up	Misc Supplies	14
		<b>Total – Average Day</b>	<b>23</b>

Average Trip Generation During Re-entry, Drilling, and Testing (2 Months) Phase

Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Week 8	Ave
19	18	18	18	18	18	18	23	<b>19</b>

Enclosure D  
Anticipated Traffic Generated By Production  
(On Going)

Number of Vehicles	Size of Vehicle	Activity	Weekly ADT
12(daily)	3-axle Truck	Haul oil	168
3(daily)	Pick-up	Crew (3 employees x 8 hour shifts)	42
1(weekly)	Propane Truck	Propane Truck	2
		<b>Total Average Day</b>	<b>30</b>

## Enclosure E

Station Name: Huasna Rd  
 Site ID: 2023  
 Station Num: 403  
 Description: E of Lopez Dr  
 City:  
 County: San Luis Obispo  
 Start Date: 7/12/05  
 End Date: 7/14/05

Time	12- Tue	13- Wed	14- Thu	Total	Daily Avg.	Wkday Avg.
00:00	4	6	9	19	6	6
01:00	3	4	5	12	4	4
02:00	1	2	2	5	2	2
03:00	8	11	4	23	8	8
04:00	6	9	8	23	8	8
05:00	23	25	27	75	25	25
06:00	52	47	55	155	52	52
07:00	66	69	74	209	70	70
08:00	76	93	65	234	78	78
09:00	64	81	70	215	72	72
10:00	56	73	59	188	63	63
11:00	64	55	60	179	60	60
12:00	55	70	74	199	66	66
13:00	79	64	63	206	69	69
14:00	73	66	81	220	73	73
15:00	77	82	92	251	84	84
16:00	105	99	100	304	101	101
17:00	92	98	114	302	101	101
18:00	55	68	68	189	63	63
19:00	37	53	45	135	45	45
20:00	50	34	38	122	41	41
21:00	39	42	37	118	39	39
22:00	21	21	28	70	23	23
23:00	15	7	10	32	11	11
<b>Total</b>	<b>1121</b>	<b>1178</b>	<b>1189</b>	<b>3488</b>	<b>1163</b>	<b>1163</b>
<b>Percentages</b>	<b>32.14%</b>	<b>33.77%</b>	<b>34.09%</b>	<b>100.00%</b>	<b>33.33%</b>	<b>33.33%</b>
<b>AM Peak Hour</b>	<b>8:00</b>	<b>8:00</b>	<b>7:00</b>			
<b>AM Peak Value</b>	<b>76</b>	<b>93</b>	<b>74</b>			
<b>PM Peak Hour</b>	<b>16:00</b>	<b>16:00</b>	<b>17:00</b>			
<b>PM Peak Value</b>	<b>105</b>	<b>99</b>	<b>114</b>			