

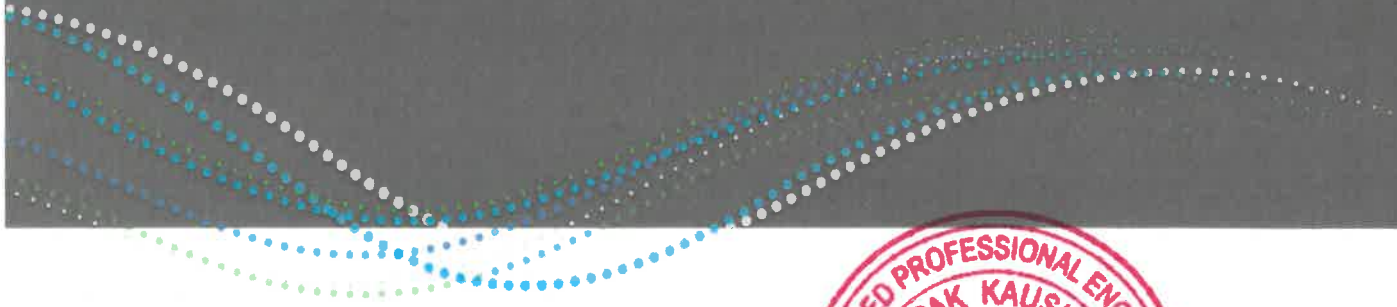
Appendix O Traffic Impact Analysis

Appendices

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Walnut Business Park Traffic Impact Analysis Draft Report | V4.0



July 8, 2024

Submitted to:



12066 | Prepared by Iteris, Inc.

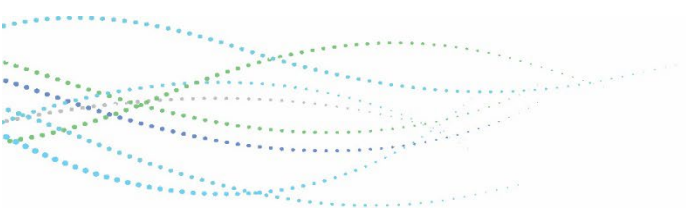
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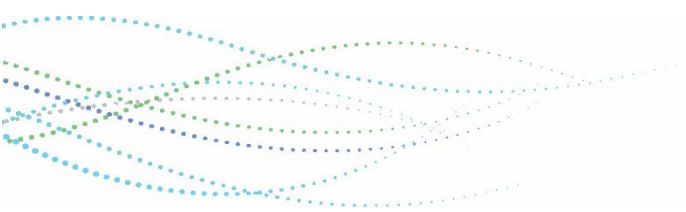


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1.0 INTRODUCTION

This traffic impact analysis has been prepared for the proposed Walnut Business Park project (referred to herein as “the project”) located between Valley Boulevard to the south, S. Lemon Avenue to the west, Paseo Del Prado to the north, and an existing industrial development to the east. This project impact analysis was prepared to provide a summary of existing and future traffic operations in the study area, and analysis of potential traffic impacts caused by project-generated traffic and other cumulative developments within the area.

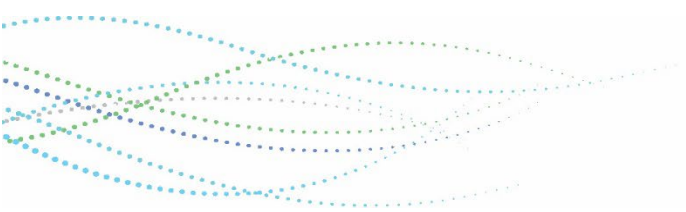
1.1 Project Description

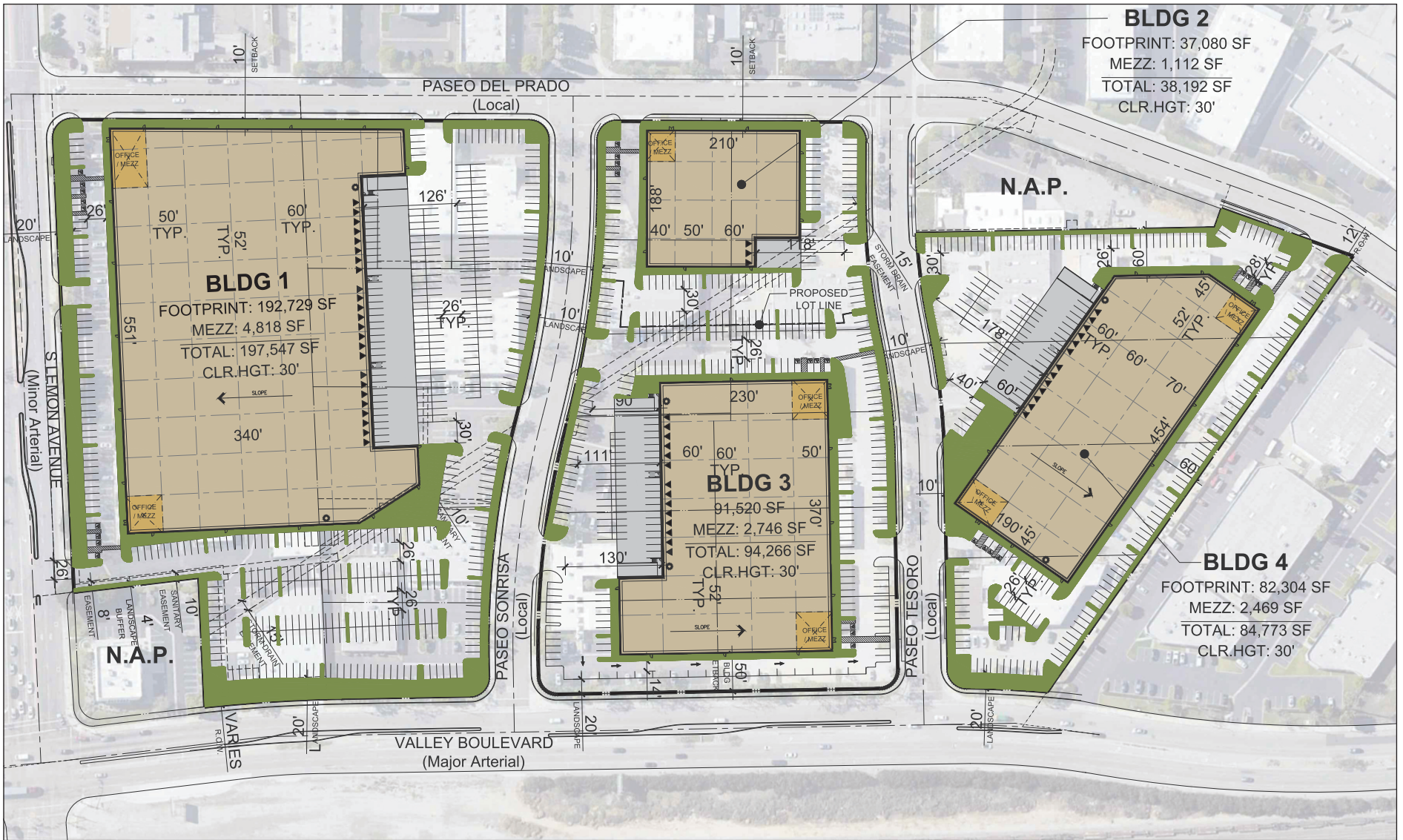
The project site is located between Valley Boulevard to the south, S. Lemon Avenue to the west, Paseo Del Prado to the north, and an existing industrial development to the east. Valley Industrial (project applicant) proposes to develop four buildings that would encompass a total of 414,778 square feet of building space. The proposed project would include 392,488 square feet of warehouse space, and 22,290 square feet of office/retail space. The project site is currently occupied by an industrial business park accommodating multiple uses, primarily commercial and light industrial. **Table 1-1** shows the square footage of each individual building.

Table 1-1: Proposed Square Footage per Building

Building No.	Warehouse Uses (Square Feet)	Office/Retail Use (Square Feet)	Total (Square Feet)
Building 1	187,911	9,636	197,547
Building 2	35,968	2,224	38,192
Building 3	88,774	5,492	94,266
Building 4	79,835	4,938	84,773
Total	392,488	22,290	414,778

Figure 1-1 illustrates the proposed project site plan.







1.2 Project Driveways and Onside Circulation

Access to Building 1 would be provided by two driveways along Paseo Del Prado, two driveways along S. Lemon Avenue, and one driveway along Paseo Sonrisa. Truck access would be through the driveway along Paseo Sonrisa, the southerly driveway on Lemon Avenue and the eastern Paseo Del Prado driveway. Access to Buildings 2 and 3 would be provided by two driveways along Paseo Del Prado, two driveways along Paseo Sonrisa, and two driveways along Paseo Tesoro. Truck access would be via the driveways on Paseo Sonrisa and the northern driveway on Paseo Tesoro. Access to Building 4 would be provided by three driveways along Paseo Tesoro and one on Paseo Del Prado. Truck access would be via the northerly two Paseo Tesoro Driveways.

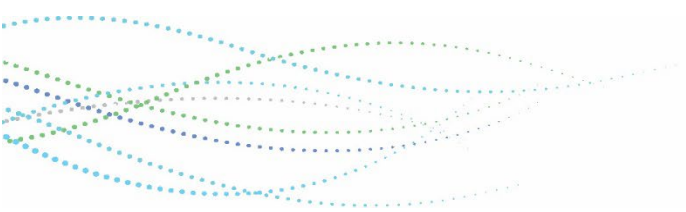
Building 1 would have two main entrances on the west side of the building. Building 2 would have one main entrance on the west side and Building 3 would have two main entrances on the east side of the building. Lastly, Building 4 would have two main entrances, one on the north side of the building and one on the west side of the building.

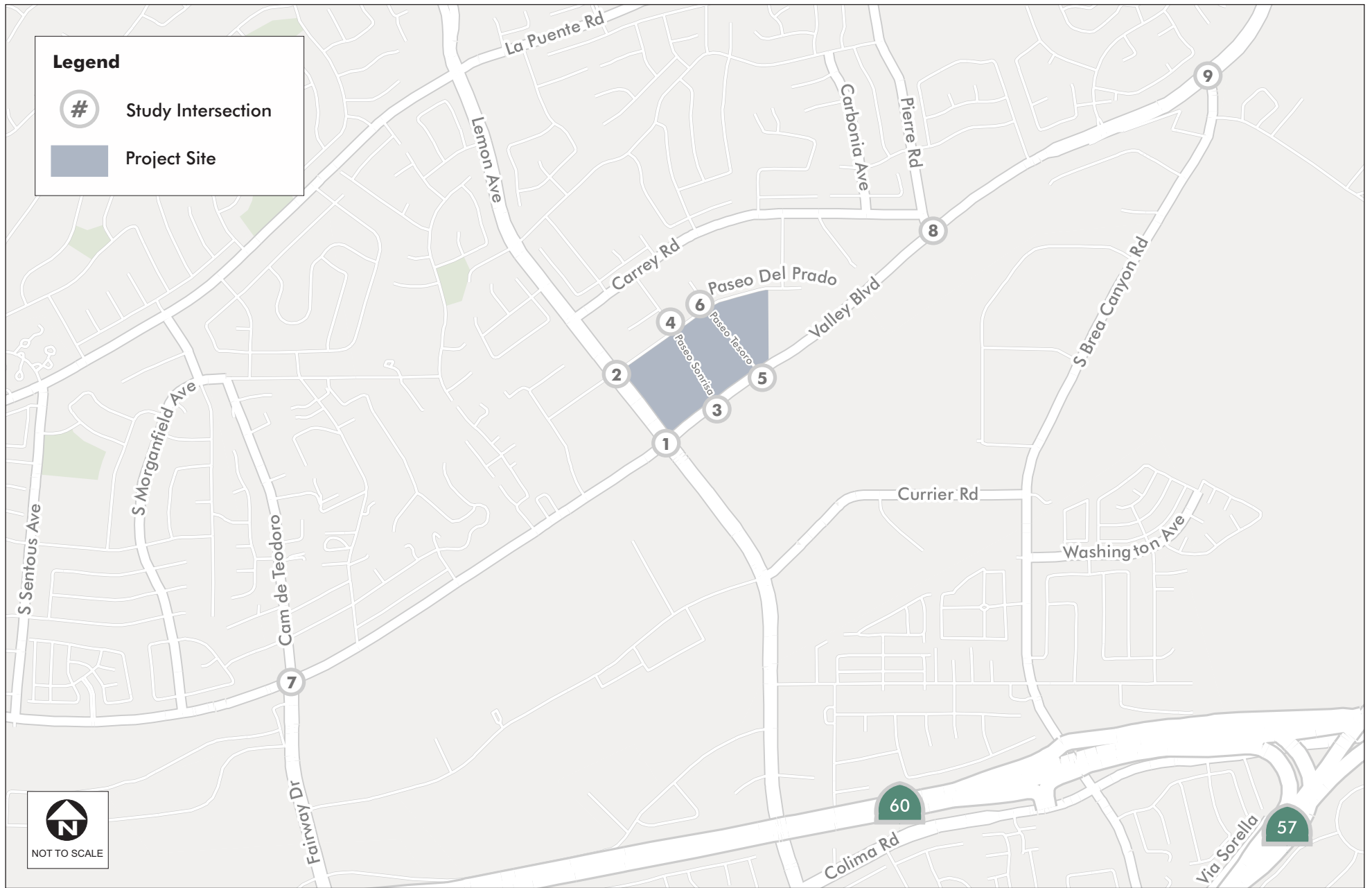
1.3 Study Area

In coordination with City staff, the following nine (9) intersections have been identified for analysis in this traffic study:

1. S. Lemon Avenue at Valley Boulevard
2. S. Lemon Avenue at Paseo Del Prado
3. Paseo Sonrisa at Valley Boulevard
4. Paseo Sonrisa at Paseo Del Prado
5. Paseo Tesoro at Valley Boulevard
6. Paseo Tesoro at Paseo Del Prado
7. Camino De Teodoro / Fairway Drive at Valley Boulevard
8. Pierre Road at Valley Boulevard
9. Brea Canyon Road at Valley Boulevard

The location of the project site and the study intersections are illustrated in **Figure 1-2**.







1.4 Surrounding Projects

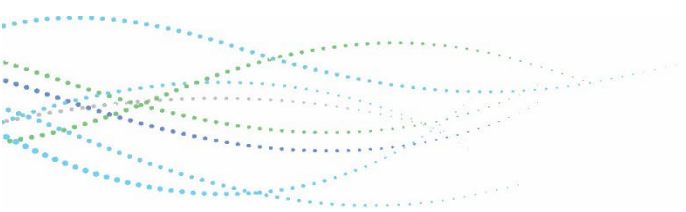
There are two projects identified in the vicinity of the proposed project, which would impact the study intersections. The Brookside Project will include residential dwelling units. The Terraces at Walnut will include a mix of land uses, such as residential and commercial. The development is currently undergoing construction, which is located east of the proposed project.

1.5 Study Periods

Traffic operations were evaluated for each of the following scenarios during the weekday AM (7:00 a.m. – 9:00 a.m.) and PM (4:00 p.m. – 6:00 p.m.) peak hours during typical weekday conditions:

- Existing Conditions;
- Opening Year (2026) Without Project Conditions;
- Opening Year (2026) With Project Conditions;
- Buildout Year (2040) Without Project Conditions; and
- Buildout Year (2040) With Project Conditions

The existing conditions represent the current traffic operations in the study area in Year 2023. Based on information provided by the project applicant, the Opening Year for the project would be 2026 and the Buildout Year for the project would be 2040. Without Project conditions assume completion of all surrounding projects in addition to the ambient growths. With Project conditions assume full completion of the project. The study area and study periods were confirmed by City staff.





2.0 ENVIRONMENTAL SETTING

This section presents an overview of the existing roadway network within the study area and the methodology used to determine existing traffic volumes.

2.1 Roadway Configurations

The existing configurations of major roadways within the study area are described below. Roadway classifications and bike facility information is based on the City of Walnut 2018 General Plan.

- **S. Lemon Avenue** is a four-lane divided minor arterial with a raised median trending in a north-south direction, providing access to State Route 60. The posted speed limit on S. Lemon Avenue, within the project vicinity, is 40 miles per hour. On-street parking is generally prohibited on both sides of the roadway.
- **Pierre Road** is a two-lane undivided “important local street” within the study area, generally oriented in a north-south direction, providing access to residential land uses and the Walnut High School. This roadway is in conjunction with Valley Boulevard. The posted speed limit is 30 miles per hour north of Vejar Road and 35 miles per hour south of Vejar Road. On-street parking is prohibited on the east side of the roadway; however, one hour parking is available on the west side from 9 a.m. to 3 p.m. on school days.
- **Valley Boulevard** is a five-lane divided major arterial with a raised median trending in an east-west direction, providing access to commercial, residential, and industrial land uses within the study area. The posted speed limit on Valley Boulevard is 50 miles per hour. On-street parking is generally prohibited on both sides of the roadway. Valley Boulevard is a designated truck route.

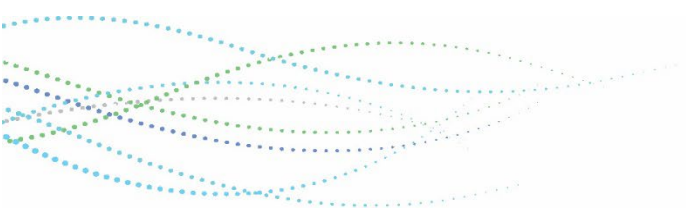
2.2 Bicycle and Pedestrian Conditions

Sidewalks bound the adjacent streets to the proposed Project: Lemon Avenue, Valley Boulevard, Paseo Del Prado, Paseo Sonrisa, and Paseo Tesoro. There is no specific bicycle-related infrastructure in the project area.

The Los Angeles County Schabarum Trail is located west of Lemon Avenue along Lemon Creek approximately 1,000 feet west of the Project site.

2.3 Transit Conditions

The Project site is served by Foothill Transit Line 194 (Pomona-Industry-La Puente-El Monte Station via Valley Boulevard). There are eastbound and westbound bus stops at the intersection of Valley Boulevard and Lemon Avenue. Service frequency during weekdays is every 20 minutes in the morning peak hours and every 30 minutes in the afternoon peak hours.





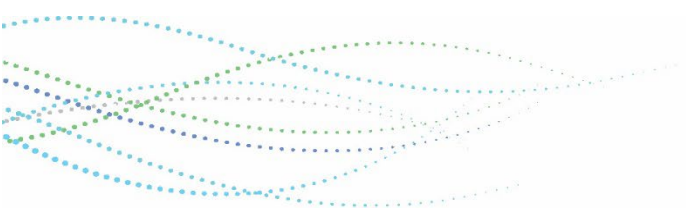
2.4 Existing Traffic Volumes

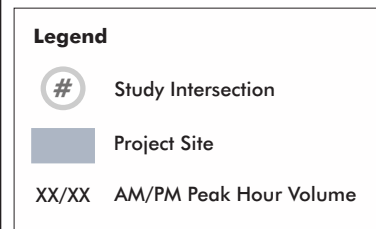
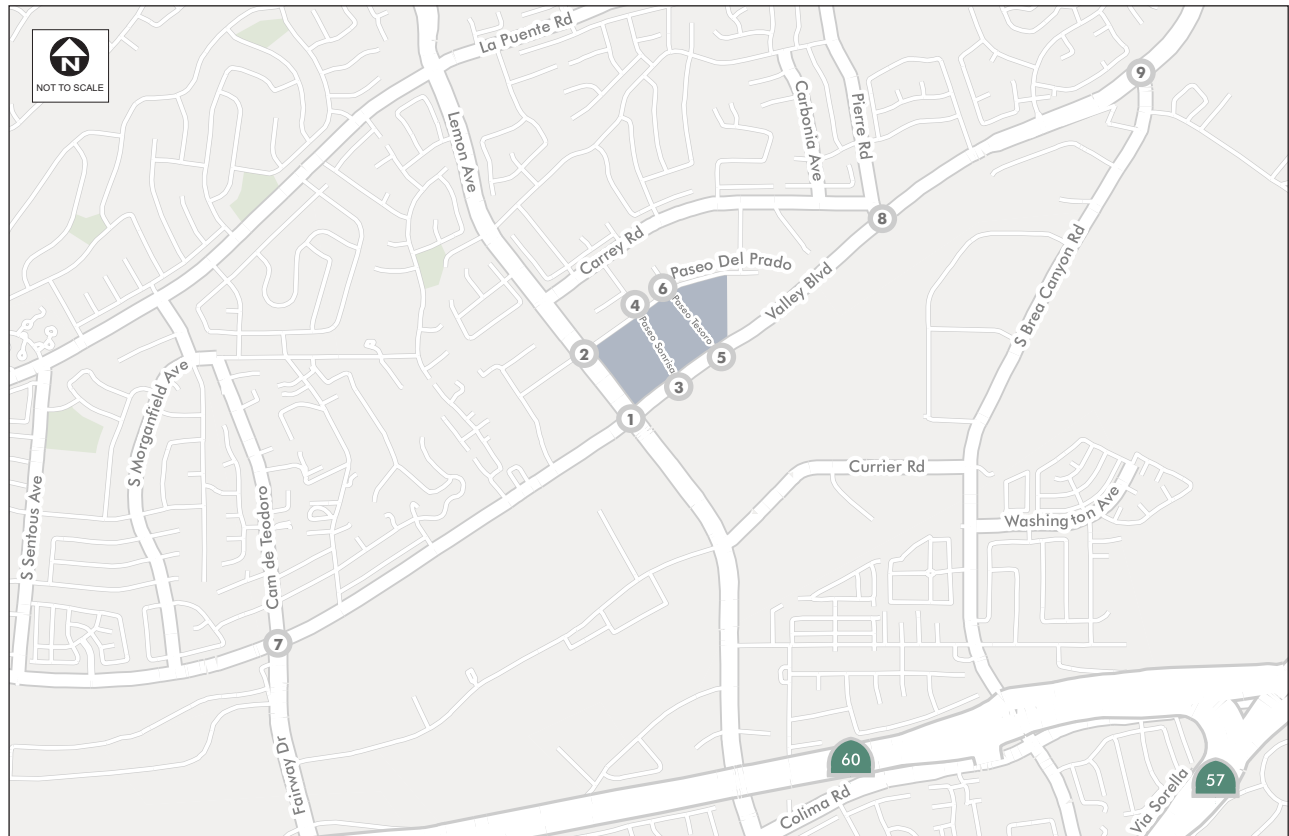
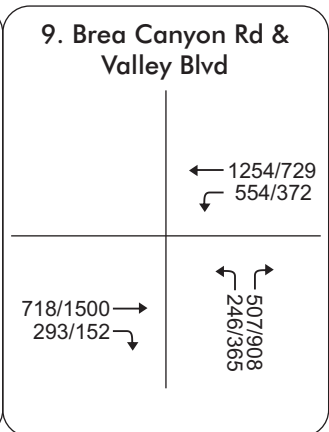
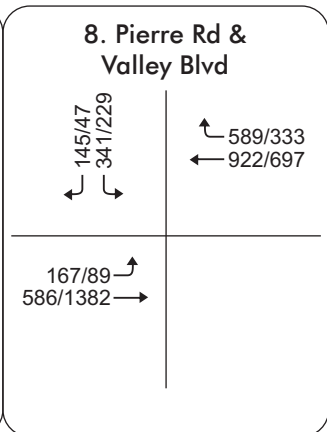
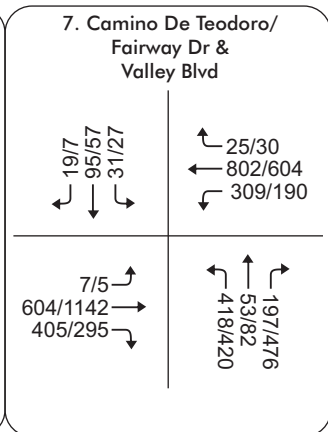
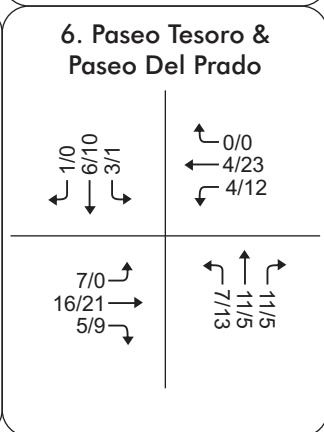
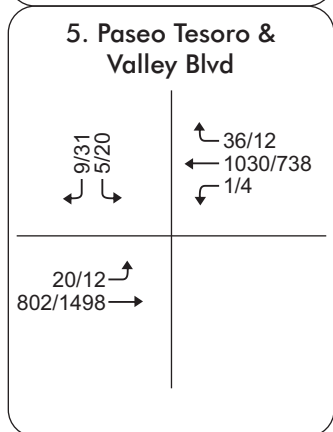
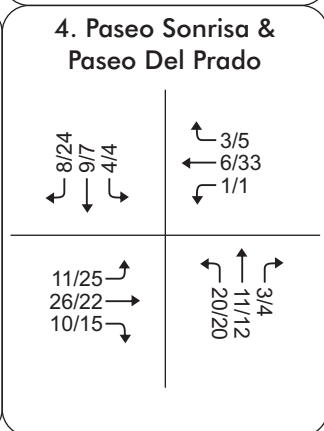
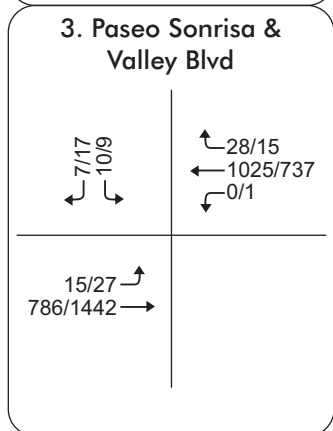
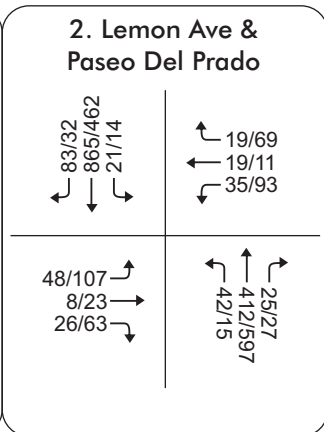
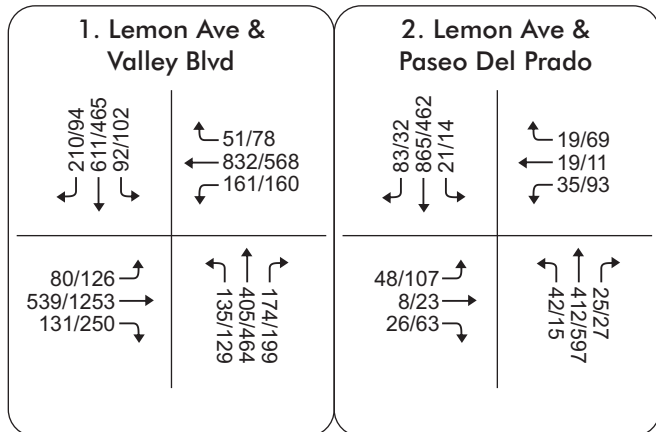
All existing traffic volumes were collected on September 19, 2023, a typical weekday, which represents typical traffic with local schools in session, and no holiday-induced changes in traffic patterns. The data collection included truck classification counts (2-axle, 3-axle, and 4+axle). The existing AM and PM peak period turning movement counts were collected in September of 2023 at the intersections below:

- S. Lemon Avenue at Valley Boulevard
- S. Lemon Avenue at Paseo Del Prado
- Paseo Sonrisa at Valley Boulevard
- Paseo Sonrisa at Paseo Del Prado
- Paseo Tesoro at Valley Boulevard
- Paseo Tesoro at Paseo Del Prado
- Camino De Teodoro / Fairway Drive at Valley Boulevard
- Pierre Road at Valley Boulevard
- Brea Canyon Road at Valley Boulevard

Traffic volumes at these intersections were converted to passenger car equivalent (PCE) volumes. PCE volumes are used to represent the greater impact that trucks have on traffic operations because of their larger size and generally slower acceleration than passenger vehicles. A PCE factor of 1.5 would be used for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles.

Detailed vehicle turning movement data are included in **Appendix A. Figure 2-1** shows the existing peak hour volumes at the study intersections.







3.0 TRAFFIC OPERATIONS ANALYSIS METHODOLOGY

This traffic operations analysis for the study intersections is in accordance with the current City of Walnut General Plan dated 2018. The quality of traffic operations is characterized using the concept of level of service (LOS). Level of service is defined by a range of grades from A (best) to F (worst). At intersections, LOS “A” represents relatively free operating conditions with little or no delay. LOS “F” is characterized by extremely unstable flow conditions and severe congestion with volumes at or near the design capacity that will result in long queues and delays.

Despite the presence of existing active land uses on the Project site, a conservative approach of analyzing the full new project rather than the difference from existing conditions for the traffic operations analysis was taken.

3.1 Intersection Analysis Methodology

The Intersection Capacity Utilization (ICU) methodology will be used to evaluate signalized intersections. This methodology uses a volume-to-capacity (V/C) ratio metric. The Highway Capacity Manual 6th Edition (HCM 6th) methodology will be used to evaluate unsignalized intersections. The HCM method defines LOS by the average vehicle delay experienced by all vehicles traveling through the intersection. Traffic operations analysis will be completed using the Synchro 11 software.

Table 3-1 presents a brief description of each LOS letter grade, as well as the range of V/C ratios and delay per vehicle associated with each grade, for the two methods.

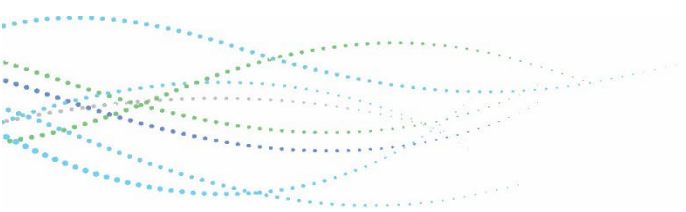


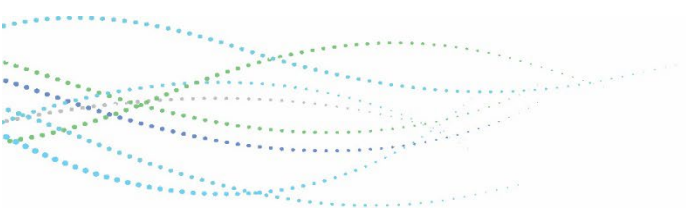


Table 3-1: Intersection Level of Service Description

Level Of Service	Description	Signalized Intersection Volume to Capacity (V/C) Ratio	Unsignalized Intersection Delay (seconds per vehicle)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.00-0.60	≤ 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>0.60-0.70	>10 and ≤ 15
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>0.70-0.80	>15 and ≤ 25
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>0.80-0.90	>25 and ≤ 35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>0.90-1.00	>35 and ≤ 50
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 1.00	>50

- The current City of Walnut General Plan standard for the minimum LOS for intersections is LOS D, with the following exceptions: LOS E is the minimum acceptable LOS for intersections along Valley Boulevard and Grand Avenue.
- LOS F is the minimum acceptable LOS for the intersections of Grand Avenue at Mountaineer Road, Grand Avenue at Amar Road/Temple Avenue, and Grand Avenue at Valley Boulevard during peak travel periods.

For intersections with a LOS E or F, if a proposed project’s traffic study identifies increases in the volume to-capacity ratio above the thresholds identified in the City’s transportation traffic guidelines, then the impact would be considered significant, and mitigation would be required.





3.2 Significant Impact Criteria

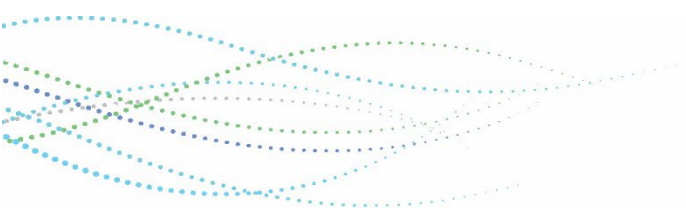
The City of Walnut aims to maintain the intersection to operate at LOS D or better as established by the City's General Plan. Traffic impact determination for a proposed project is based on the comparison of the intersection LOS between "no project" and "with project" conditions. Should the proposed project cause the study intersection to operate at, or below, LOS D, a significant impact is deemed to occur.

To determine whether the addition of project-generated trip results in a significant impact at a signalized intersection, and thus requires mitigation, the City of Walnut uses the thresholds of significance established in the Los Angeles County Traffic Impact Analysis Report Guidelines (Public Works Department, January 1997). **Table 3-2** identifies the City of Walnut thresholds of significance for signalized intersections.

Table 3-2: Intersection Threshold of Significance

Pre-Project Conditions		Project-Related V/C Increase
LOS	V/C Ratio	
C	0.71 - 0.80	0.04 or more
D	0.81 - 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

Source: Traffic Impact Analysis Report Guidelines, County of Los Angeles, January 1997





4.0 EXISTING CONDITIONS

The existing year of this analysis is 2023. This section analyzes existing year traffic conditions.

4.1 Existing Year Intersection Levels of Service

A level of service analysis was conducted to evaluate existing intersection operations during the weekday AM and PM peak hours. **Table 4-1** summarizes the existing LOS at the signalized intersections based on the ICU methodology. **Table 4-2** summarizes the existing LOS at the unsignalized intersections based on the HCM 6th methodology. LOS calculation sheets are provided in **Appendix B**.

Table 4-1: Existing Conditions Intersection Peak Hour Level of Service – ICU Methodology

Intersection		Control Type*	AM Peak Hour		PM Peak Hour	
			V/C	LOS	V/C	LOS
1	Lemon Avenue and Valley Boulevard	Signalized	0.684	B	0.742	C
2	Lemon Avenue and Paseo Del Prado	Signalized	0.513	A	0.375	A
7	Camino De Teodoro/Fairway Drive and Valley Boulevard	Signalized	0.604	B	0.735	C
8	Pierre Road and Valley Boulevard	Signalized	0.704	C	0.498	A
9	Brea Canyon Road and Valley Boulevard	Signalized	0.545	A	0.716	C

Notes: V/C = Volume to Capacity Ratio, LOS = Level of Service

Table 4-2: Existing Conditions Intersection Peak Hour Level of Service – HCM 6th Edition Methodology

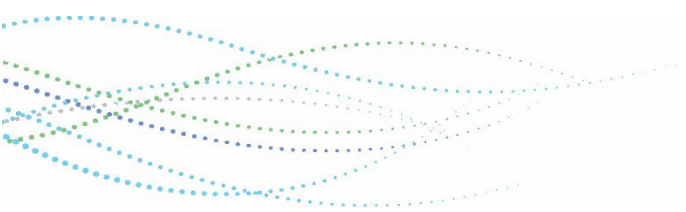
Intersection		Control Type*	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
3	Paseo Sonrisa and Valley Boulevard	TWSC	25.9	D	22.6	C
4	Paseo Sonrisa and Paseo Del Prado	AWSC	7.3	A	7.5	A
5	Paseo Tesoro and Valley Boulevard	TWSC	21.2	C	24.2	C
6	Paseo Tesoro and Paseo Del Prado	AWSC	7.1	A	7.3	A

Notes: LOS = Level of Service; TWSC = two-way stop-controlled

* For TWSC intersections, delay shown represents the worst stop-controlled movement

As summarized in **Table 4-1**, the signalized intersections are currently operating at LOS C or better in the existing conditions.

As summarized in **Table 4-2**, the unsignalized intersections are currently operating at LOS D or better in the existing conditions.





5.0 PROPOSED PROJECT TRAFFIC

This section of the report defines the vehicular traffic generated by the proposed project in a three-step process including trip generation, trip distribution, and trip assignment. As discussed in the project description, the project is anticipated to propose four buildings that would encompass a total of 414,778 square feet of building space. The proposed project would include 392,488 square feet of warehouse space, and 22,290 square feet of office/retail space. The project site is currently occupied with mixed land use developments. The access to the project site will be via along S. Lemon Avenue, Paseo Sonrisa, Paseo Tesoro, and Paseo Del Prado.

5.1 Project Trip Generation

Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition was used to estimate the project trip generation. The Peak Hour Rate for land use code 150 (Warehousing) was used to estimate trip generation from the warehouse and land use code 710 (General Office Building) was used to estimate trip generation from the office buildings.

The number of trips forecast to be generated by the proposed development was calculated by multiplying the trip generation rates by the proposed number of units and square footage in the project. A passenger car equivalent (PCE) standard value of 2.0 was applied to all project site truck trips for the traffic analysis—each truck is considered the equivalent of two autos to account for their larger size and slower acceleration and increase breaking distances. The result of this calculation is shown in **Table 5-2**.



Table 5-2: Trip Generation

	Land Use (ITE Code)	Size	Trucks			Autos			Vehicles			PCE		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	Warehousing (150)	392.5 tsf	9	16	25	38	9	47	47	25	72	56	41	97
	Office (710)	22.3 tsf	0	0	0	41	5	46	41	5	46	41	5	46
	Total	414.8 tsf	9	16	25	79	14	93	88	30	118	97	46	143
PM Peak Hour	Warehousing (150)	392.5 tsf	11	9	20	8	51	59	19	60	79	30	69	99
	Office (710)	22.3 tsf	0	0	0	8	40	48	8	40	48	8	40	48
	Total	414.8 tsf	11	9	20	16	91	107	27	100	127	38	109	147

Source: ITE Trip Generation Manual, 11th Edition.

Note: tsf = thousand square feet

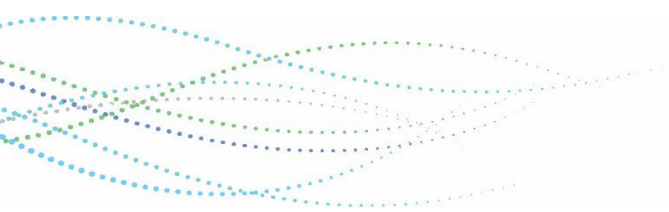
As shown in **Table 5-2**, the Project is forecast to generate 143 AM peak hour PCE trips and 147 PM peak hour PCE trips.

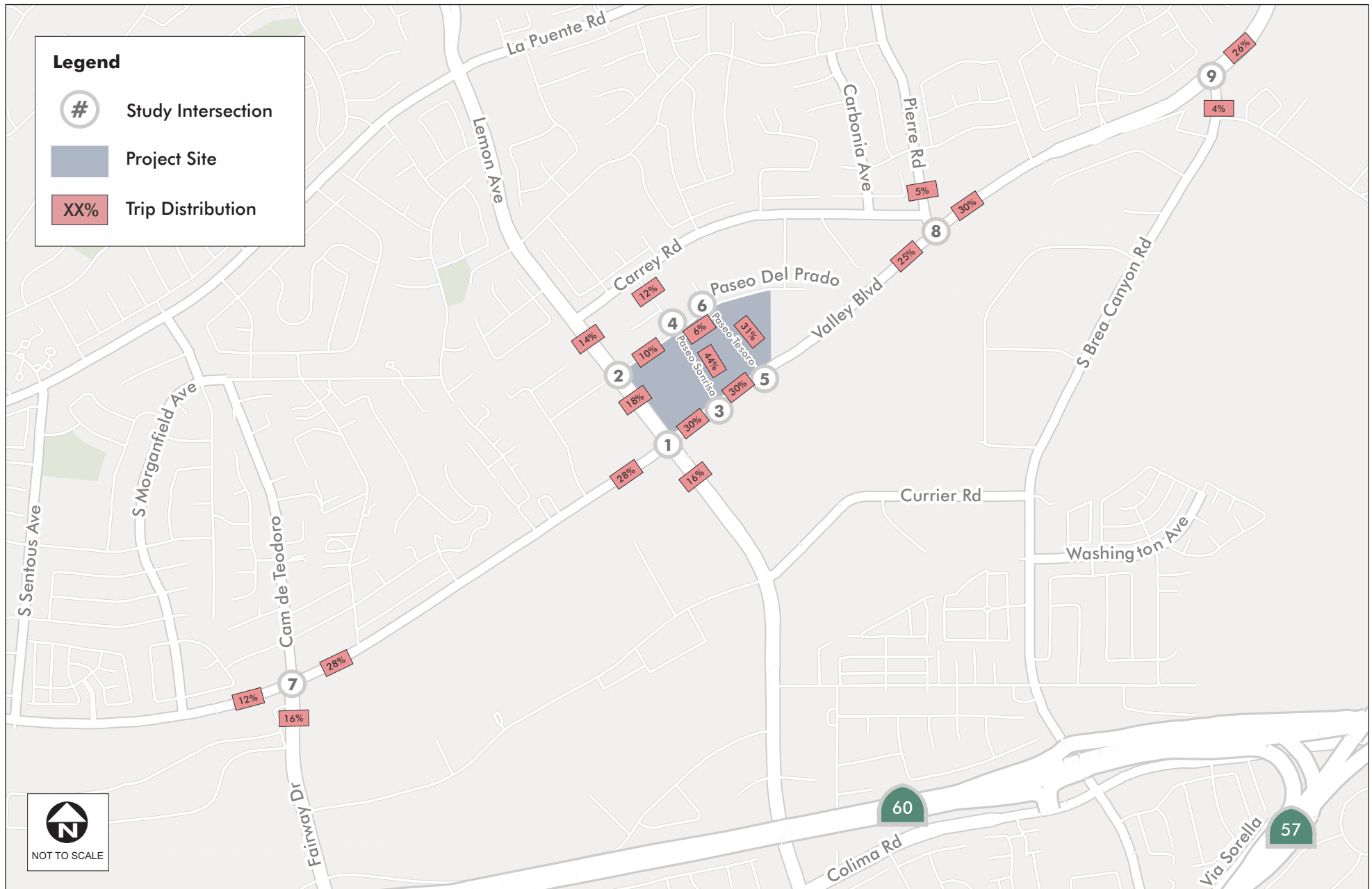
5.2 Project Trip Distribution and Assignment

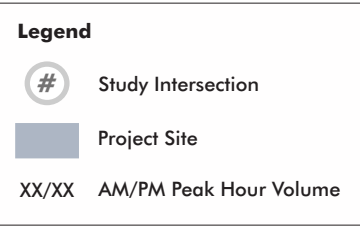
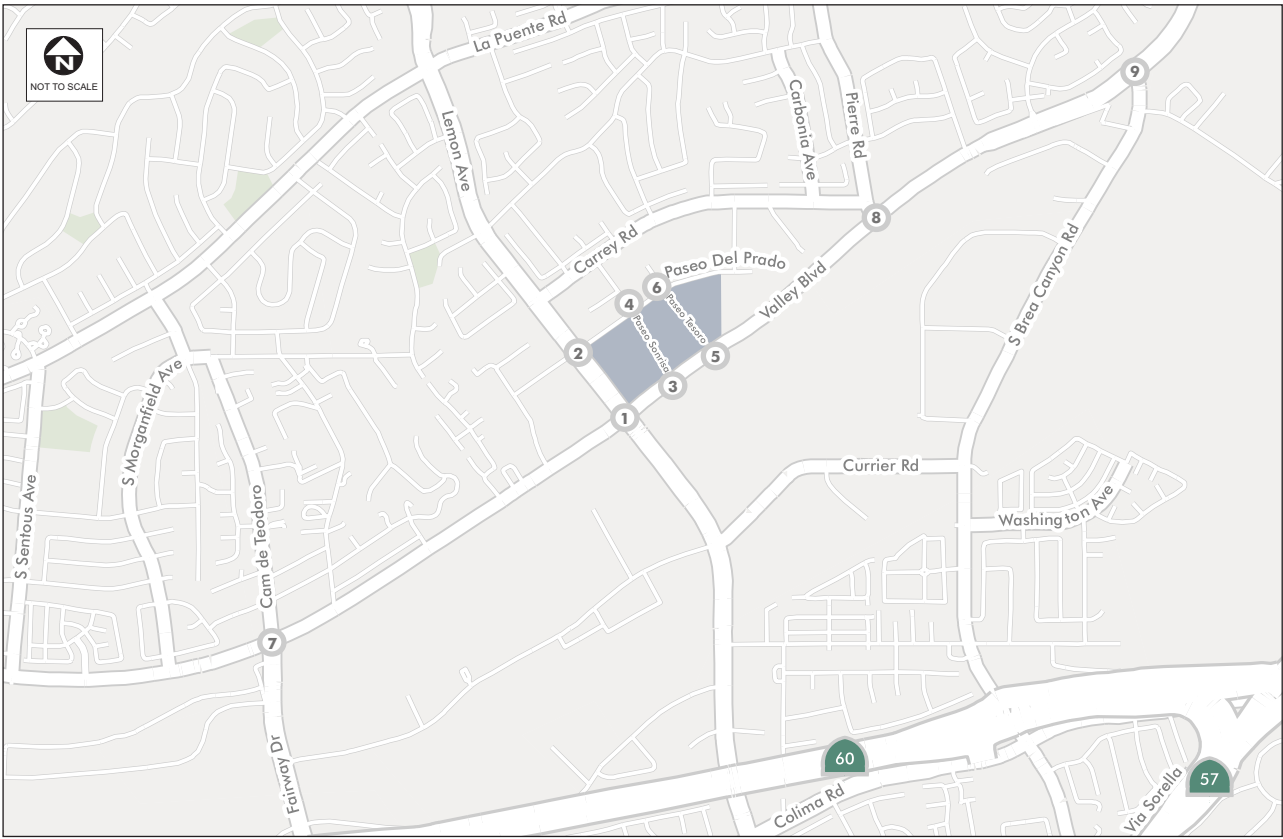
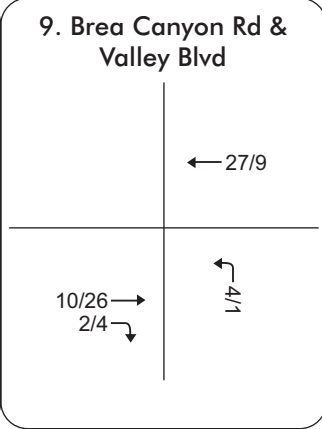
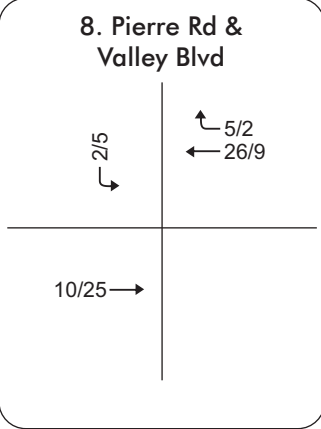
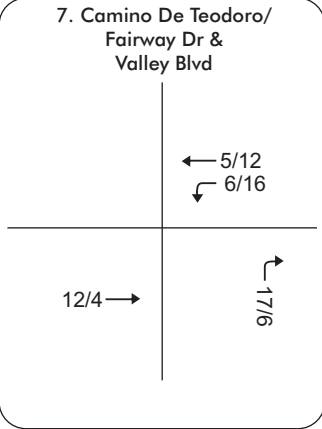
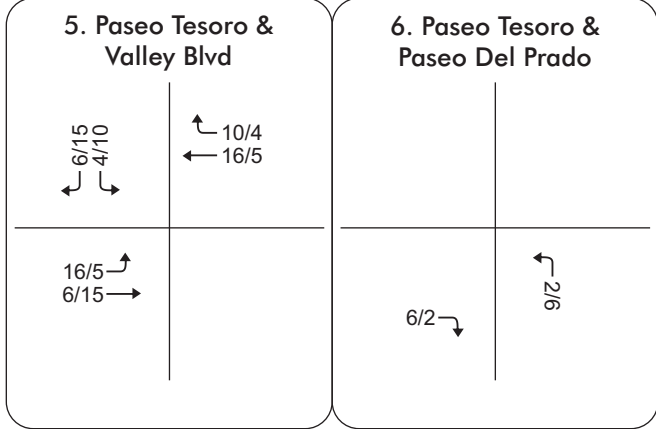
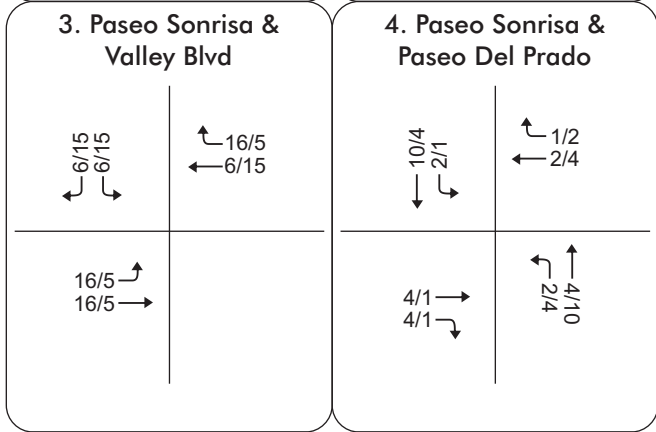
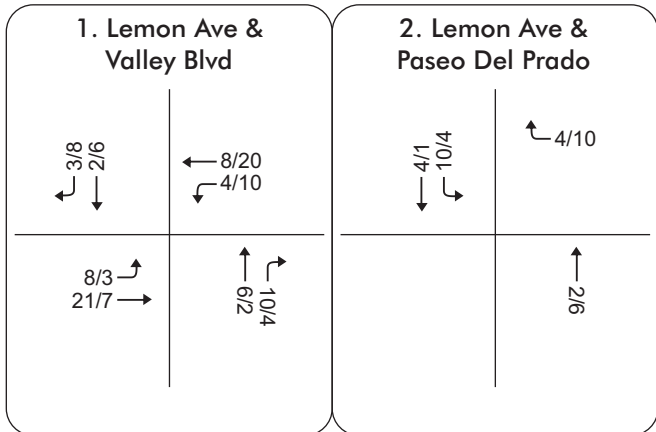
Trip distribution assumptions are used to determine the origin and destination of new vehicle trips associated with the Project. The trip distribution was forecast using the Southern California Association of Governments (SCAG) travel demand model. A select link model scenario was generated to show the distribution of the traffic analysis zones located in the study area. Plots of the vehicle distribution from the study site were used to estimate the future project distribution of vehicles. Autos and trucks were distributed along the same roadways given there are no truck restrictions along the major roadways serving the Project site.

The Project trip distribution is shown in **Figure 5-1**. The new trips generated by the project are then assigned to the surrounding roadway system based on the distribution patterns to estimate the project-related peak-hour traffic at each of the study intersections.

Figure 5-2 illustrates the proposed project trip assignment onto the roadway network during the AM and PM peak.







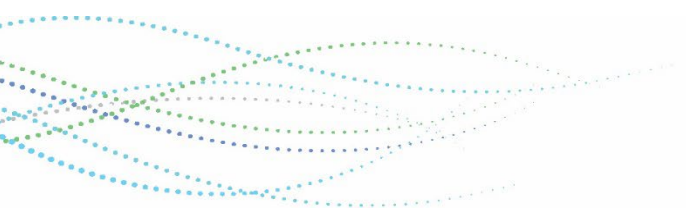


5.3 Project Bicycle and Pedestrian Conditions

The Proposed Project does not propose alterations to off-site bicycle and pedestrian conditions. Project roadways will be constructed in accordance with City engineering standards. The Project would not impact proposed new bicycle facilities along the roadways.

5.4 Project Transit Conditions

The Proposed Project does not propose alterations to public transportation conditions.





6.0 OPENING YEAR (2026) PROJECT ANALYSIS

This section presents the summary of the AM and PM peak hour traffic operation analysis in the study area for the Opening Year Without and With Project. The Opening Year for the full development of the proposed project is assumed to be 2026. Traffic volumes were developed by considering traffic increases due to specific, planned, or approved cumulative projects in the study area, without consideration of the proposed project. An ambient annual growth rate of 1 percent was assumed along the arterial streets. Opening Year (2026) With Project analysis were developed by adding trips generated by the proposed project to the Opening Year Without Project volumes and cumulative projects.

For the Opening Year (2026) project analysis, the lane geometry at the intersection of Lemon Avenue and Valley Boulevard was configured to include the off-site improvements along Valley Boulevard. Off-site improvements include the widening of Valley Boulevard at the northeast corner of the intersection with S. Lemon Street to include an additional shared through-right lane from Valley Boulevard to S. Lemon Street.

Cumulative project traffic growth is growth due to specific, known developments in the area surrounding the study locations that may affect traffic circulation. A list of cumulative projects within the study area is shown in **Table 6-1**.

Table 6-1: Cumulative Projects

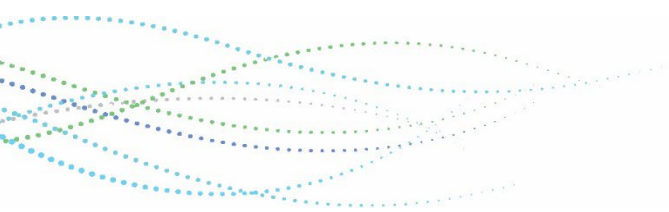
Location	Project Description	Land Use	Size
800 Meadows Pass Road	Single-Family residential	Residential	28 du
North side of Valley Boulevard at the intersection of Faure Avenue	Mixed-Use	Mixed-Use	290 du; 30,000 sf

Note: du = dwelling unit, sf = square feet

Figure 6-1 illustrates the locations of the cumulative projects.

6.1 Opening Year (2026) Without Project Intersection Levels of Service

A level of service analysis was conducted to evaluate the Opening Year (2026) Without Project intersection operations during the AM and PM peak hours at the study intersections. **Figure 6-2** illustrates the Opening Year (2026) Without Project conditions turning movement counts at the study intersections. **Table 6-2** summarizes the level of service results at the study intersections, which are based on the ICU V/C-based method at signalized intersections. **Table 6-3** summarizes the level of service results at the study intersections, which are based on the HCM 6th Edition delay-based method at unsignalized intersections. A detailed Synchro 11 level of service calculation sheets are included in **Appendix B**.





**Table 6-2: Opening Year (2026) Without Project Condition
Intersection Peak Hour Level of Service – ICU Methodology**

Intersection		Control Type	AM Peak Hour		PM Peak Hour	
			V/C	LOS	V/C	LOS
1	Lemon Avenue and Valley Boulevard	Signalized	0.615	B	0.698	B
2	Lemon Avenue and Paseo Del Prado	Signalized	0.515	A	0.376	A
7	Camino De Teodoro/Fairway Drive and Valley Boulevard	Signalized	0.607	B	0.741	C
8	Pierre Road and Valley Boulevard	Signalized	0.717	C	0.507	A
9	Brea Canyon Road and Valley Boulevard	Signalized	0.557	B	0.735	C

Notes: V/C = Volume to Capacity Ratio, LOS = level of service

**Table 6-3: Opening Year (2026) Without Project Condition
Intersection Peak Hour Level of Service – HCM 6th Edition Methodology**

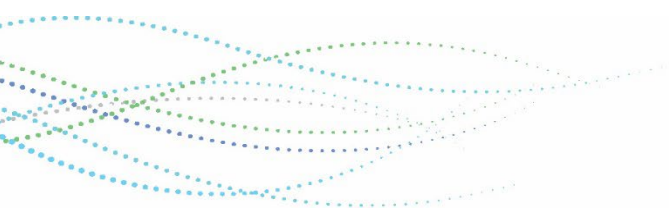
Intersection		Control Type*	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
3	Paseo Sonrisa and Valley Boulevard	TWSC	26.4	D	22.9	C
4	Paseo Sonrisa and Paseo Del Prado	AWSC	7.3	A	7.5	A
5	Paseo Tesoro and Valley Boulevard	TWSC	21.5	C	24.5	C
6	Paseo Tesoro and Paseo Del Prado	AWSC	7.2	A	7.3	A

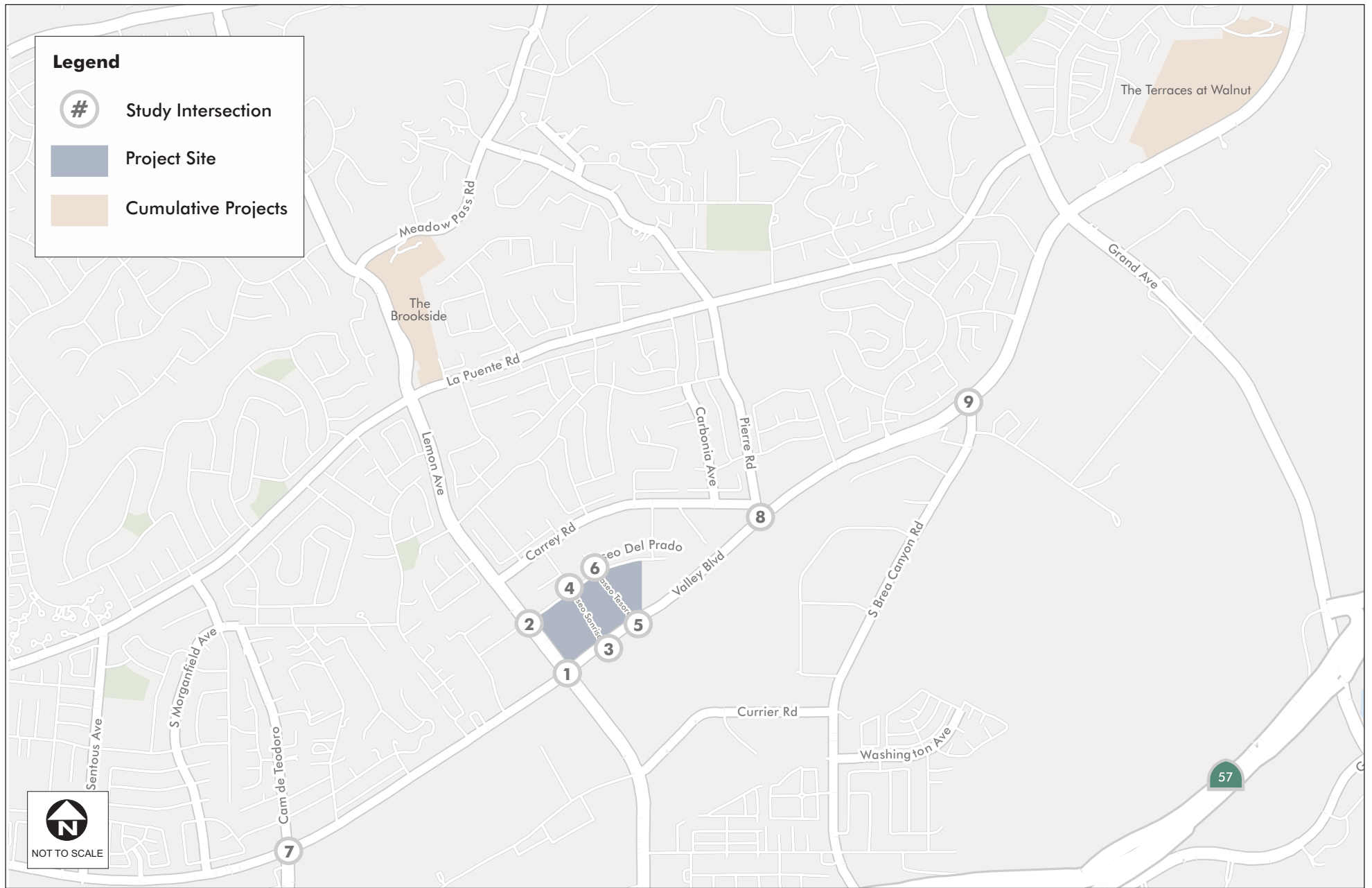
Notes: LOS = level of service; TWSC = two-way stop-controlled; AWSC = all-way stop-controlled

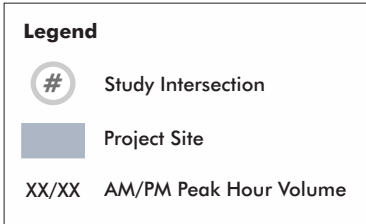
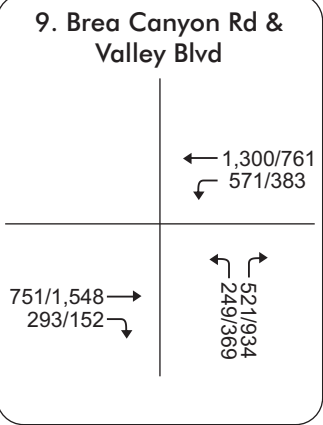
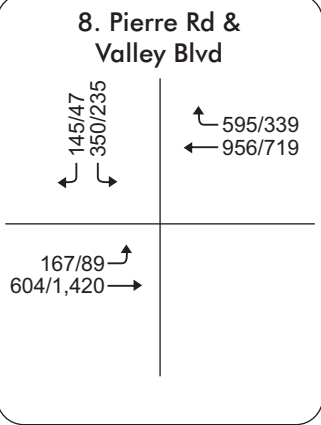
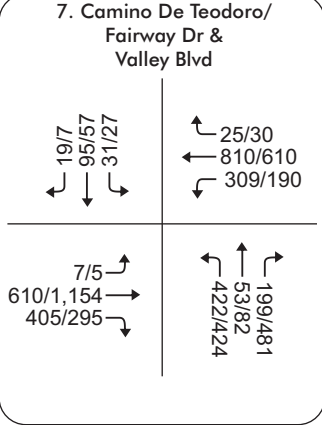
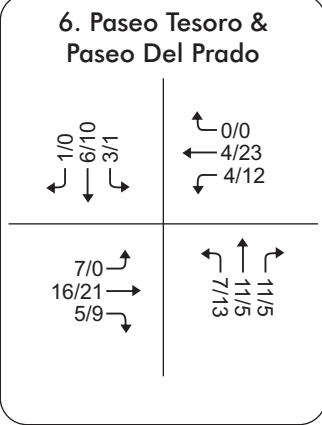
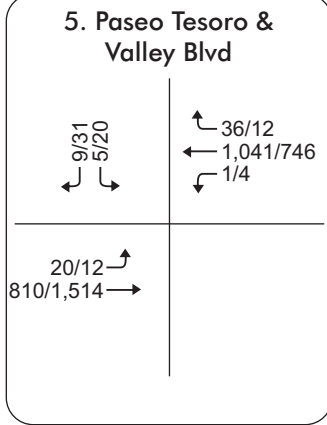
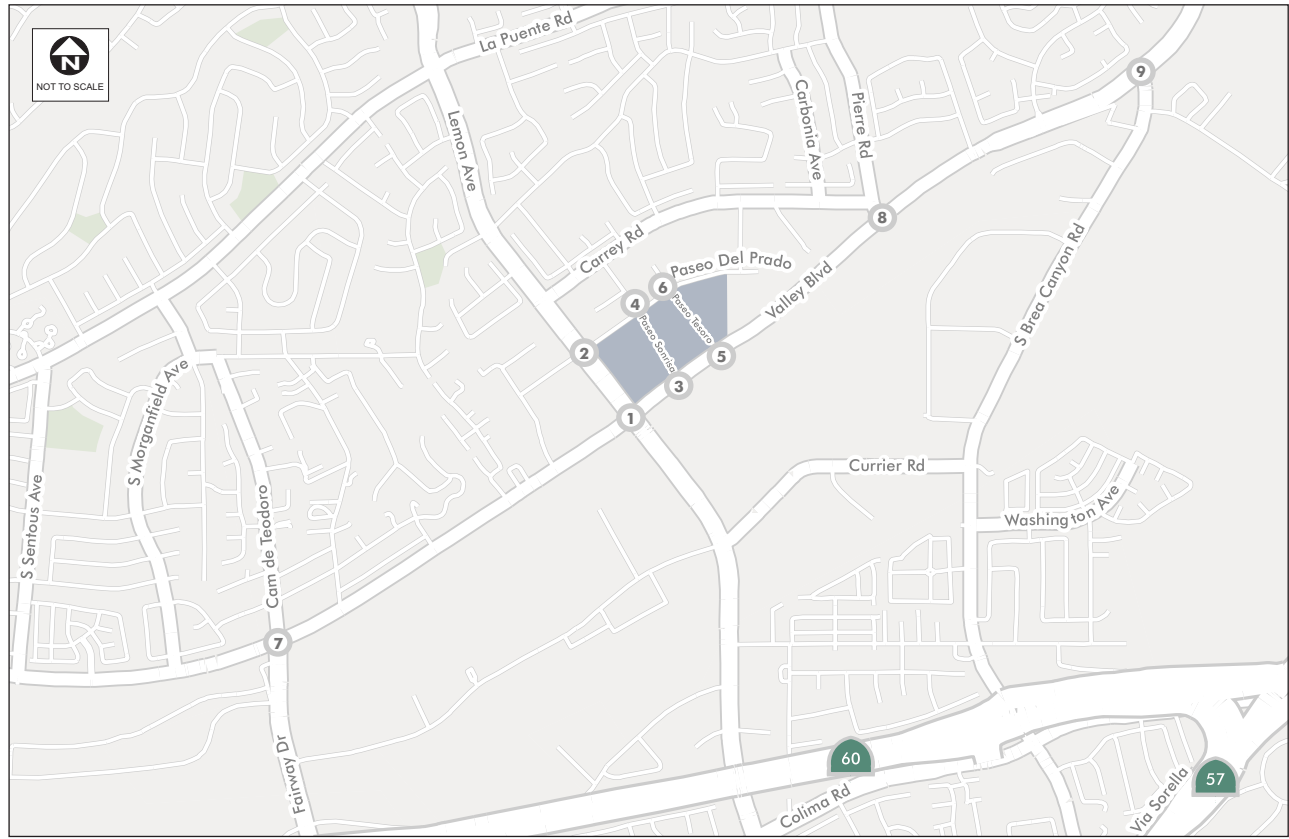
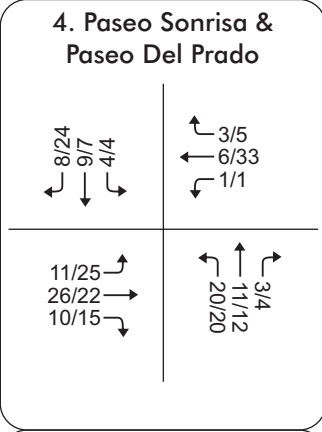
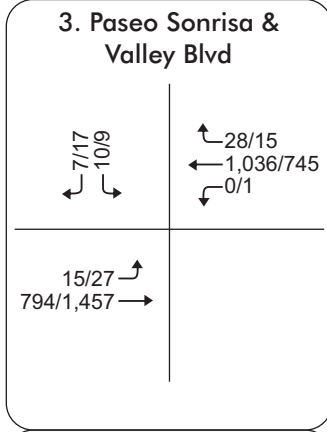
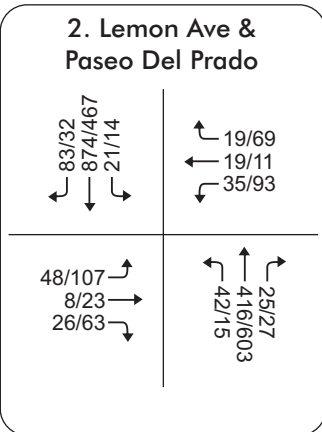
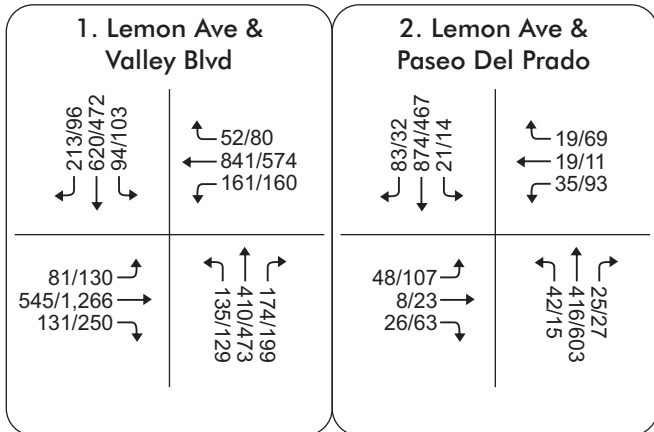
* For TWSC and AWSC intersections, delay shown represents the worst stop-controlled movement

As summarized in **Table 6-2**, the signalized intersections would continue to operate at LOS C or better during both AM and PM peak hours in the Opening Year (2026) Without Project scenario.

As summarized in **Table 6-3**, the unsignalized intersections would continue to operate at LOS D or better during the AM peak hour and LOS C or better during the PM peak hour in the Opening Year (2026) Without Project scenario.









6.2 Opening Year (2026) With Project Intersection Levels of Service

A level of service analysis was conducted to evaluate the Opening Year (2026) With Project intersection operations during the AM and PM peak hours at the study intersections. **Figure 6-3** illustrates the Opening Year (2026) With Project conditions turning movement counts at the study intersections. **Table 6-4** summarizes the level of service results at the study intersections, which are based on the ICU V/C-based method at signalized intersections and HCM 6th Edition delay-based method at unsignalized intersections. A detailed Synchro 11 level of service calculation sheets are included in **Appendix B**.

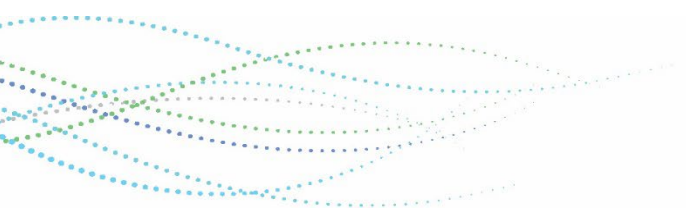


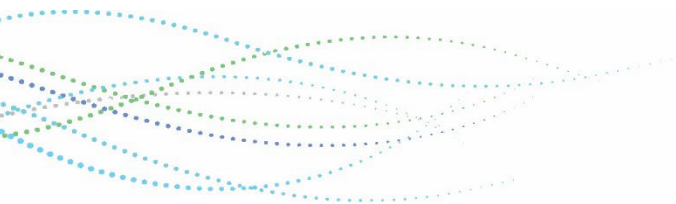


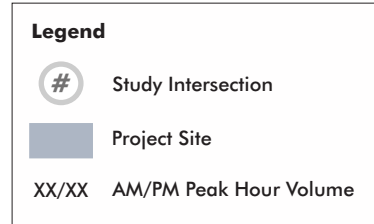
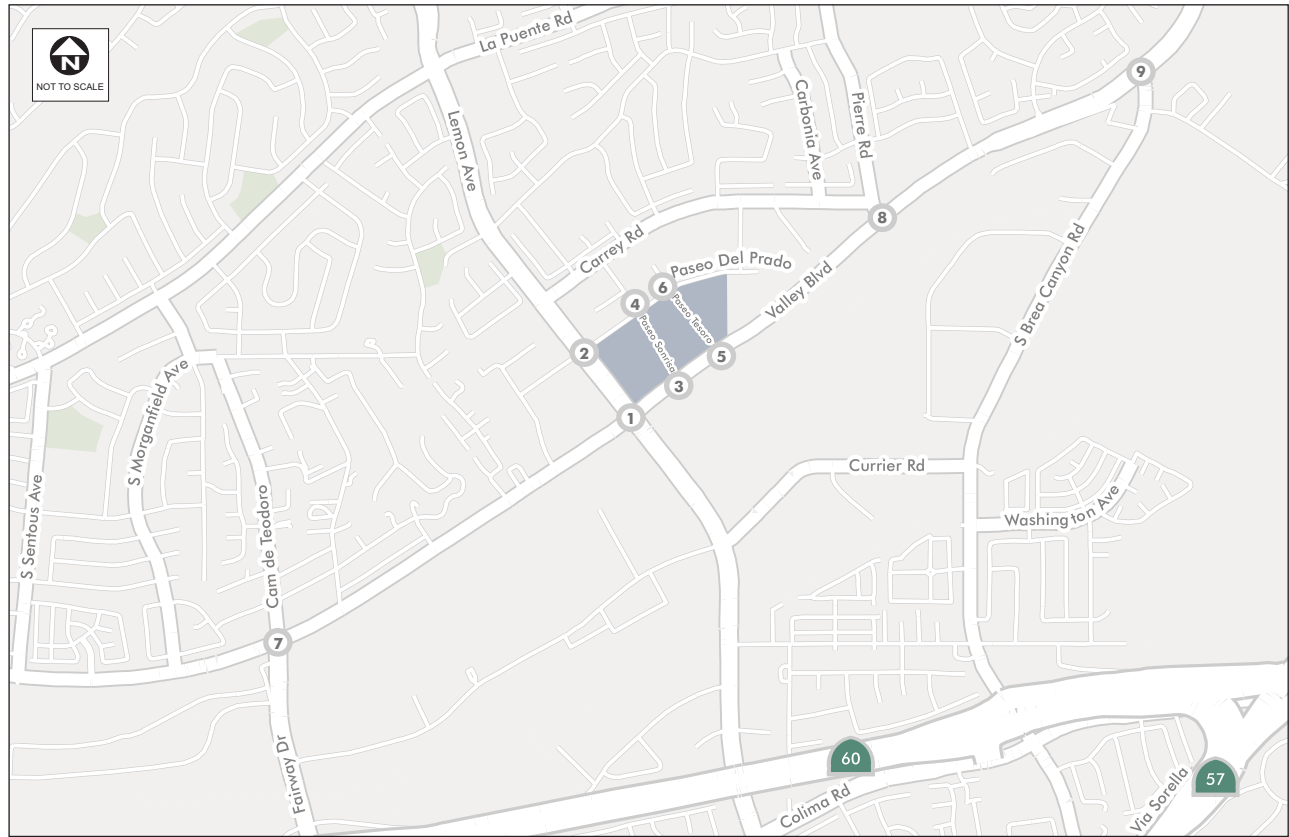
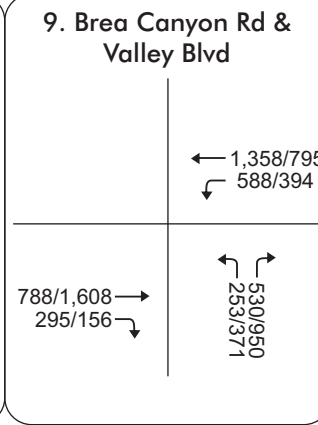
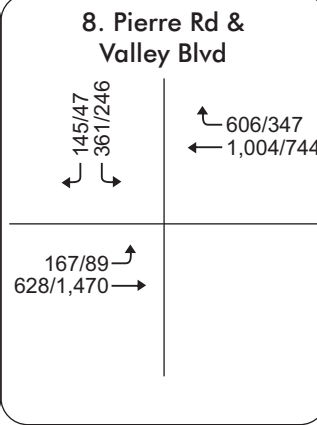
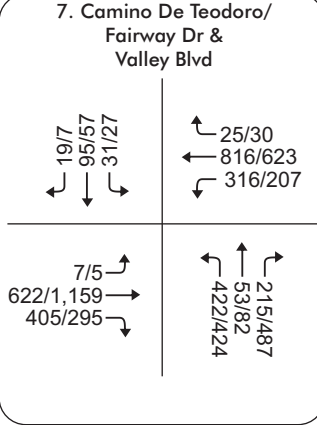
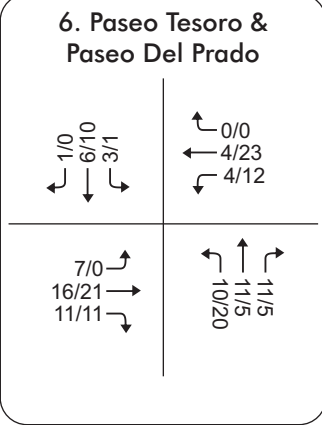
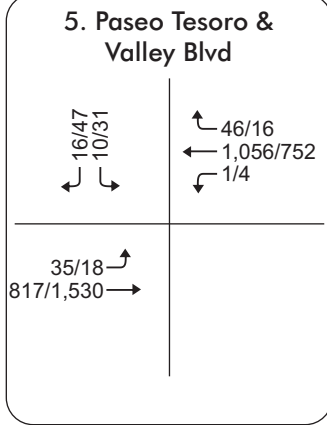
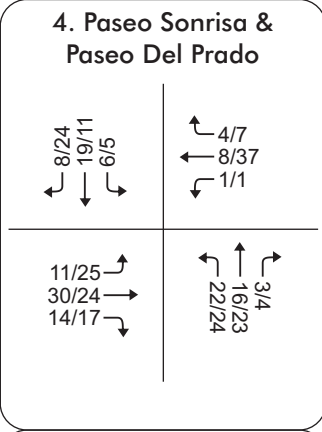
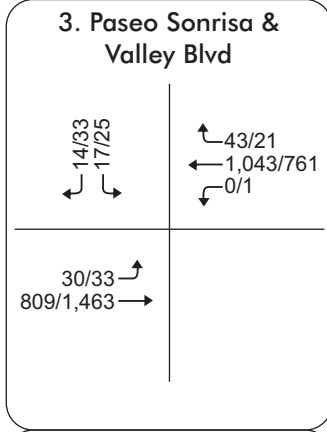
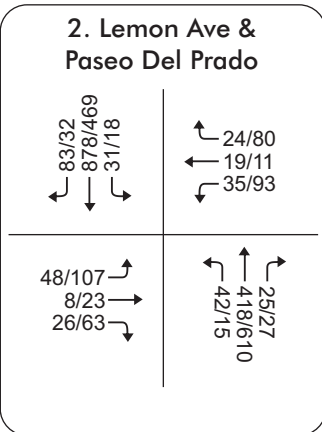
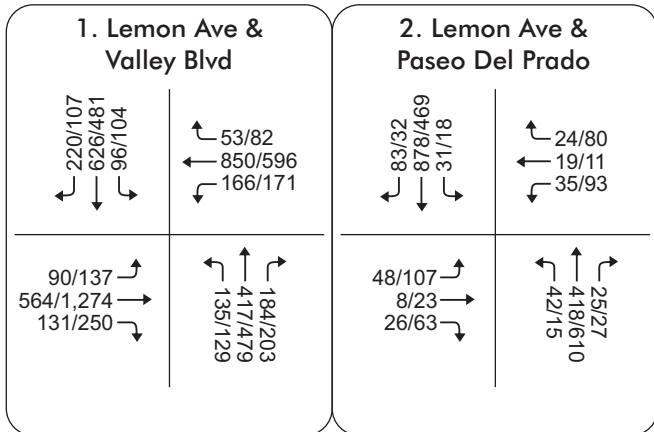
Table 6-4: Opening Year (2026) With Project Condition –Intersection Peak Hour Level of Service

Intersection		Control Type*	Opening Year (2026) Without Project				Opening Year (2026) With Project				Impact Determination			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay Difference	Impact (Yes or No)?	V/C or Delay Difference	Impact (Yes or No)?
1	Lemon Avenue and Valley Boulevard	Signalized	0.615	B	0.698	B	0.624	B	0.705	C	0.009	No	0.007	No
2	Lemon Avenue and Paseo Del Prado	Signalized	0.515	A	0.376	A	0.517	A	0.378	A	0.002	No	0.002	No
3	Paseo Sonrisa and Valley Boulevard	TWSC	26.4	D	22.9	C	29.9	D	27.4	D	3.5	No	4.5	No
4	Paseo Sonrisa and Paseo Del Prado	AWSC	7.3	A	7.5	A	7.4	A	7.6	A	0.1	No	0.1	No
5	Paseo Tesoro and Valley Boulevard	TWSC	21.5	C	24.5	C	24.9	D	28.1	D	3.4	No	3.6	No
6	Paseo Tesoro and Paseo Del Prado	AWSC	7.2	A	7.3	A	7.2	A	7.3	A	0.0	No	0.0	No
7	Camino De Teodoro/Fairway Drive and Valley Boulevard	Signalized	0.607	B	0.741	C	0.611	B	0.745	C	0.004	No	0.004	No
8	Pierre Road and Valley Boulevard	Signalized	0.717	C	0.507	A	0.735	C	0.519	A	0.018	No	0.012	No
9	Brea Canyon Road and Valley Boulevard	Signalized	0.557	B	0.735	C	0.571	B	0.753	C	0.014	No	0.018	No

Notes: V/C = Volume to Capacity Ratio, LOS = Level of Service; TWSC = two-way stop-controlled
* For TWSC and AWSC intersections, delay shown represents the worst stop-controlled movement

As summarized in **Table 6-4**, the intersections would continue to operate at LOS D or better during the AM and PM peak hours in the Opening Year (2026) With Project scenario and there would be exceedance of the City’s General Plan intersection level of service standard due to the proposed Project.







7.0 BUILDOUT YEAR (2040) PROJECT ANALYSIS

This section presents the summary of the AM and PM peak hour traffic operation analysis in the study area for the Buildout Year Without and With Project. The Buildout Year for the proposed project is assumed to be 2040. Consistent with the Opening Year (2026) analysis, the baseline traffic for the Buildout Year (2040) would include traffic generated by cumulative projects, Walnut Business Park, and an ambient growth rate of 6% was assumed along the arterial streets.

7.1 Buildout Year (2040) Without Project Intersection Levels of Service

A level of service analysis was conducted to evaluate the Buildout Year (2040) Without Project intersection operations during the AM and PM peak hours at the study intersections. **Figure 7-1** illustrates the Buildout Year (2040) Without Project conditions turning movement counts at the study intersections. **Table 7-1** summarizes the level of service results at the study intersections, which are based on the ICU V/C-based method at signalized intersections. **Table 7-2** summarizes the level of service results at the study intersections, which are based on the HCM 6th Edition delay-based method at unsignalized intersections. A detailed Synchro 11 level of service calculation sheets are included in **Appendix B**.

**Table 7-1: Buildout Year (2040) Without Project Condition
Intersection Peak Hour Level of Service – ICU Methodology**

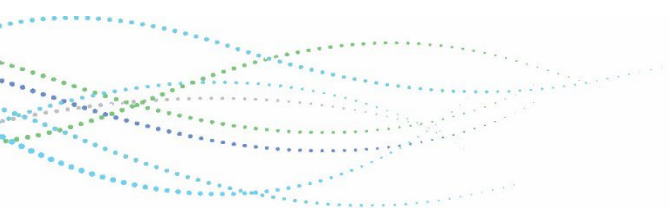
Intersection		Control Type	AM Peak Hour		PM Peak Hour	
			V/C	LOS	V/C	LOS
1	Lemon Avenue and Valley Boulevard	Signalized	0.632	B	0.716	C
2	Lemon Avenue and Paseo Del Prado	Signalized	0.517	A	0.385	A
7	Camino De Teodoro/Fairway Drive and Valley Boulevard	Signalized	0.618	B	0.767	C
8	Pierre Road and Valley Boulevard	Signalized	0.726	C	0.513	A
9	Brea Canyon Road and Valley Boulevard	Signalized	0.567	B	0.764	C

Notes: V/C = Volume to Capacity Ratio, LOS = level of service

**Table 7-2: Buildout Year (2040) Without Project Condition
Intersection Peak Hour Level of Service – HCM 6th Edition Methodology**

Intersection		Control Type*	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
3	Paseo Sonrisa and Valley Boulevard	TWSC	28.6	D	24.6	C
4	Paseo Sonrisa and Paseo Del Prado	AWSC	7.3	A	7.5	A
5	Paseo Tesoro and Valley Boulevard	TWSC	22.9	C	26.5	D
6	Paseo Tesoro and Paseo Del Prado	AWSC	7.2	A	7.3	A

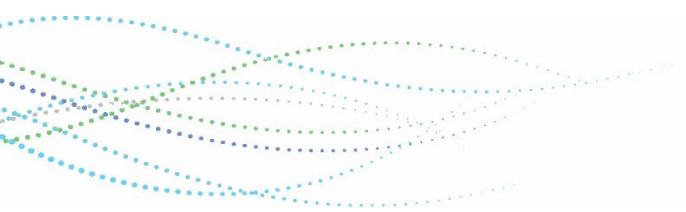
Notes: LOS = level of service; TWSC = two-way stop-controlled; AWSC = all-way stop-controlled
* For TWSC and AWSC intersections, delay shown represents the worst stop-controlled movement

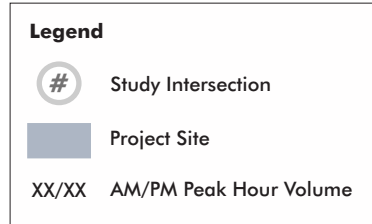
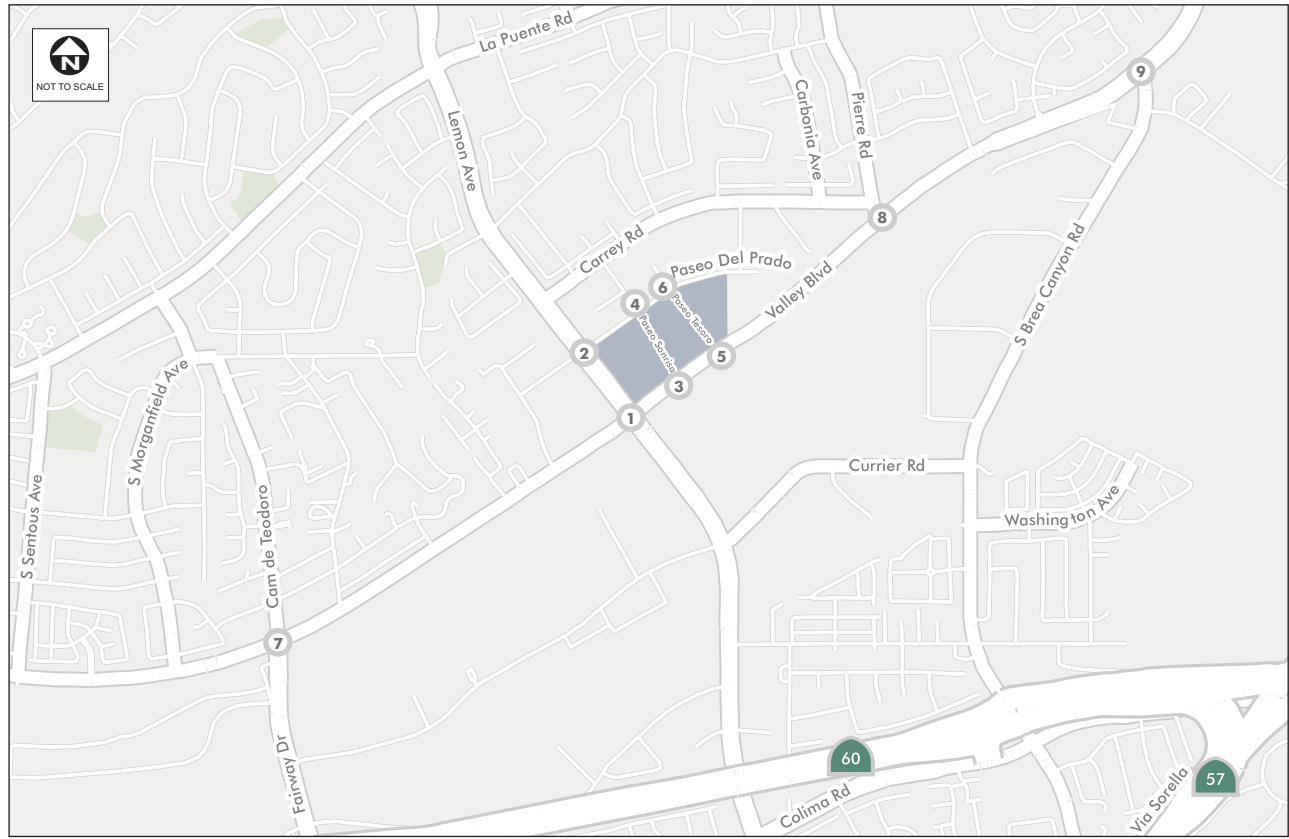
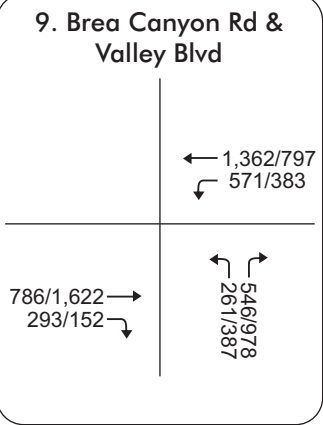
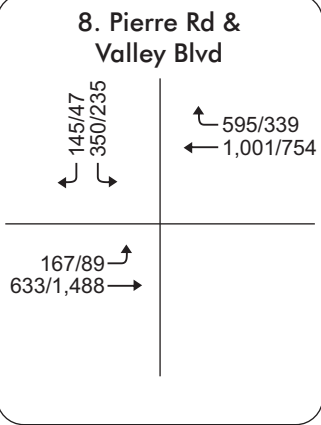
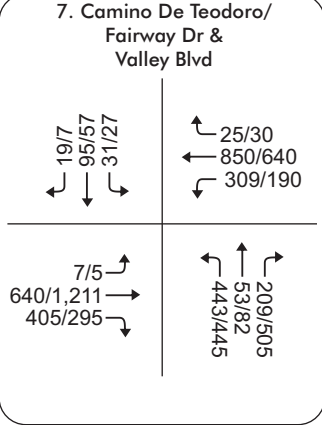
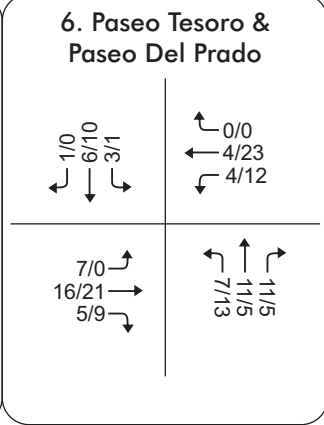
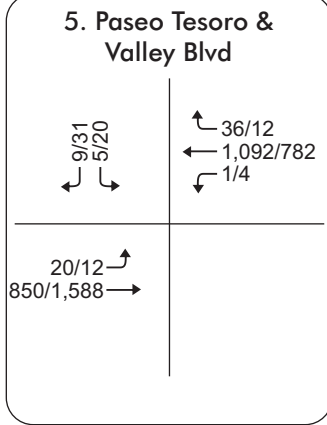
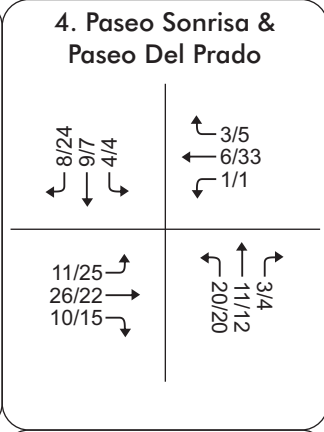
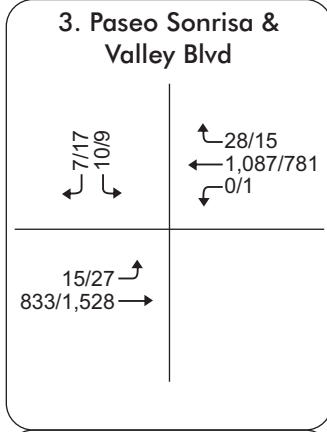
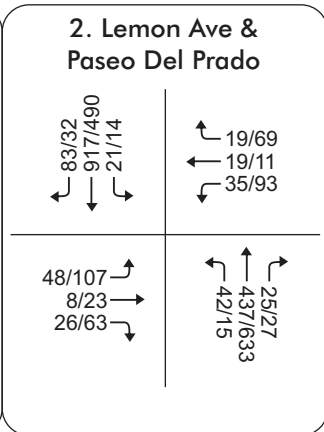
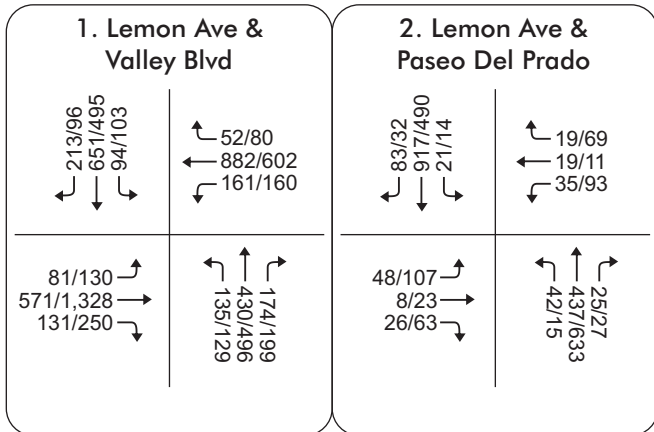




As summarized in **Table 7-1**, the signalized intersections would continue to operate at LOS C or better during both AM and PM peak hours in the Buildout Year (2040) Without Project scenario.

As summarized in **Table 7-2**, the unsignalized intersections would continue to operate at LOS D or better during both AM and PM peak hours in the Buildout Year (2040) Without Project scenario.







7.2 Buildout Year (2040) With Project Intersection Levels of Service

A level of service analysis was conducted to evaluate the Buildout Year (2040) With Project intersection operations during the AM and PM peak hours at the study intersections. **Figure 7-2** illustrates the Buildout Year (2040) With Project conditions turning movement counts at the study intersections. **Table 7-3** summarizes the level of service results at the study intersections, which are based on the ICU V/C-based method at signalized intersections and HCM 6th Edition delay-based method at unsignalized intersections. A detailed Synchro 11 level of service calculation sheets are included in **Appendix B**.

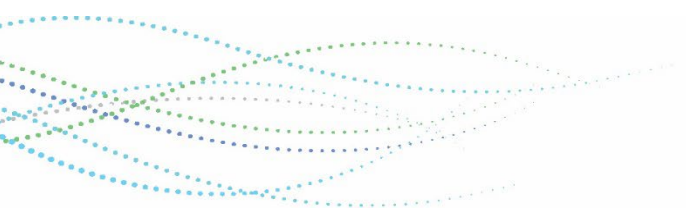


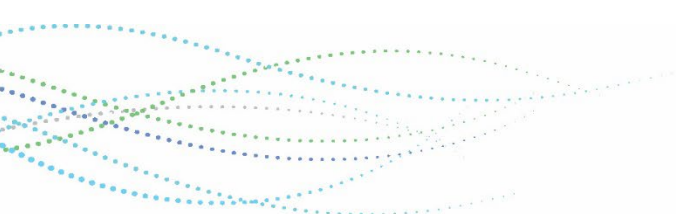


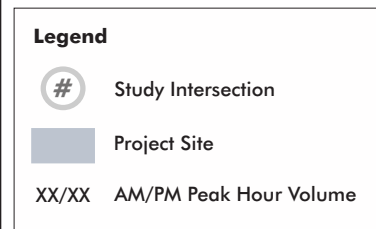
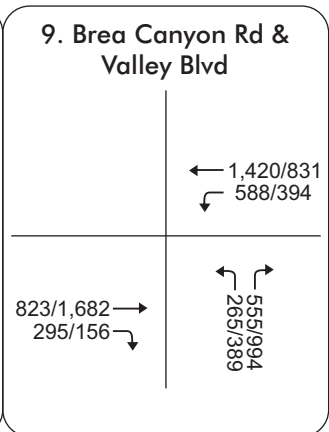
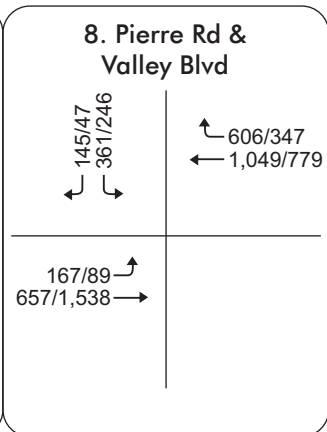
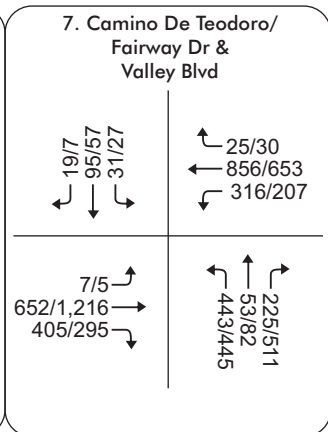
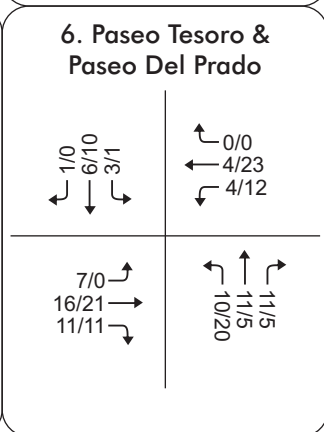
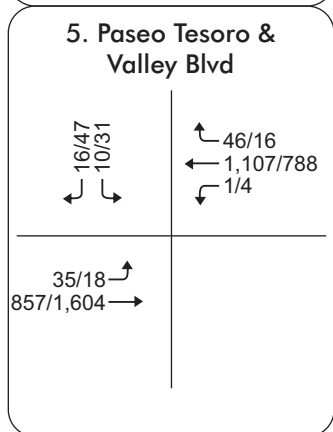
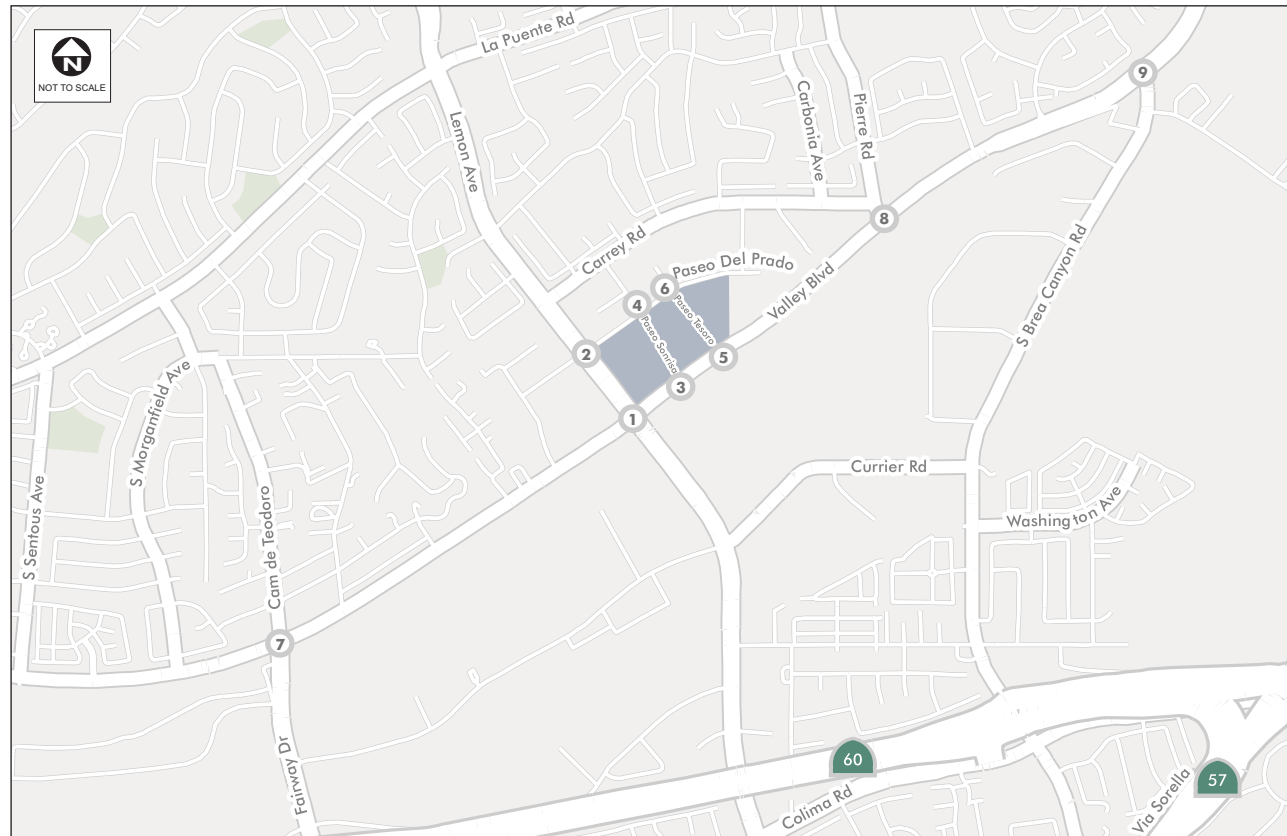
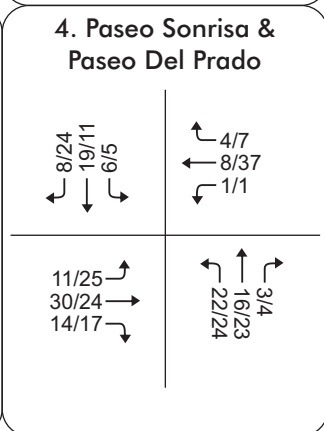
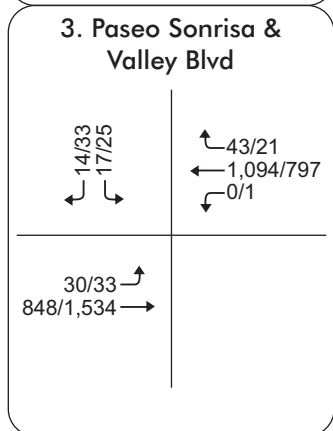
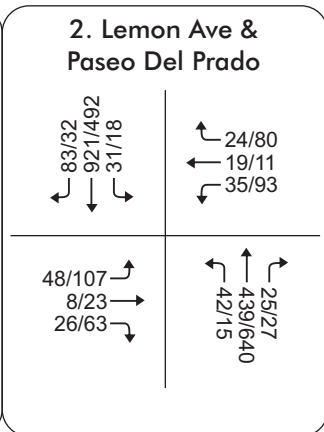
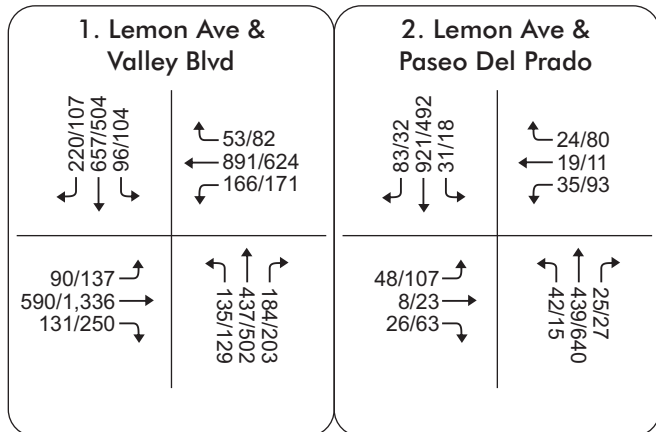
Table 7-3: Buildout Year (2040) With Project Condition –Intersection Peak Hour Level of Service

Intersection	Control Type*	Buildout Year (2040) Without Project				Buildout Year (2040) With Project				Impact Determination				
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay Difference	Impact (Yes or No)?	V/C or Delay Difference	Impact (Yes or No)?	
1	Lemon Avenue and Valley Boulevard	Signalized	0.632	B	0.716	C	0.640	C	0.723	C	0.008	No	0.007	No
2	Lemon Avenue and Paseo Del Prado	Signalized	0.517	A	0.385	A	0.517	A	0.386	A	0.000	No	0.001	No
3	Paseo Sonrisa and Valley Boulevard	TWSC	28.6	D	24.6	C	33.0	D	30.0	D	4.4	No	5.4	No
4	Paseo Sonrisa and Paseo Del Prado	AWSC	7.3	A	7.5	A	7.4	A	7.6	A	0.1	No	0.1	No
5	Paseo Tesoro and Valley Boulevard	TWSC	22.9	C	26.5	D	27.2	D	31.3	D	4.3	No	4.8	No
6	Paseo Tesoro and Paseo Del Prado	AWSC	7.2	A	7.3	A	7.2	A	7.3	A	0.0	No	0.0	No
7	Camino De Teodoro/Fairway Drive and Valley Boulevard	Signalized	0.618	B	0.767	C	0.623	B	0.771	C	0.005	No	0.004	No
8	Pierre Road and Valley Boulevard	Signalized	0.726	C	0.513	A	0.743	C	0.526	A	0.017	No	0.013	No
9	Brea Canyon Road and Valley Boulevard	Signalized	0.567	B	0.764	C	0.581	B	0.782	C	0.014	No	0.018	No

Notes: V/C = Volume to Capacity Ratio, LOS = Level of Service; TWSC = two-way stop-controlled
 * For TWSC and AWSC intersections, delay shown represents the worst stop-controlled movement

As summarized in **Table 7-3**, the intersections would continue to operate at LOS D or better during the AM and PM peak hours in the Buildout Year (2040) With Project scenario.







8.0 VEHICLE MILES TRAVELED ANALYSIS

This section presents vehicle miles traveled analysis for the California Environmental Quality Act (CEQA) transportation assessment of the Walnut Business Park project. Based on the analysis utilizing the thresholds of significance under Resolution No. 20-39: Adopting a Vehicle Miles Traveled (VMT) thresholds of significance for the City of Walnut. The City's threshold of significance consistent with CEQA Guidelines § 15064.3, subdivision (b) for Land Use Projects is:

- Project Impact: A significant impact would occur if the VMT rate for the project exceeded the applicable baseline VMT (City's VMT) Rate.
- Cumulative Project Impact: A significant impact would occur if the project increased total regional VMT compared to cumulative no project conditions.

This impact threshold is consistent with Goal C-6, Policy C-6.1 (Reduced Vehicle Miles Traveled) of the Circulation Element which reads: "Implement development and transportation improvements that help reduce greenhouse gas emissions by reducing per capita VMT, reducing impacts on the City's transportation network, and maintaining the desired levels of service for all modes of transportation."

8.1 Project Analysis

The City Resolution No. 20-39 staff report directs the analysis of VMT impacts using the San Gabriel Valley Council of Governments (SGVCOG) VMT Analysis Model.

The proposed Project was not screened from VMT analysis since it is not located in a low VMT traffic analysis zone, nor is it located in a transit priority area.

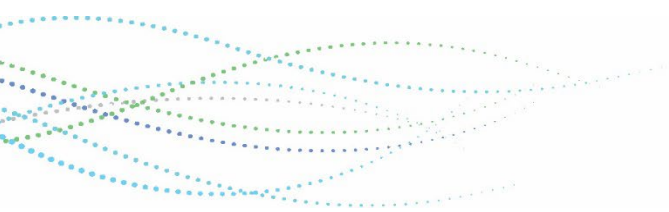
The proposed Project includes the following components related to VMT:

- "Clean Air" parking spaces would be provided on-site for carpools and fuel-efficient vehicles, for a minimum number of spaces proportional to the required vehicle parking per CalGreen.
- Twenty percent of parking spaces would be EV capable with 25 percent of those spaces including charging stations per CalGreen.
- Visitor bicycle parking racks would be provided within 200 feet of building entrances for a minimum of 5 percent of new vehicular parking: 5 percent of 1,097 vehicular parking spaces is 55 bicycle parking spaces.

The proposed project is subject to the following City of Walnut transportation demand and trip reduction measures under section 6.52.110 of the City Code:

B. Development Standards.

1. Nonresidential development of 25,000 square feet or more shall provide the following to the satisfaction of the City:





a. A bulletin board, display case or kiosk displaying transportation information located where the greatest number of employees are likely to see it. Information in the area shall include, but is not limited to, the following:

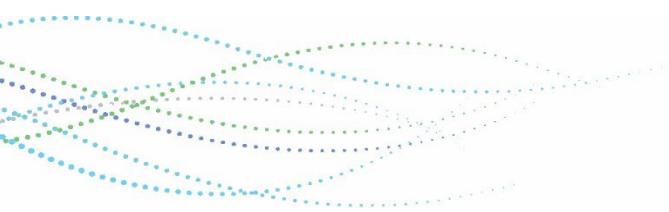
- i. Current maps, routes and schedules for public transit routes serving the site;
- ii. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators;
- iii. Ridesharing promotional material supplied by commuter-oriented organizations;
- iv. Bicycle route and facility information including regional/local bicycle maps and bicycle safety information;
- v. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.

2. Nonresidential development of 50,000 square feet or more shall comply with paragraph 1 of this subsection and shall provide all of the following measures to the satisfaction of the City:

a. Not less than 10% of employee parking area shall be located as close as is practical to the employee entrance(s) and shall be reserved for use by potential carpool/vanpool vehicles, without displaying handicapped and customer parking needs. This preferential carpool/vanpool parking area shall be identified on the site plan upon application for building permit, to the satisfaction of the City. A statement that preferential carpool/vanpool spaces for employees are available and a description of the method for obtaining such spaces must be included on the required transportation information board. Spaces will be signed/stripped as demand warrants; provided that at all times at least one space for projects of 50,000 square feet to 100,000 square feet and two spaces for projects over 100,000 square feet will be signed/stripped for carpool/vanpool vehicles.

b. Preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles. When located within a parking structure, a minimum vertical interior clearance of 7'2" shall be provided for those spaces and accessways to be used by such vehicles. Adequate turning radii and parking space dimensions shall also be included in vanpool areas. Compliance with this minimum vertical clearance standard is not intended to relieve the duty or obligation that may be imposed with any requirements or provisions of the Americans with Disabilities Act or Title 24, State of California Energy/Insulation Regulations and Handicapped Persons Standards.

c. Bicycle racks or other secure bicycle parking shall be provided to accommodate four bicycles per the first 50,000 square feet of nonresidential development and one bicycle per each additional 50,000 square feet of nonresidential development. Calculations which result in a fraction of 0.5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the City.





3. Nonresidential development of 100,000 square feet or more shall comply with paragraphs 1 and 2 of these subsections, and shall provide all of the following measures to the satisfaction of the City:

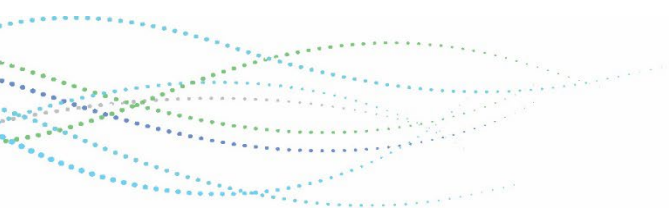
- a. A safe and convenient zone in which vanpool and carpool vehicles may deliver or board their passengers.
- b. Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development.
- c. If determined necessary by the City to mitigate the project impact, bus stop improvements must be provided. The City will consult with the local bus service providers in determining appropriate improvements. When locating bus stops and/or planning building entrances, entrances must be designed to provide safe and efficient access to nearby transit stations/stops.
- d. Safe and convenient access from the external circulation system to bicycle parking onsite.

Based on the SGVCOG VMT Evaluation Tool of the Citywide average of the Home-based Work VMT per Worker of 20.97, the Project would have a Home-based Work VMT per Worker of 20.5 when including the City's transportation demand measure of posting transportation information to support trip reduction marketing and education by all tenants.¹ While the Project includes other elements which could reduce VMT, they were not analysis options with the SGVCOG VMT Evaluation Tool and therefore were not analyzed as part of this assessment. The analysis of the proposed Project indicates a less than significant impact under CEQA Guidelines § 15064.3, subdivision (b).

8.2 Cumulative Analysis

The Cumulative Project Impact determines a cumulative significant impact if the project increased total regional VMT compared to cumulative no project conditions. The analysis was conducted using the Southern California Association of Governments (SCAG) travel demand model which is a computerized forecasting tool which distributes trips across the southern California region among traffic analysis zones on a network of roadways representing the roadways classified as collector, arterial or freeway. The traffic analysis zones contain socioeconomic forecasts of housing units, jobs and population which represent the travel demand mplaced on the transportation system. Under existing conditions, the socioeconomic data represents the residents and employees under existing conditions and under forecasted future year conditions, population and employment levels are forecast which represent cumulative conditions.

¹ <https://www.sgvkog.org/vmt-analysis-tool>





The analysis of cumulative vehicle miles traveled determines the level of cumulative no Project conditions as compared to cumulative with Project conditions. In this analysis all travel except for the project site is held as the same cumulative background level of traffic and the only change is from the Project site.

The link-level travel demand model analysis sums the daily travel on each modeled roadway link in the City by the length of the roadway links to obtain a daily vehicle miles traveled value. The daily trip generation of the Project site under no Project and with Project conditions was segmented from the overall level of traffic in order to calculate the difference for the cumulative vehicle miles traveled assessment. The daily with Project site trip generation was based on the land use categories described in section 5.1. The detailed roadway link level information is in Appendix C.

As summarized in Table 7-4, under cumulative no Project conditions average daily vehicle miles traveled on City roadways is forecast to be 491,579 vehicle miles traveled, while under cumulative with Project conditions citywide vehicle miles traveled is forecast to be 491,619 vehicle miles traveled. The proposed Project is forecast to increase the total citywide VMT compared to cumulative no project conditions. Therefore, the Project would have a significant and unavoidable impact with respect to cumulative Project-generated VMT under the City of Walnut's significance criteria.

Table 7-4: Cumulative Vehicle Miles Traveled Analysis

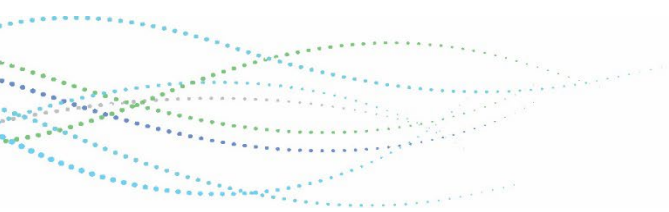
	Average Daily VMT
Cumulative No Project Conditions	491,579
Cumulative With Project Conditions	491,619
Net Difference	40

In order to address the potential significant impact, a mitigation measure to reduce the level of site vehicle trip generation should be implemented as a Condition of Approval. The review of potential feasible mitigation measures for inclusion in the transportation demand management (TDM) mitigation program are listed in the following section.

8.2.1 Potential Mitigation Measures

Mitigation measures to address the potential cumulative significant impact would be implemented as part of a TDM program required by City of Walnut transportation demand and trip reduction measures under section 6.52.110 of the City Code as discussed in section 8.1. The effectiveness of mitigation measures is expressed in a percent reduction of daily VMT. The source of the reduction effectiveness is the the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (California Air Pollution Control Officers Association, December 2021) (CAPCOA Handbook) provides a process for calculating the cumulative effects of a series of mitigation measures.

Based on the relatively small amount of VMT needed to reduce the potential cumulative significant impact to less than significant, implementation of any of the following potential feasible mitigation measures would mitigate the potential cumulative impact.





for the Project's potential cumulative significant impact are as follows:

Increased Bicycle Access: The Project could incorporate protected bicycle lanes on Valley Boulevard or Paseo Del Prado west of the project site to connect to the Los Angeles County Schabarum Trail along Lemon Creek. These facilities along with specific bicycle accommodation at the intersections with Lemon Avenue would improve access to the bicycle trail network from the Project site and the residential neighborhoods north of the Project site. These improvements would reduce stress for bicyclists and, therefore, encourages bicycles as a mode choice. The VMT Reduction Strategies report a change in bicycle mode share and, thus, a decrease in VMT, proportional to the decrease in distance to an existing bicycle facility. The effectiveness of this mitigation measure would be up to 0.8% VMT removed from parallel roadways per the CAPCOA Handbook.

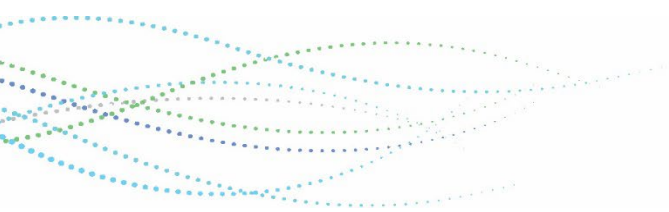
First-Mile / Last-Mile Space: The Project could dedicate space in a central location for first-mile / last-mile solutions such as bike share, scooter share, or a future mode. This feature has the potential to support trips to connect to transit hubs, such as the City of Industry Metrolink Station, located approximately one mile from the Project site via Lemon Avenue and Courier Road. The VMT reduction effectiveness is similar to the previous measure of up to 0.8% VMT removed from parallel roadways per the CAPCOA Handbook.

Improved Pedestrian Network: This measure relates to the development of new connections within the Project Site and connecting to other areas. The Project Site plan as shown in Figure 1-1, could be modified for additional pedestrian connectivity within the Project Site such as across Paseo Tesoro and Paseo Sonrisa or for connections outside the project site to Valley Boulevard, Lemon Avenue and Paseo Del Prado. Connection to Valley Boulevard would increase access to the bus stops for Foothill Transit Line 194 which connects Pomona, Industry, La Puente, and the El Monte Station via Valley Boulevard. Features to enhance walkability and accessibility would tend to reduce vehicular travel. Based on Table 3 of the VMT Reduction Strategies, this mitigation could reduce VMT by up to 6.4 percent in urban areas. However given the limited destinations in the surrounding vicinity of the Project, this mitigation measure should only be assumed to reduce VMT from the Project site by less than one percent.

Car Sharing Program: The Project could provide on-site parking spaces for car sharing services such as ZipCar or GetAround. Such programs allow employees and visitors of the Project and potentially neighboring residents to forego car ownership but still have a vehicle available for certain types of trips where walking, bicycling, carpooling, or transit are not convenient options. Based on the CAPCOA Handbook, this feature could reduce area VMT by up to 0.15 percent.

Employee Parking Cash-out: This strategy requires the Project to charge employers for employee parking and for employers to reimburse employees for the cost of parking if they do not park a car at work. This provides a direct monetary benefit to the employee for choosing alternative travel modes and has been shown to reduce VMT. Based on the VMT Reduction Strategies, this feature could reduce VMT by up to 20 percent.

Discounted Transit Passes: The City sells transit passes to City residents for Foothill Transit and Metro services at a discount from the standard prices. This benefit could be extended to employees of the Project site. Based on the CAPCOA Handbook, this mitigation could reduce VMT up to 1.2 percent.





8.2.2 Mitigation Implementation and Monitoring

The Project would be responsible for developing a mitigation implementation and monitoring program as it is built out. If mitigation measures are physical features such as bicycle or pedestrian infrastructure improvements, their implementation prior to occupancy would satisfy the monitoring requirements. Programmatic mitigations such as the employee cash-out for parking or transit passes would require on-going monitoring for implementation and designation of a City staff member as a mitigation monitoring coordinator. The mitigation monitoring coordinator would oversee implementation and produce annual monitoring reports of the mitigation program. Fees paid by tenants, as part of common area maintenance and management, could be used to fund the mitigation monitoring program.

9.0 CONCLUSIONS

The project site is located between Valley Boulevard to the south, S. Lemon Avenue to the west, Paseo Del Prado to the north, and an existing industrial development to the east. The Walnut Business Park is a proposed development to develop four buildings that would encompass a total of 414,778 square feet of building space. The project site is currently occupied by an industrial business park accommodating multiple uses, primarily commercial and light industrial.

This section summarizes the Existing (2023), Opening Year (2026), and Buildout Year (2040) traffic operations without and with the proposed project, plus cumulative projects to evaluate short-term impact in the study area.

9.1 Level of Service Analysis Results

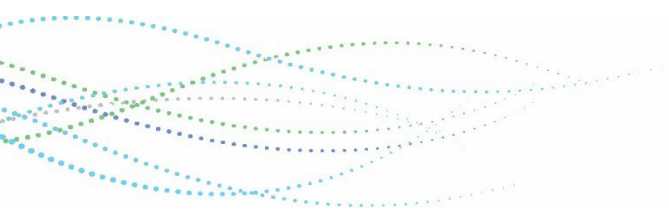
In the Existing conditions, the signalized intersections operate at LOS C or better during both the AM and PM peak hour. In addition, the unsignalized intersections operate at LOS D or better during the AM and LOS C or better during the PM peak hour.

In the Opening Year (2026) Without Project analysis, the intersection operations are similar to the Existing conditions. The signalized intersections would continue to operate at LOS C or better during both the AM and PM peak hours and the unsignalized intersections would continue to operate at LOS D or better during the AM peak hour and LOS C or better during the PM peak hour.

In the Opening Year (2026) With Project analysis, the study intersections would continue to operate within the City's threshold. Therefore, the proposed project will not have an impact on the study intersections.

In the Buildout Year (2040) Without Project analysis, the signalized intersection would continue to operate at LOS C or better during both the AM and PM peak hours. The unsignalized intersections would continue to operate at LOS D or better during the AM peak hour. During the PM peak hour, the LOS lowered slightly, resulting in the unsignalized intersections to operate at LOS D or better.

In the Buildout Year (2040) With Project analysis, the study intersections would continue to operate within the City's General Plan LOS threshold. Therefore, the proposed project will not have an impact on the study intersections.





APPENDIX A – EXISTING TRAFFIC COUNTS



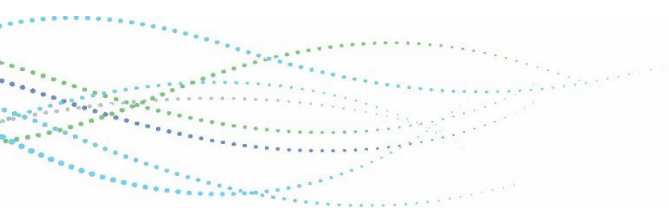
9.2 Vehicle Miles Traveled Analysis Results

Based on the analysis utilizing the thresholds of significance under Resolution No. 20-39: Adopting a Vehicle Miles Traveled (VMT) thresholds of significance for the City of Walnut. The City's threshold of significance consistent with CEQA Guidelines § 15064.3, subdivision (b) for Land Use Projects is:

- Project Impact: A significant impact would occur if the VMT rate for the project exceeded the applicable baseline VMT (City's VMT) Rate.

Based on the SGVCOG VMT Evaluation Tool of the Citywide average of the Home-based Work VMT per Worker of 20.97, the Project would have a Home-based Work VMT per Worker of 20.5 when including the City's transportation demand measure of posting transportation information to support trip reduction marketing and education by all tenants. Therefore, the proposed Project would have a less than significant impact under CEQA Guidelines § 15064.3, subdivision (b).

The proposed Project increases the total Cumulative citywide VMT compared to Cumulative no project conditions through a comparison of the forecasted proposed project site VMT to the baseline land use for the Project site. Therefore, the Project would have a significant impact with respect to Cumulative Project-generated VMT under the City of Walnut's significance criteria. This impact could be mitigated by implementation of a mitigation plan of actions to reduce VMT.



City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

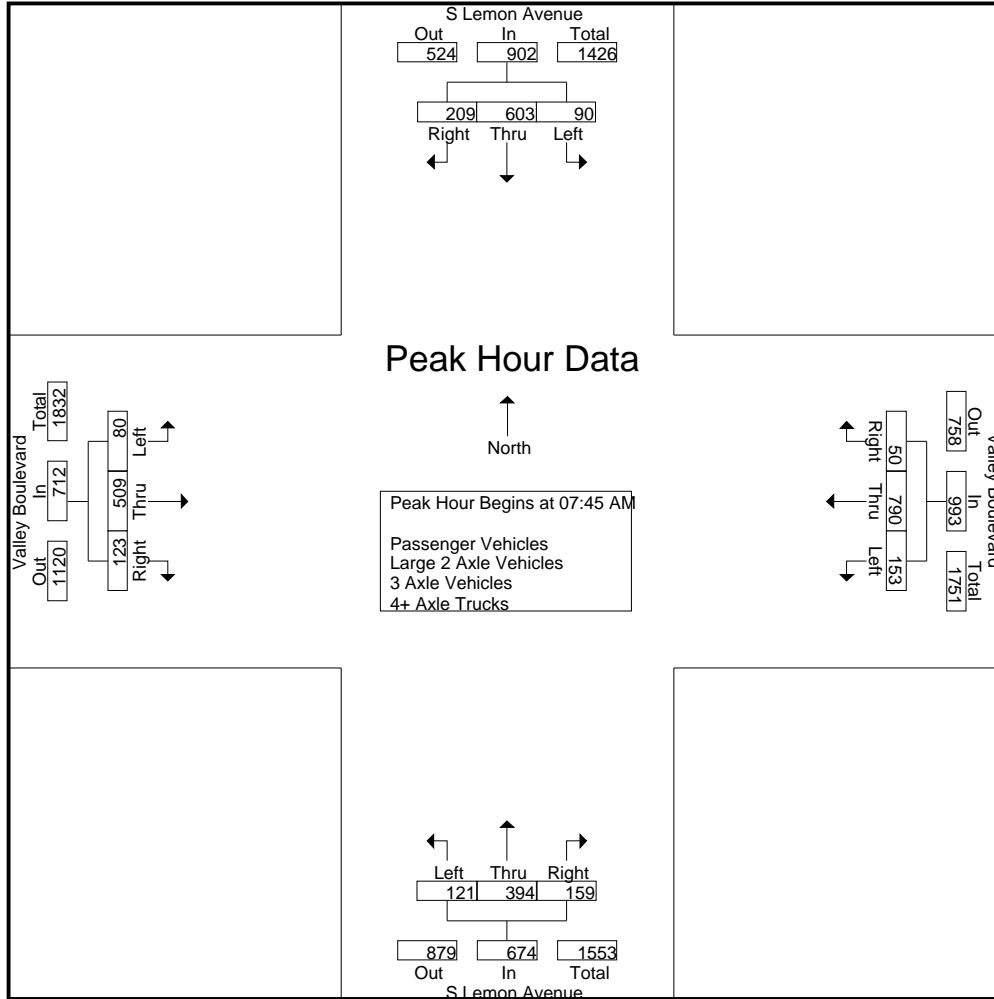
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	65	8	77	18	188	6	212	29	65	20	114	9	63	23	95	498
07:15 AM	10	81	33	124	26	158	5	189	31	44	33	108	6	87	20	113	534
07:30 AM	16	101	19	136	31	195	5	231	26	66	23	115	25	117	38	180	662
07:45 AM	10	151	36	197	44	239	11	294	26	83	45	154	24	120	43	187	832
Total	40	398	96	534	119	780	27	926	112	258	121	491	64	387	124	575	2526
08:00 AM	34	161	76	271	33	144	19	196	34	152	62	248	19	151	28	198	913
08:15 AM	29	172	62	263	39	216	15	270	27	67	34	128	17	138	32	187	848
08:30 AM	17	119	35	171	37	191	5	233	34	92	18	144	20	100	20	140	688
08:45 AM	15	108	25	148	41	190	17	248	28	71	24	123	23	108	37	168	687
Total	95	560	198	853	150	741	56	947	123	382	138	643	79	497	117	693	3136
Grand Total	135	958	294	1387	269	1521	83	1873	235	640	259	1134	143	884	241	1268	5662
Apprch %	9.7	69.1	21.2		14.4	81.2	4.4		20.7	56.4	22.8		11.3	69.7	19		
Total %	2.4	16.9	5.2	24.5	4.8	26.9	1.5	33.1	4.2	11.3	4.6	20	2.5	15.6	4.3	22.4	
Passenger Vehicles	133	938	293	1364	260	1446	80	1786	211	624	240	1075	143	839	225	1207	5432
% Passenger Vehicles	98.5	97.9	99.7	98.3	96.7	95.1	96.4	95.4	89.8	97.5	92.7	94.8	100	94.9	93.4	95.2	95.9
Large 2 Axle Vehicles	1	17	0	18	4	37	3	44	13	8	9	30	0	26	2	28	120
% Large 2 Axle Vehicles	0.7	1.8	0	1.3	1.5	2.4	3.6	2.3	5.5	1.2	3.5	2.6	0	2.9	0.8	2.2	2.1
3 Axle Vehicles	0	2	1	3	1	19	0	20	1	4	3	8	0	4	4	8	39
% 3 Axle Vehicles	0	0.2	0.3	0.2	0.4	1.2	0	1.1	0.4	0.6	1.2	0.7	0	0.5	1.7	0.6	0.7
4+ Axle Trucks	1	1	0	2	4	19	0	23	10	4	7	21	0	15	10	25	71
% 4+ Axle Trucks	0.7	0.1	0	0.1	1.5	1.2	0	1.2	4.3	0.6	2.7	1.9	0	1.7	4.1	2	1.3

Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	10	151	36	197	44	239	11	294	26	83	45	154	24	120	43	187	832
08:00 AM	34	161	76	271	33	144	19	196	34	152	62	248	19	151	28	198	913
08:15 AM	29	172	62	263	39	216	15	270	27	67	34	128	17	138	32	187	848
08:30 AM	17	119	35	171	37	191	5	233	34	92	18	144	20	100	20	140	688
Total Volume	90	603	209	902	153	790	50	993	121	394	159	674	80	509	123	712	3281
% App. Total	10	66.9	23.2		15.4	79.6	5		18	58.5	23.6		11.2	71.5	17.3		
PHF	.662	.876	.688	.832	.869	.826	.658	.844	.890	.648	.641	.679	.833	.843	.715	.899	.898

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:30 AM			
+0 mins.	10	151	36	197	44	239	11	294	26	83	45	154	25	117	38	180
+15 mins.	34	161	76	271	33	144	19	196	34	152	62	248	24	120	43	187
+30 mins.	29	172	62	263	39	216	15	270	27	67	34	128	19	151	28	198
+45 mins.	17	119	35	171	37	191	5	233	34	92	18	144	17	138	32	187
Total Volume	90	603	209	902	153	790	50	993	121	394	159	674	85	526	141	752
% App. Total	10	66.9	23.2		15.4	79.6	5		18	58.5	23.6		11.3	69.9	18.8	
PHF	.662	.876	.688	.832	.869	.826	.658	.844	.890	.648	.641	.679	.850	.871	.820	.949

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val AM
 Site Code : 04223854
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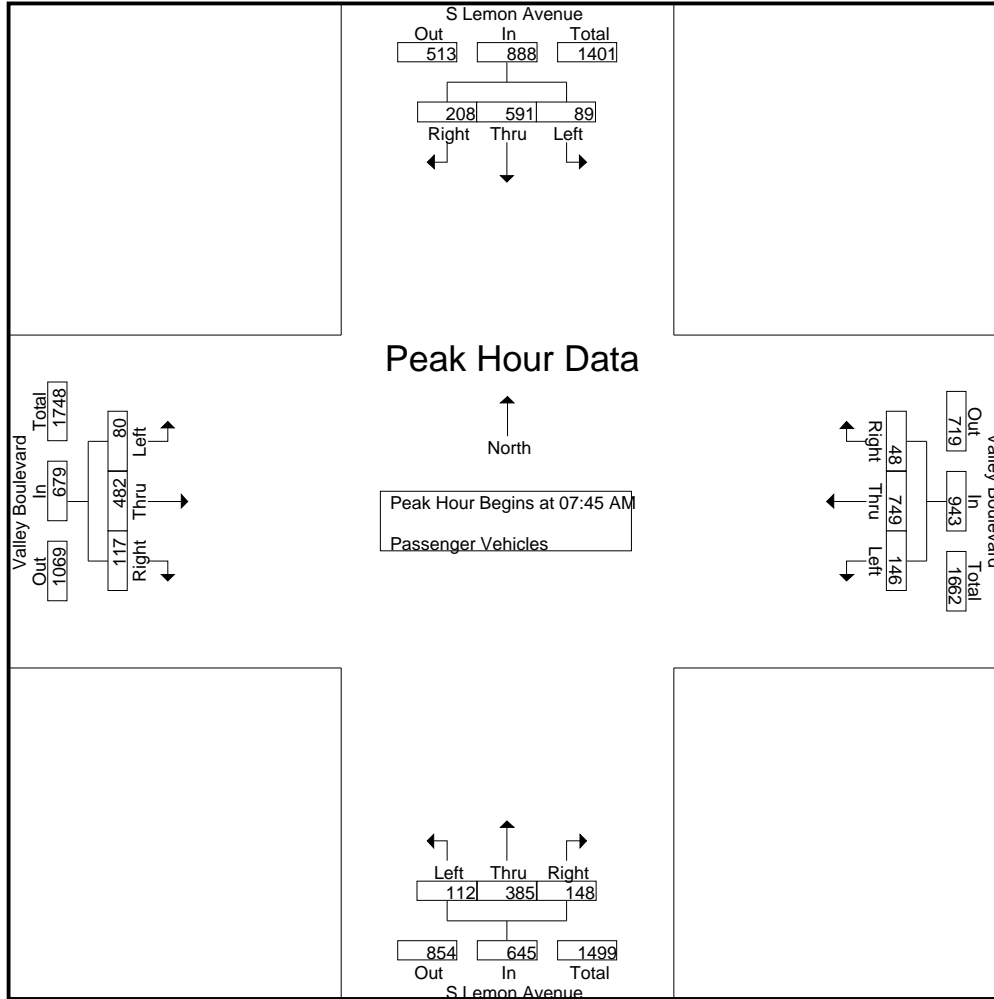
Groups Printed- Passenger Vehicles

Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	63	8	75	18	178	6	202	24	62	17	103	9	58	19	86	466
07:15 AM	10	78	33	121	25	150	5	180	25	43	30	98	6	85	18	109	508
07:30 AM	16	98	19	133	30	190	5	225	25	65	22	112	25	113	37	175	645
07:45 AM	10	150	36	196	44	230	9	283	25	82	44	151	24	115	41	180	810
Total	40	389	96	525	117	748	25	890	99	252	113	464	64	371	115	550	2429
08:00 AM	34	158	76	268	31	136	19	186	31	149	56	236	19	142	26	187	877
08:15 AM	29	165	62	256	38	205	15	258	23	62	32	117	17	128	31	176	807
08:30 AM	16	118	34	168	33	178	5	216	33	92	16	141	20	97	19	136	661
08:45 AM	14	108	25	147	41	179	16	236	25	69	23	117	23	101	34	158	658
Total	93	549	197	839	143	698	55	896	112	372	127	611	79	468	110	657	3003
Grand Total	133	938	293	1364	260	1446	80	1786	211	624	240	1075	143	839	225	1207	5432
Apprch %	9.8	68.8	21.5		14.6	81	4.5		19.6	58	22.3		11.8	69.5	18.6		
Total %	2.4	17.3	5.4	25.1	4.8	26.6	1.5	32.9	3.9	11.5	4.4	19.8	2.6	15.4	4.1	22.2	

Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	10	150	36	196	44	230	9	283	25	82	44	151	24	115	41	180	810
08:00 AM	34	158	76	268	31	136	19	186	31	149	56	236	19	142	26	187	877
08:15 AM	29	165	62	256	38	205	15	258	23	62	32	117	17	128	31	176	807
08:30 AM	16	118	34	168	33	178	5	216	33	92	16	141	20	97	19	136	661
Total Volume	89	591	208	888	146	749	48	943	112	385	148	645	80	482	117	679	3155
% App. Total	10	66.6	23.4		15.5	79.4	5.1		17.4	59.7	22.9		11.8	71	17.2		
PHF	.654	.895	.684	.828	.830	.814	.632	.833	.848	.646	.661	.683	.833	.849	.713	.908	.899

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	10	150	36	196	44	230	9	283	25	82	44	151	24	115	41	180
+15 mins.	34	158	76	268	31	136	19	186	31	149	56	236	19	142	26	187
+30 mins.	29	165	62	256	38	205	15	258	23	62	32	117	17	128	31	176
+45 mins.	16	118	34	168	33	178	5	216	33	92	16	141	20	97	19	136
Total Volume	89	591	208	888	146	749	48	943	112	385	148	645	80	482	117	679
% App. Total	10	66.6	23.4		15.5	79.4	5.1		17.4	59.7	22.9		11.8	71	17.2	
PHF	.654	.895	.684	.828	.830	.814	.632	.833	.848	.646	.661	.683	.833	.849	.713	.908

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	0	3	0	3	2	1	2	5	0	3	1	4	14
07:15 AM	0	2	0	2	0	4	0	4	5	1	2	8	0	2	0	2	16
07:30 AM	0	3	0	3	0	5	0	5	1	1	0	2	0	3	0	3	13
07:45 AM	0	1	0	1	0	4	2	6	0	1	0	1	0	2	1	3	11
Total	0	8	0	8	0	16	2	18	8	4	4	16	0	10	2	12	54
08:00 AM	0	3	0	3	1	3	0	4	1	1	2	4	0	5	0	5	16
08:15 AM	0	5	0	5	0	5	0	5	1	1	2	4	0	5	0	5	19
08:30 AM	0	1	0	1	3	6	0	9	0	0	0	0	0	2	0	2	12
08:45 AM	1	0	0	1	0	7	1	8	3	2	1	6	0	4	0	4	19
Total	1	9	0	10	4	21	1	26	5	4	5	14	0	16	0	16	66
Grand Total	1	17	0	18	4	37	3	44	13	8	9	30	0	26	2	28	120
Apprch %	5.6	94.4	0		9.1	84.1	6.8		43.3	26.7	30		0	92.9	7.1		
Total %	0.8	14.2	0	15	3.3	30.8	2.5	36.7	10.8	6.7	7.5	25	0	21.7	1.7	23.3	

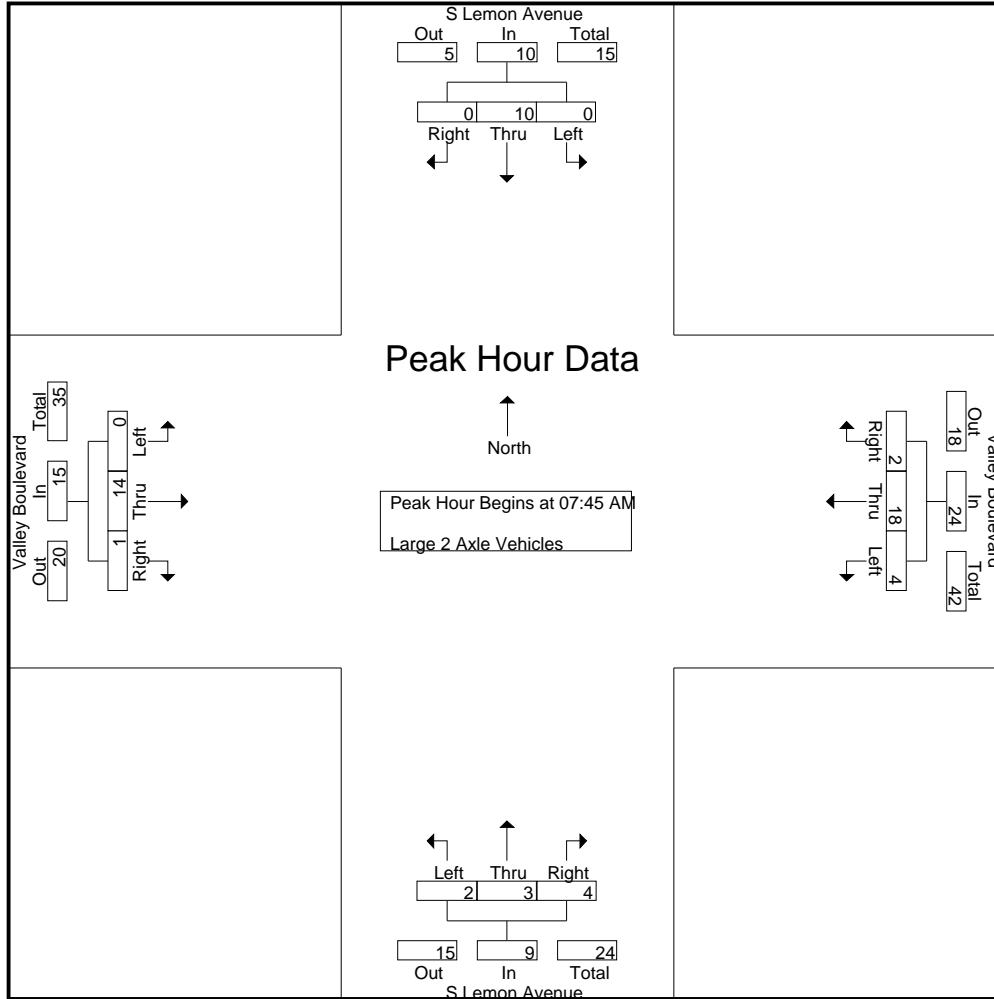
Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	1	0	1	0	4	2	6	0	1	0	1	0	2	1	3	11
08:00 AM	0	3	0	3	1	3	0	4	1	1	2	4	0	5	0	5	16
08:15 AM	0	5	0	5	0	5	0	5	1	1	2	4	0	5	0	5	19
08:30 AM	0	1	0	1	3	6	0	9	0	0	0	0	0	2	0	2	12
Total Volume	0	10	0	10	4	18	2	24	2	3	4	9	0	14	1	15	58
% App. Total	0	100	0		16.7	75	8.3		22.2	33.3	44.4		0	93.3	6.7		
PHF	.000	.500	.000	.500	.333	.750	.250	.667	.500	.750	.500	.563	.000	.700	.250	.750	.763

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	1	0	1	0	4	2	6	0	1	0	1	0	2	1	3
+15 mins.	0	3	0	3	1	3	0	4	1	1	2	4	0	5	0	5
+30 mins.	0	5	0	5	0	5	0	5	1	1	2	4	0	5	0	5
+45 mins.	0	1	0	1	3	6	0	9	0	0	0	0	0	2	0	2
Total Volume	0	10	0	10	4	18	2	24	2	3	4	9	0	14	1	15
% App. Total	0	100	0		16.7	75	8.3		22.2	33.3	44.4		0	93.3	6.7	
PHF	.000	.500	.000	.500	.333	.750	.250	.667	.500	.750	.500	.563	.000	.700	.250	.750

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
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Groups Printed- 3 Axle Vehicles

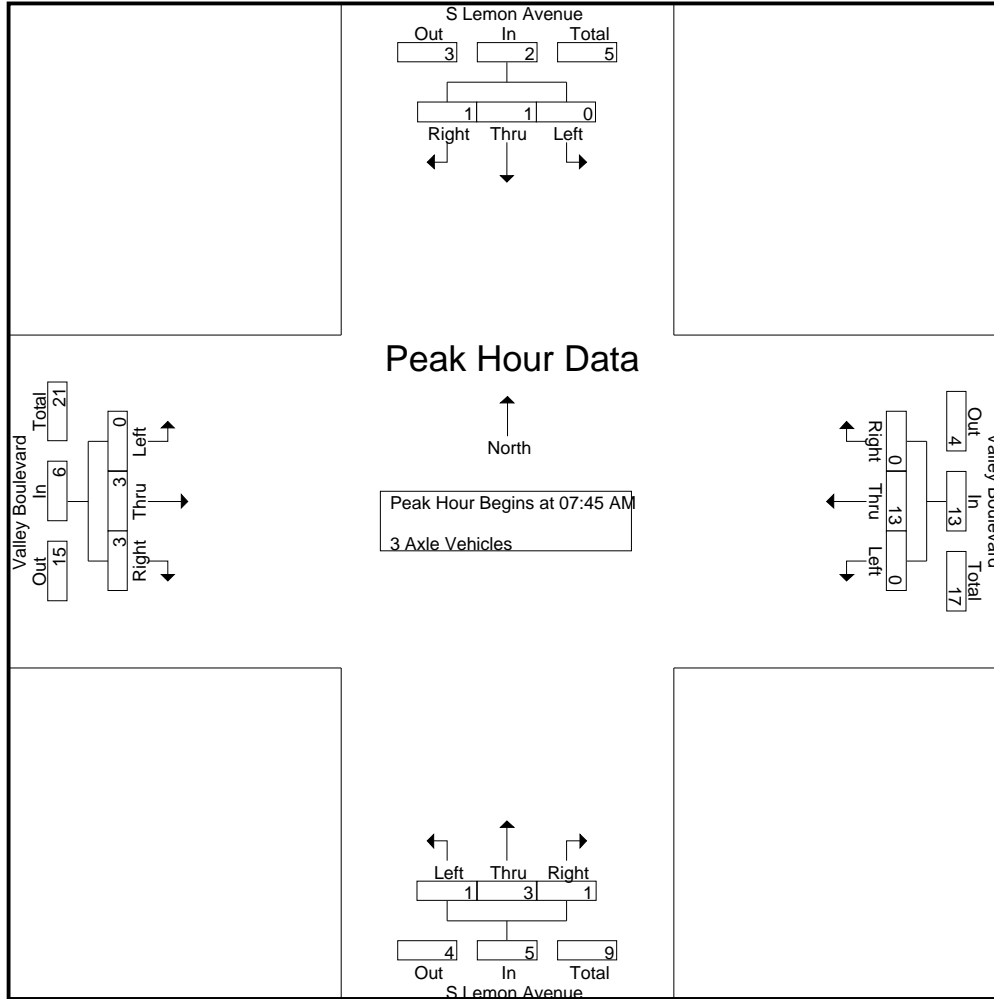
Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	0	0	0	4
07:15 AM	0	1	0	1	0	2	0	2	0	0	1	1	0	0	0	0	4
07:30 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	1	1	3
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Total	0	1	0	1	1	6	0	7	0	1	2	3	0	0	2	2	13
08:00 AM	0	0	0	0	0	3	0	3	1	1	1	3	0	1	1	2	8
08:15 AM	0	1	0	1	0	4	0	4	0	2	0	2	0	1	0	1	8
08:30 AM	0	0	1	1	0	5	0	5	0	0	0	0	0	1	1	2	8
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	1	1	2	0	13	0	13	1	3	1	5	0	4	2	6	26
Grand Total	0	2	1	3	1	19	0	20	1	4	3	8	0	4	4	8	39
Apprch %	0	66.7	33.3		5	95	0		12.5	50	37.5		0	50	50		
Total %	0	5.1	2.6	7.7	2.6	48.7	0	51.3	2.6	10.3	7.7	20.5	0	10.3	10.3	20.5	

Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
08:00 AM	0	0	0	0	0	3	0	3	1	1	1	3	0	1	1	2	8
08:15 AM	0	1	0	1	0	4	0	4	0	2	0	2	0	1	0	1	8
08:30 AM	0	0	1	1	0	5	0	5	0	0	0	0	0	1	1	2	8
Total Volume	0	1	1	2	0	13	0	13	1	3	1	5	0	3	3	6	26
% App. Total	0	50	50		0	100	0		20	60	20		0	50	50		
PHF	.000	.250	.250	.500	.000	.650	.000	.650	.250	.375	.250	.417	.000	.750	.750	.750	.813

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	3	0	3	1	1	1	3	0	1	1	2
+30 mins.	0	1	0	1	0	4	0	4	0	2	0	2	0	1	0	1
+45 mins.	0	0	1	1	0	5	0	5	0	0	0	0	0	1	1	2
Total Volume	0	1	1	2	0	13	0	13	1	3	1	5	0	3	3	6
% App. Total	0	50	50		0	100	0		20	60	20		0	50	50	
PHF	.000	.250	.250	.500	.000	.650	.000	.650	.250	.375	.250	.417	.000	.750	.750	.750

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	4	0	4	3	1	1	5	0	2	3	5	14
07:15 AM	0	0	0	0	1	2	0	3	1	0	0	1	0	0	2	2	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	4	0	4	1	0	1	2	0	3	0	3	9
Total	0	0	0	0	1	10	0	11	5	1	2	8	0	6	5	11	30
08:00 AM	0	0	0	0	1	2	0	3	1	1	3	5	0	3	1	4	12
08:15 AM	0	1	0	1	1	2	0	3	3	2	0	5	0	4	1	5	14
08:30 AM	1	0	0	1	1	2	0	3	1	0	2	3	0	0	0	0	7
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	3	5	8
Total	1	1	0	2	3	9	0	12	5	3	5	13	0	9	5	14	41
Grand Total	1	1	0	2	4	19	0	23	10	4	7	21	0	15	10	25	71
Apprch %	50	50	0		17.4	82.6	0		47.6	19	33.3		0	60	40		
Total %	1.4	1.4	0	2.8	5.6	26.8	0	32.4	14.1	5.6	9.9	29.6	0	21.1	14.1	35.2	

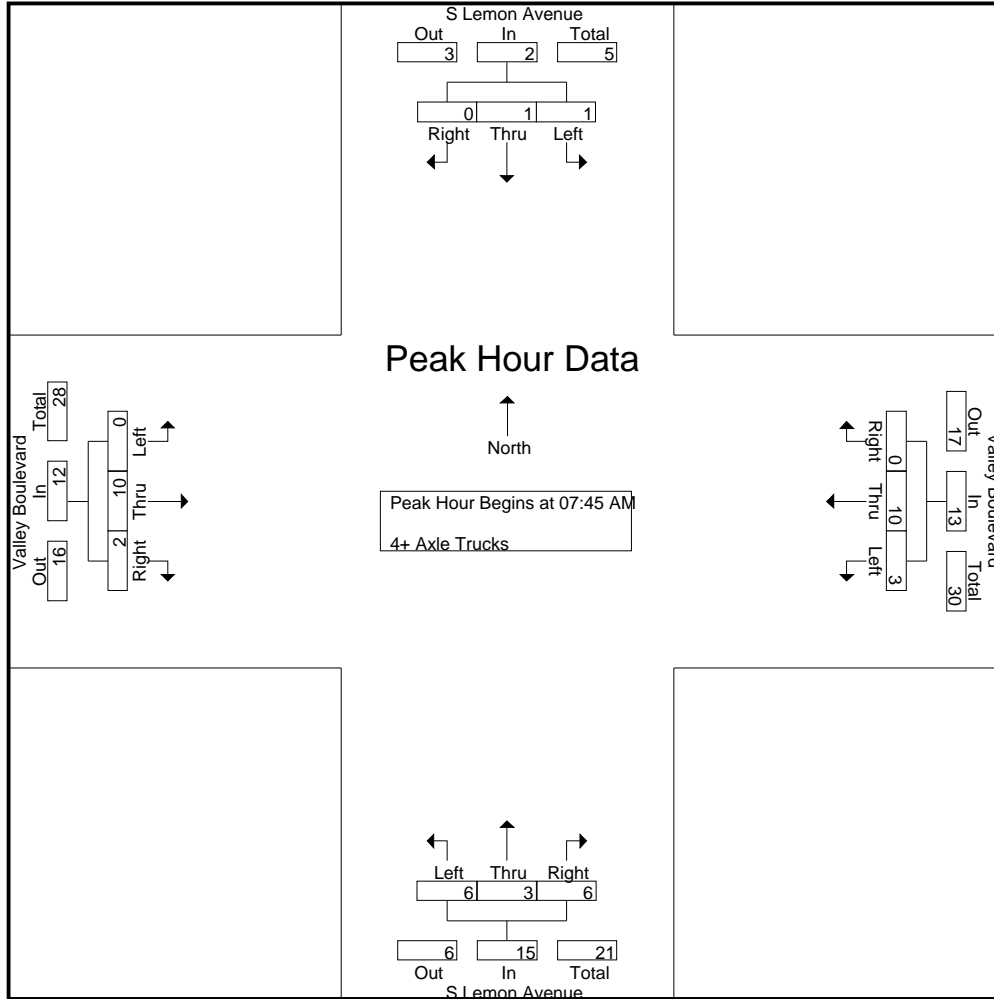
Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	0	0	0	0	4	0	4	1	0	1	2	0	3	0	3	9
08:00 AM	0	0	0	0	1	2	0	3	1	1	3	5	0	3	1	4	12
08:15 AM	0	1	0	1	1	2	0	3	3	2	0	5	0	4	1	5	14
08:30 AM	1	0	0	1	1	2	0	3	1	0	2	3	0	0	0	0	7
Total Volume	1	1	0	2	3	10	0	13	6	3	6	15	0	10	2	12	42
% App. Total	50	50	0		23.1	76.9	0		40	20	40		0	83.3	16.7		
PHF	.250	.250	.000	.500	.750	.625	.000	.813	.500	.375	.500	.750	.000	.625	.500	.600	.750

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	4	0	4	1	0	1	2	0	3	0	3
+15 mins.	0	0	0	0	1	2	0	3	1	1	3	5	0	3	1	4
+30 mins.	0	1	0	1	1	2	0	3	3	2	0	5	0	4	1	5
+45 mins.	1	0	0	1	1	2	0	3	1	0	2	3	0	0	0	0
Total Volume	1	1	0	2	3	10	0	13	6	3	6	15	0	10	2	12
% App. Total	50	50	0		23.1	76.9	0		40	20	40		0	83.3	16.7	
PHF	.250	.250	.000	.500	.750	.625	.000	.813	.500	.375	.500	.750	.000	.625	.500	.600

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
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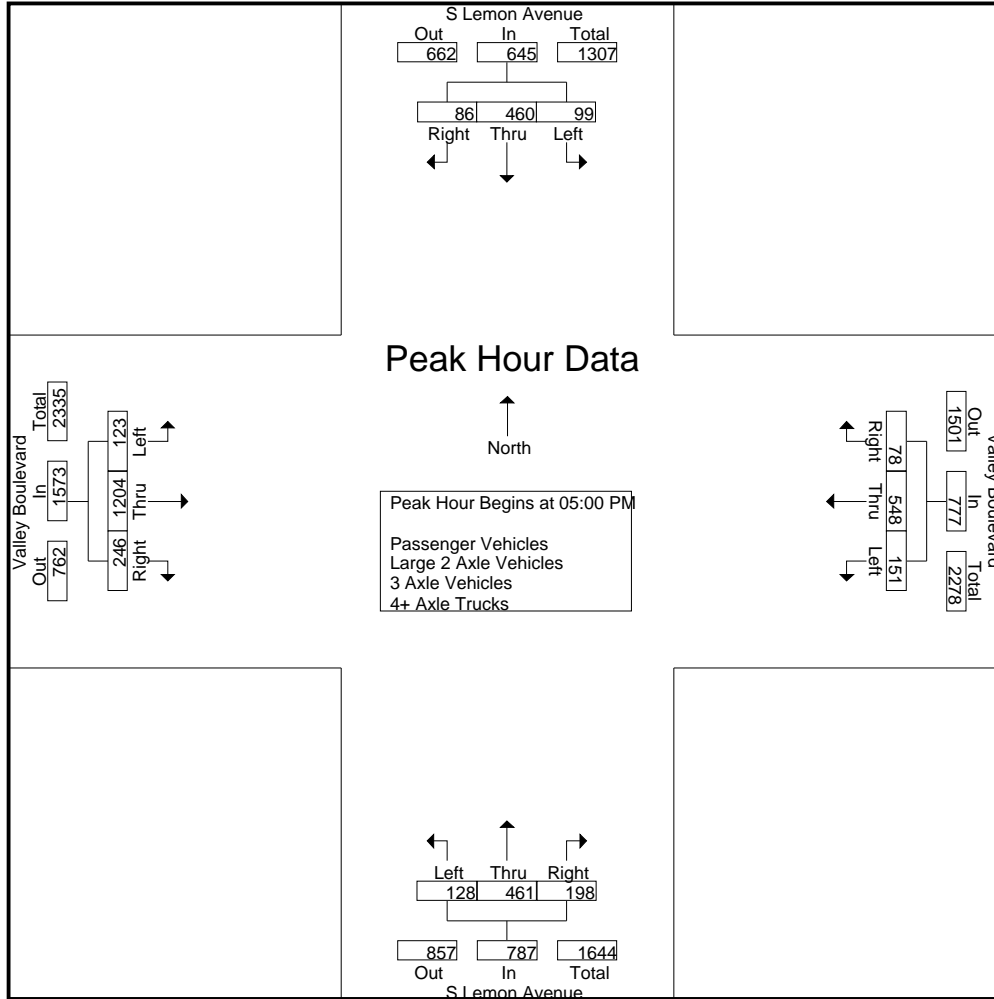
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	16	154	14	184	38	121	22	181	19	100	52	171	41	262	37	340	876
04:15 PM	19	127	18	164	46	162	22	230	13	100	33	146	41	292	46	379	919
04:30 PM	28	112	18	158	45	124	19	188	27	115	42	184	29	243	37	309	839
04:45 PM	17	109	22	148	44	112	12	168	32	117	39	188	29	280	47	356	860
Total	80	502	72	654	173	519	75	767	91	432	166	689	140	1077	167	1384	3494
05:00 PM	33	127	29	189	41	143	16	200	47	130	69	246	38	296	47	381	1016
05:15 PM	16	110	14	140	34	146	27	207	27	107	45	179	16	327	59	402	928
05:30 PM	27	122	26	175	44	133	23	200	31	119	52	202	34	257	59	350	927
05:45 PM	23	101	17	141	32	126	12	170	23	105	32	160	35	324	81	440	911
Total	99	460	86	645	151	548	78	777	128	461	198	787	123	1204	246	1573	3782
Grand Total	179	962	158	1299	324	1067	153	1544	219	893	364	1476	263	2281	413	2957	7276
Apprch %	13.8	74.1	12.2		21	69.1	9.9		14.8	60.5	24.7		8.9	77.1	14		
Total %	2.5	13.2	2.2	17.9	4.5	14.7	2.1	21.2	3	12.3	5	20.3	3.6	31.3	5.7	40.6	
Passenger Vehicles	175	950	150	1275	314	1024	152	1490	215	874	360	1449	254	2191	399	2844	7058
% Passenger Vehicles	97.8	98.8	94.9	98.2	96.9	96	99.3	96.5	98.2	97.9	98.9	98.2	96.6	96.1	96.6	96.2	97
Large 2 Axle Vehicles	1	9	4	14	4	13	1	18	2	17	4	23	7	35	5	47	102
% Large 2 Axle Vehicles	0.6	0.9	2.5	1.1	1.2	1.2	0.7	1.2	0.9	1.9	1.1	1.6	2.7	1.5	1.2	1.6	1.4
3 Axle Vehicles	0	0	1	1	0	12	0	12	0	1	0	1	0	21	2	23	37
% 3 Axle Vehicles	0	0	0.6	0.1	0	1.1	0	0.8	0	0.1	0	0.1	0	0.9	0.5	0.8	0.5
4+ Axle Trucks	3	3	3	9	6	18	0	24	2	1	0	3	2	34	7	43	79
% 4+ Axle Trucks	1.7	0.3	1.9	0.7	1.9	1.7	0	1.6	0.9	0.1	0	0.2	0.8	1.5	1.7	1.5	1.1

Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	33	127	29	189	41	143	16	200	47	130	69	246	38	296	47	381	1016
05:15 PM	16	110	14	140	34	146	27	207	27	107	45	179	16	327	59	402	928
05:30 PM	27	122	26	175	44	133	23	200	31	119	52	202	34	257	59	350	927
05:45 PM	23	101	17	141	32	126	12	170	23	105	32	160	35	324	81	440	911
Total Volume	99	460	86	645	151	548	78	777	128	461	198	787	123	1204	246	1573	3782
% App. Total	15.3	71.3	13.3		19.4	70.5	10		16.3	58.6	25.2		7.8	76.5	15.6		
PHF	.750	.906	.741	.853	.858	.938	.722	.938	.681	.887	.717	.800	.809	.920	.759	.894	.931

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val PM
 Site Code : 04223854
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:45 PM				05:00 PM			
+0 mins.	19	127	18	164	46	162	22	230	32	117	39	188	38	296	47	381
+15 mins.	28	112	18	158	45	124	19	188	47	130	69	246	16	327	59	402
+30 mins.	17	109	22	148	44	112	12	168	27	107	45	179	34	257	59	350
+45 mins.	33	127	29	189	41	143	16	200	31	119	52	202	35	324	81	440
Total Volume	97	475	87	659	176	541	69	786	137	473	205	815	123	1204	246	1573
% App. Total	14.7	72.1	13.2		22.4	68.8	8.8		16.8	58	25.2		7.8	76.5	15.6	
PHF	.735	.935	.750	.872	.957	.835	.784	.854	.729	.910	.743	.828	.809	.920	.759	.894

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

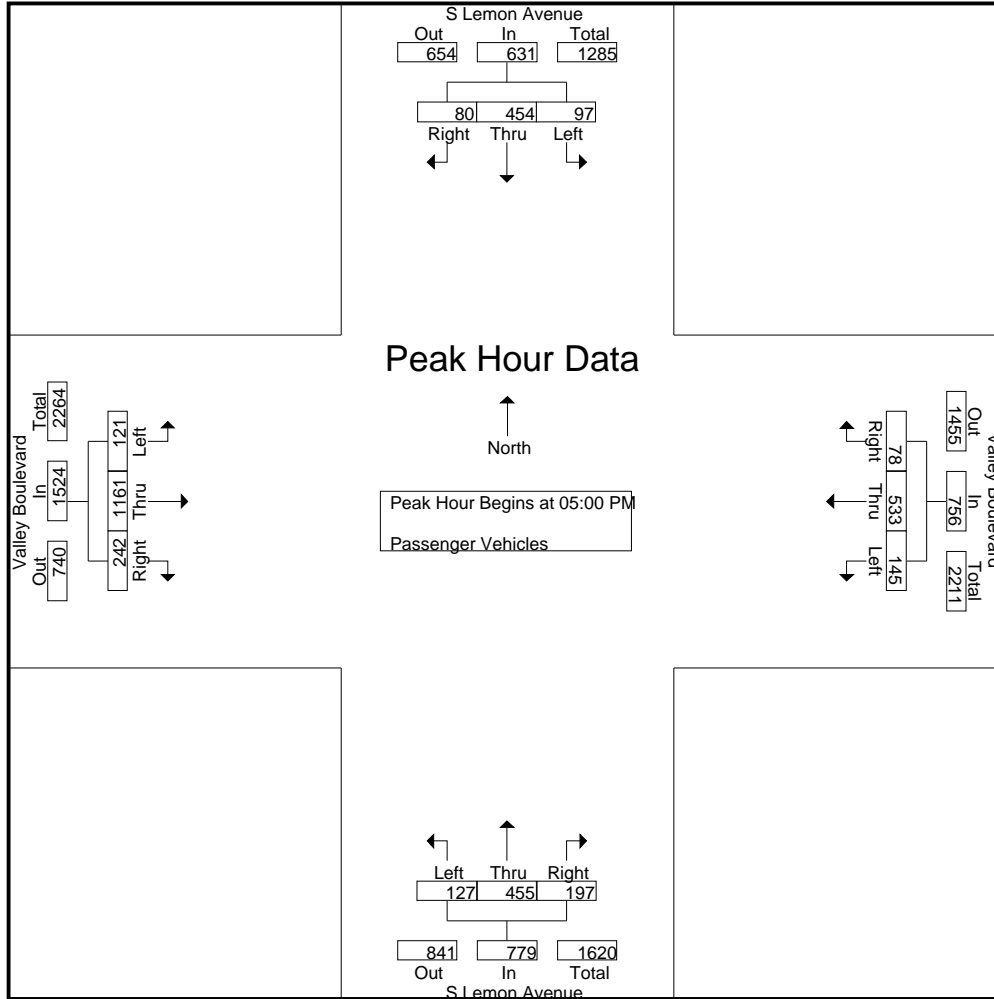
Groups Printed- Passenger Vehicles

Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	16	153	14	183	37	112	22	171	19	97	52	168	39	246	34	319	841
04:15 PM	17	125	18	160	45	158	22	225	12	98	33	143	41	280	44	365	893
04:30 PM	28	109	16	153	44	119	18	181	27	109	41	177	27	232	35	294	805
04:45 PM	17	109	22	148	43	102	12	157	30	115	37	182	26	272	44	342	829
Total	78	496	70	644	169	491	74	734	88	419	163	670	133	1030	157	1320	3368
05:00 PM	33	126	26	185	40	137	16	193	47	126	68	241	38	285	47	370	989
05:15 PM	15	106	13	134	31	142	27	200	27	106	45	178	16	312	58	386	898
05:30 PM	27	121	24	172	44	131	23	198	31	118	52	201	33	247	59	339	910
05:45 PM	22	101	17	140	30	123	12	165	22	105	32	159	34	317	78	429	893
Total	97	454	80	631	145	533	78	756	127	455	197	779	121	1161	242	1524	3690
Grand Total	175	950	150	1275	314	1024	152	1490	215	874	360	1449	254	2191	399	2844	7058
Apprch %	13.7	74.5	11.8		21.1	68.7	10.2		14.8	60.3	24.8		8.9	77	14		
Total %	2.5	13.5	2.1	18.1	4.4	14.5	2.2	21.1	3	12.4	5.1	20.5	3.6	31	5.7	40.3	

Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	33	126	26	185	40	137	16	193	47	126	68	241	38	285	47	370	989
05:15 PM	15	106	13	134	31	142	27	200	27	106	45	178	16	312	58	386	898
05:30 PM	27	121	24	172	44	131	23	198	31	118	52	201	33	247	59	339	910
05:45 PM	22	101	17	140	30	123	12	165	22	105	32	159	34	317	78	429	893
Total Volume	97	454	80	631	145	533	78	756	127	455	197	779	121	1161	242	1524	3690
% App. Total	15.4	71.9	12.7		19.2	70.5	10.3		16.3	58.4	25.3		7.9	76.2	15.9		
PHF	.735	.901	.769	.853	.824	.938	.722	.945	.676	.903	.724	.808	.796	.916	.776	.888	.933

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val PM
 Site Code : 04223854
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	33	126	26	185	40	137	16	193	47	126	68	241	38	285	47	370
+15 mins.	15	106	13	134	31	142	27	200	27	106	45	178	16	312	58	386
+30 mins.	27	121	24	172	44	131	23	198	31	118	52	201	33	247	59	339
+45 mins.	22	101	17	140	30	123	12	165	22	105	32	159	34	317	78	429
Total Volume	97	454	80	631	145	533	78	756	127	455	197	779	121	1161	242	1524
% App. Total	15.4	71.9	12.7		19.2	70.5	10.3		16.3	58.4	25.3		7.9	76.2	15.9	
PHF	.735	.901	.769	.853	.824	.938	.722	.945	.676	.903	.724	.808	.796	.916	.776	.888

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	4	0	4	0	3	0	3	2	5	1	8	15
04:15 PM	0	2	0	2	1	2	0	3	0	2	0	2	0	4	1	5	12
04:30 PM	0	2	2	4	1	1	1	3	0	4	1	5	2	6	1	9	21
04:45 PM	0	0	0	0	0	1	0	1	1	2	2	5	2	3	0	5	11
Total	0	4	2	6	2	8	1	11	1	11	3	15	6	18	3	27	59
05:00 PM	0	1	0	1	0	1	0	1	0	4	1	5	0	4	0	4	11
05:15 PM	1	3	1	5	2	2	0	4	0	1	0	1	0	7	1	8	18
05:30 PM	0	1	1	2	0	0	0	0	0	1	0	1	1	5	0	6	9
05:45 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	1	2	5
Total	1	5	2	8	2	5	0	7	1	6	1	8	1	17	2	20	43
Grand Total	1	9	4	14	4	13	1	18	2	17	4	23	7	35	5	47	102
Apprch %	7.1	64.3	28.6		22.2	72.2	5.6		8.7	73.9	17.4		14.9	74.5	10.6		
Total %	1	8.8	3.9	13.7	3.9	12.7	1	17.6	2	16.7	3.9	22.5	6.9	34.3	4.9	46.1	

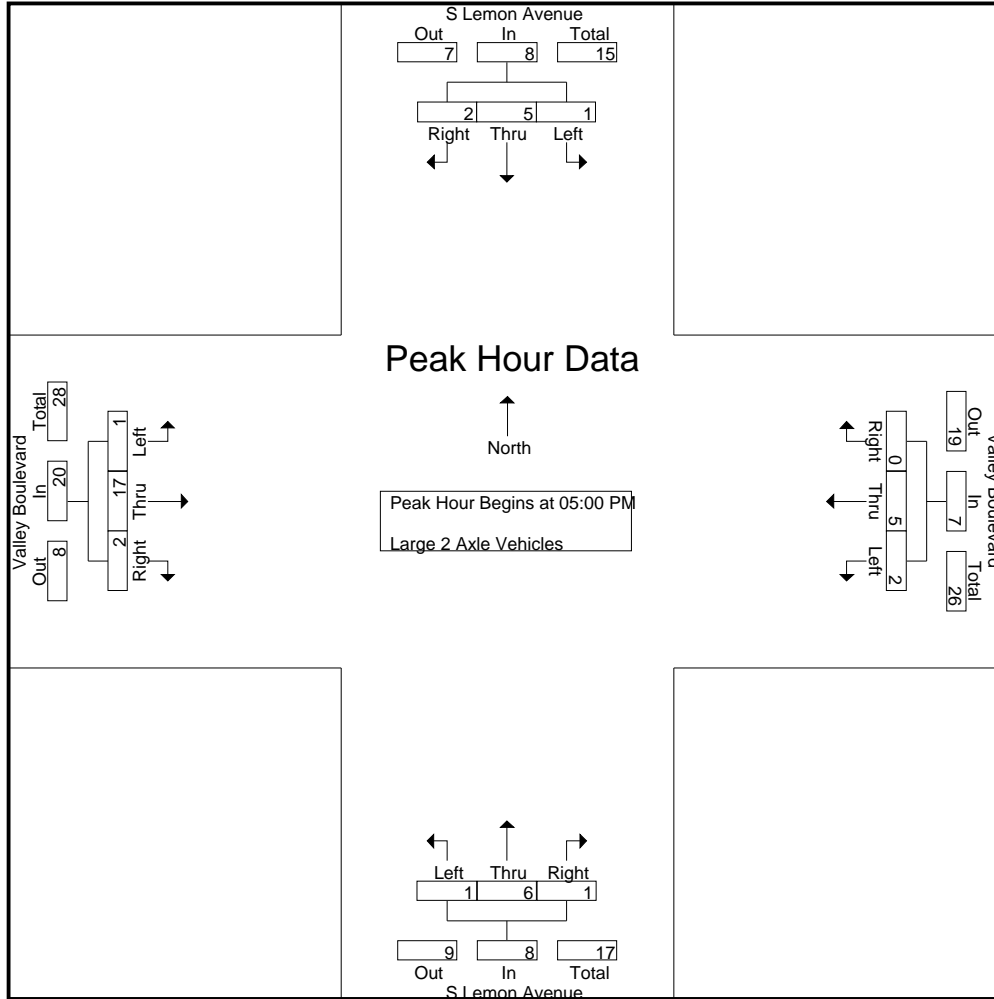
Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	1	0	1	0	1	0	1	0	4	1	5	0	4	0	4	11
05:15 PM	1	3	1	5	2	2	0	4	0	1	0	1	0	7	1	8	18
05:30 PM	0	1	1	2	0	0	0	0	0	1	0	1	1	5	0	6	9
05:45 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	1	2	5
Total Volume	1	5	2	8	2	5	0	7	1	6	1	8	1	17	2	20	43
% App. Total	12.5	62.5	25		28.6	71.4	0		12.5	75	12.5		5	85	10		
PHF	.250	.417	.500	.400	.250	.625	.000	.438	.250	.375	.250	.400	.250	.607	.500	.625	.597

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val PM
 Site Code : 04223854
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	1	0	1	0	4	1	5	0	4	0	4
+15 mins.	1	3	1	5	2	2	0	4	0	1	0	1	0	7	1	8
+30 mins.	0	1	1	2	0	0	0	0	0	1	0	1	1	5	0	6
+45 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	1	1	2
Total Volume	1	5	2	8	2	5	0	7	1	6	1	8	1	17	2	20
% App. Total	12.5	62.5	25		28.6	71.4	0		12.5	75	12.5		5	85	10	
PHF	.250	.417	.500	.400	.250	.625	.000	.438	.250	.375	.250	.400	.250	.607	.500	.625

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

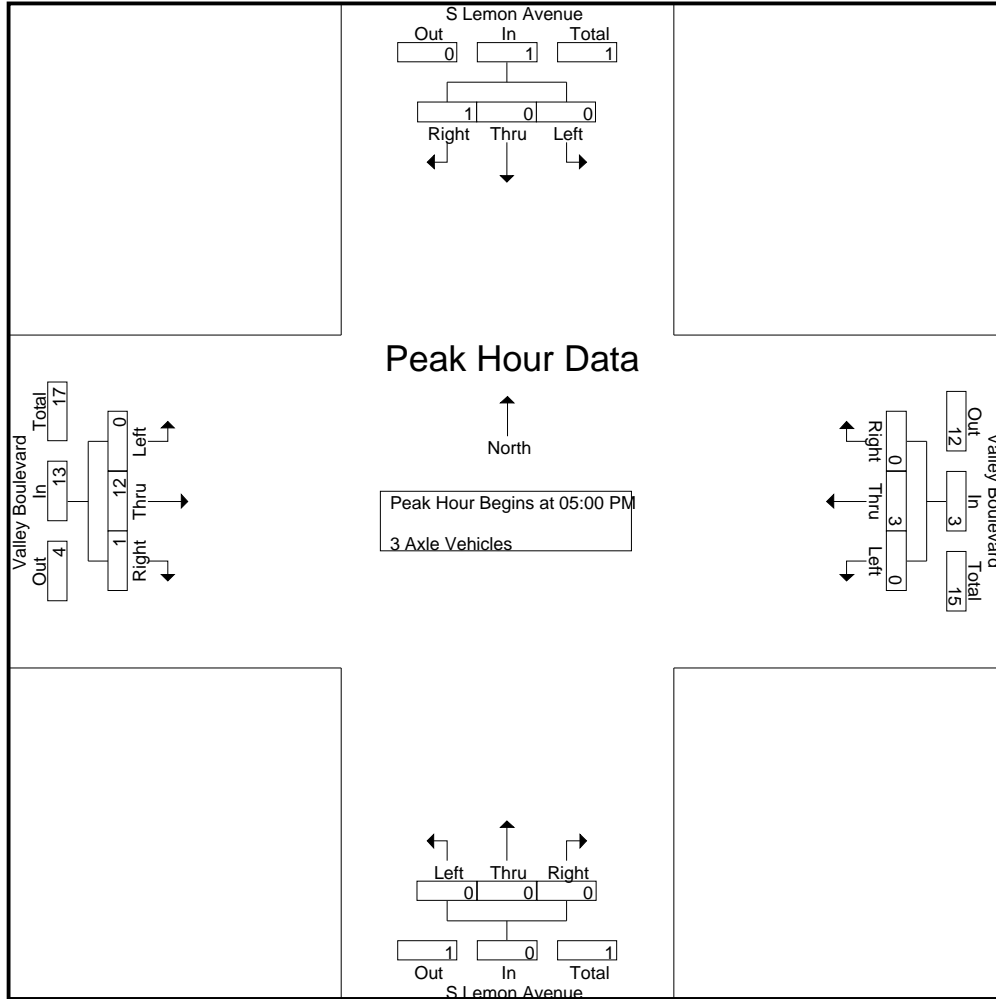
Groups Printed- 3 Axle Vehicles

Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
04:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	1	1	5
Total	0	0	0	0	0	9	0	9	0	1	0	1	0	9	1	10	20
05:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	3	0	3	5
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	5
Total	0	0	1	1	0	3	0	3	0	0	0	0	0	12	1	13	17
Grand Total	0	0	1	1	0	12	0	12	0	1	0	1	0	21	2	23	37
Apprch %	0	0	100		0	100	0		0	100	0		0	91.3	8.7		
Total %	0	0	2.7	2.7	0	32.4	0	32.4	0	2.7	0	2.7	0	56.8	5.4	62.2	

Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	3	0	3	5
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	5
Total Volume	0	0	1	1	0	3	0	3	0	0	0	0	0	12	1	13	17
% App. Total	0	0	100		0	100	0		0	0	0		0	92.3	7.7		
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000	.000	.600	.250	.650	.708

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5
Total Volume	0	0	1	1	0	3	0	3	0	0	0	0	0	12	1	13
% App. Total	0	0	100		0	100	0		0	0	0		0	92.3	7.7	
PHF	.000	.000	.250	.250	.000	.750	.000	.750	.000	.000	.000	.000	.000	.600	.250	.650

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

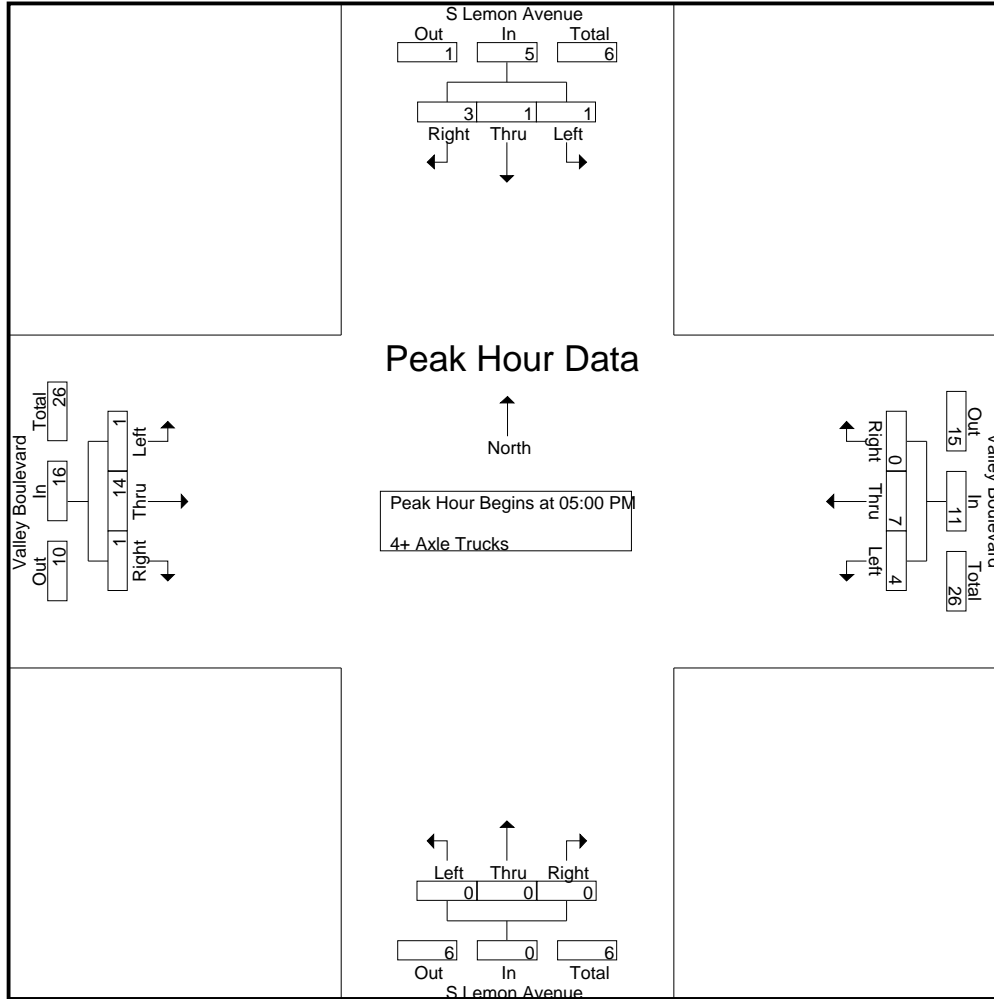
Groups Printed- 4+ Axle Trucks

Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	1	1	0	2	0	0	0	0	0	8	2	10	13
04:15 PM	2	0	0	2	0	2	0	2	1	0	0	1	0	4	1	5	10
04:30 PM	0	1	0	1	0	3	0	3	0	1	0	1	0	3	1	4	9
04:45 PM	0	0	0	0	1	5	0	6	1	0	0	1	1	5	2	8	15
Total	2	2	0	4	2	11	0	13	2	1	0	3	1	20	6	27	47
05:00 PM	0	0	2	2	1	4	0	5	0	0	0	0	0	4	0	4	11
05:15 PM	0	1	0	1	1	1	0	2	0	0	0	0	0	3	0	3	6
05:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	5	0	5	7
05:45 PM	1	0	0	1	2	1	0	3	0	0	0	0	1	2	1	4	8
Total	1	1	3	5	4	7	0	11	0	0	0	0	1	14	1	16	32
Grand Total	3	3	3	9	6	18	0	24	2	1	0	3	2	34	7	43	79
Apprch %	33.3	33.3	33.3		25	75	0		66.7	33.3	0		4.7	79.1	16.3		
Total %	3.8	3.8	3.8	11.4	7.6	22.8	0	30.4	2.5	1.3	0	3.8	2.5	43	8.9	54.4	

Start Time	S Lemon Avenue Southbound				Valley Boulevard Westbound				S Lemon Avenue Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	2	2	1	4	0	5	0	0	0	0	0	4	0	4	11
05:15 PM	0	1	0	1	1	1	0	2	0	0	0	0	0	3	0	3	6
05:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	5	0	5	7
05:45 PM	1	0	0	1	2	1	0	3	0	0	0	0	1	2	1	4	8
Total Volume	1	1	3	5	4	7	0	11	0	0	0	0	1	14	1	16	32
% App. Total	20	20	60		36.4	63.6	0		0	0	0		6.2	87.5	6.2		
PHF	.250	.250	.375	.625	.500	.438	.000	.550	.000	.000	.000	.000	.250	.700	.250	.800	.727

City of Walnut
 N/S: S Lemon Avenue
 E/W: Valley Boulevard
 Weather: Clear

File Name : 01_WNT_Lem_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	2	2	1	4	0	5	0	0	0	0	0	4	0	4
+15 mins.	0	1	0	1	1	1	0	2	0	0	0	0	0	3	0	3
+30 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	5	0	5
+45 mins.	1	0	0	1	2	1	0	3	0	0	0	0	1	2	1	4
Total Volume	1	1	3	5	4	7	0	11	0	0	0	0	1	14	1	16
% App. Total	20	20	60		36.4	63.6	0		0	0	0		6.2	87.5	6.2	
PHF	.250	.250	.375	.625	.500	.438	.000	.550	.000	.000	.000	.000	.250	.700	.250	.800

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

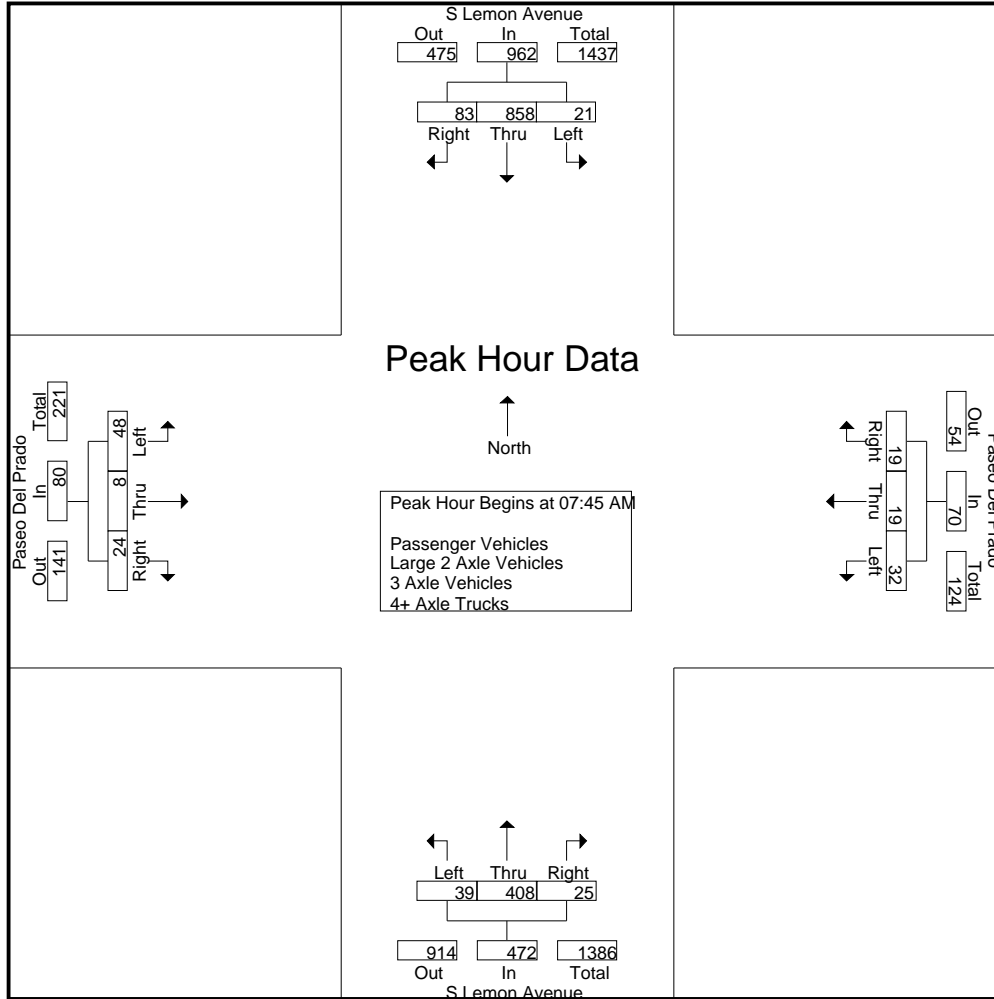
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	74	5	82	1	2	3	6	4	59	6	69	5	0	2	7	164
07:15 AM	5	140	7	152	5	1	1	7	4	44	5	53	6	3	2	11	223
07:30 AM	5	144	8	157	0	0	3	3	3	80	2	85	16	1	3	20	265
07:45 AM	5	219	13	237	4	3	1	8	5	102	4	111	9	1	0	10	366
Total	18	577	33	628	10	6	8	24	16	285	17	318	36	5	7	48	1018
08:00 AM	3	235	22	260	4	4	2	10	11	144	5	160	14	1	3	18	448
08:15 AM	8	268	32	308	5	8	8	21	10	79	9	98	10	3	15	28	455
08:30 AM	5	136	16	157	19	4	8	31	13	83	7	103	15	3	6	24	315
08:45 AM	3	129	12	144	11	3	13	27	12	79	8	99	12	1	7	20	290
Total	19	768	82	869	39	19	31	89	46	385	29	460	51	8	31	90	1508
Grand Total	37	1345	115	1497	49	25	39	113	62	670	46	778	87	13	38	138	2526
Apprch %	2.5	89.8	7.7		43.4	22.1	34.5		8	86.1	5.9		63	9.4	27.5		
Total %	1.5	53.2	4.6	59.3	1.9	1	1.5	4.5	2.5	26.5	1.8	30.8	3.4	0.5	1.5	5.5	
Passenger Vehicles	37	1328	115	1480	47	24	38	109	58	661	45	764	87	13	36	136	2489
% Passenger Vehicles	100	98.7	100	98.9	95.9	96	97.4	96.5	93.5	98.7	97.8	98.2	100	100	94.7	98.6	98.5
Large 2 Axle Vehicles	0	14	0	14	1	0	1	2	3	6	1	10	0	0	1	1	27
% Large 2 Axle Vehicles	0	1	0	0.9	2	0	2.6	1.8	4.8	0.9	2.2	1.3	0	0	2.6	0.7	1.1
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	2	0	2	0	0	1	1	5
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0.3	0	0.3	0	0	2.6	0.7	0.2
4+ Axle Trucks	0	1	0	1	1	1	0	2	1	1	0	2	0	0	0	0	5
% 4+ Axle Trucks	0	0.1	0	0.1	2	4	0	1.8	1.6	0.1	0	0.3	0	0	0	0	0.2

Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	219	13	237	4	3	1	8	5	102	4	111	9	1	0	10	366
08:00 AM	3	235	22	260	4	4	2	10	11	144	5	160	14	1	3	18	448
08:15 AM	8	268	32	308	5	8	8	21	10	79	9	98	10	3	15	28	455
08:30 AM	5	136	16	157	19	4	8	31	13	83	7	103	15	3	6	24	315
Total Volume	21	858	83	962	32	19	19	70	39	408	25	472	48	8	24	80	1584
% App. Total	2.2	89.2	8.6		45.7	27.1	27.1		8.3	86.4	5.3		60	10	30		
PHF	.656	.800	.648	.781	.421	.594	.594	.565	.750	.708	.694	.738	.800	.667	.400	.714	.870

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	5	144	8	157	4	4	2	10	5	102	4	111	14	1	3	18
+15 mins.	5	219	13	237	5	8	8	21	11	144	5	160	10	3	15	28
+30 mins.	3	235	22	260	19	4	8	31	10	79	9	98	15	3	6	24
+45 mins.	8	268	32	308	11	3	13	27	13	83	7	103	12	1	7	20
Total Volume	21	866	75	962	39	19	31	89	39	408	25	472	51	8	31	90
% App. Total	2.2	90	7.8		43.8	21.3	34.8		8.3	86.4	5.3		56.7	8.9	34.4	
PHF	.656	.808	.586	.781	.513	.594	.596	.718	.750	.708	.694	.738	.850	.667	.517	.804

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

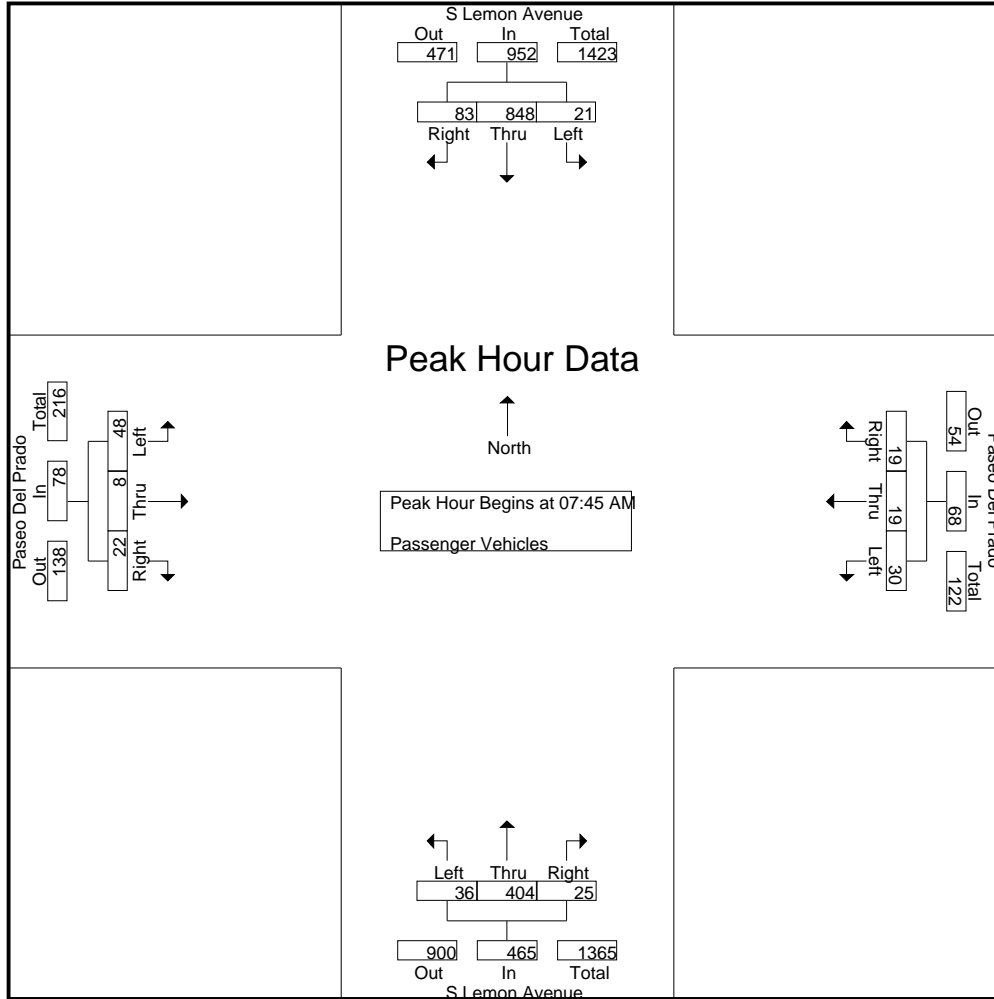
Groups Printed- Passenger Vehicles

Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	73	5	81	1	1	3	5	4	57	5	66	5	0	2	7	159
07:15 AM	5	137	7	149	5	1	1	7	4	43	5	52	6	3	2	11	219
07:30 AM	5	142	8	155	0	0	3	3	3	79	2	84	16	1	3	20	262
07:45 AM	5	218	13	236	4	3	1	8	4	101	4	109	9	1	0	10	363
Total	18	570	33	621	10	5	8	23	15	280	16	311	36	5	7	48	1003
08:00 AM	3	232	22	257	3	4	2	9	9	143	5	157	14	1	3	18	441
08:15 AM	8	263	32	303	5	8	8	21	10	77	9	96	10	3	13	26	446
08:30 AM	5	135	16	156	18	4	8	30	13	83	7	103	15	3	6	24	313
08:45 AM	3	128	12	143	11	3	12	26	11	78	8	97	12	1	7	20	286
Total	19	758	82	859	37	19	30	86	43	381	29	453	51	8	29	88	1486
Grand Total	37	1328	115	1480	47	24	38	109	58	661	45	764	87	13	36	136	2489
Apprch %	2.5	89.7	7.8		43.1	22	34.9		7.6	86.5	5.9		64	9.6	26.5		
Total %	1.5	53.4	4.6	59.5	1.9	1	1.5	4.4	2.3	26.6	1.8	30.7	3.5	0.5	1.4	5.5	

Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	218	13	236	4	3	1	8	4	101	4	109	9	1	0	10	363
08:00 AM	3	232	22	257	3	4	2	9	9	143	5	157	14	1	3	18	441
08:15 AM	8	263	32	303	5	8	8	21	10	77	9	96	10	3	13	26	446
08:30 AM	5	135	16	156	18	4	8	30	13	83	7	103	15	3	6	24	313
Total Volume	21	848	83	952	30	19	19	68	36	404	25	465	48	8	22	78	1563
% App. Total	2.2	89.1	8.7		44.1	27.9	27.9		7.7	86.9	5.4		61.5	10.3	28.2		
PHF	.656	.806	.648	.785	.417	.594	.594	.567	.692	.706	.694	.740	.800	.667	.423	.750	.876

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	5	218	13	236	4	3	1	8	4	101	4	109	9	1	0	10
+15 mins.	3	232	22	257	3	4	2	9	9	143	5	157	14	1	3	18
+30 mins.	8	263	32	303	5	8	8	21	10	77	9	96	10	3	13	26
+45 mins.	5	135	16	156	18	4	8	30	13	83	7	103	15	3	6	24
Total Volume	21	848	83	952	30	19	19	68	36	404	25	465	48	8	22	78
% App. Total	2.2	89.1	8.7		44.1	27.9	27.9		7.7	86.9	5.4		61.5	10.3	28.2	
PHF	.656	.806	.648	.785	.417	.594	.594	.567	.692	.706	.694	.740	.800	.667	.423	.750

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
Total	0	5	0	5	0	0	0	0	1	4	1	6	0	0	0	0	11
08:00 AM	0	2	0	2	1	0	0	1	1	0	0	1	0	0	0	0	4
08:15 AM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	1	1	7
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	1	1	1	1	0	2	0	0	0	0	4
Total	0	9	0	9	1	0	1	2	2	2	0	4	0	0	1	1	16
Grand Total	0	14	0	14	1	0	1	2	3	6	1	10	0	0	1	1	27
Apprch %	0	100	0		50	0	50		30	60	10		0	0	100		
Total %	0	51.9	0	51.9	3.7	0	3.7	7.4	11.1	22.2	3.7	37	0	0	3.7	3.7	

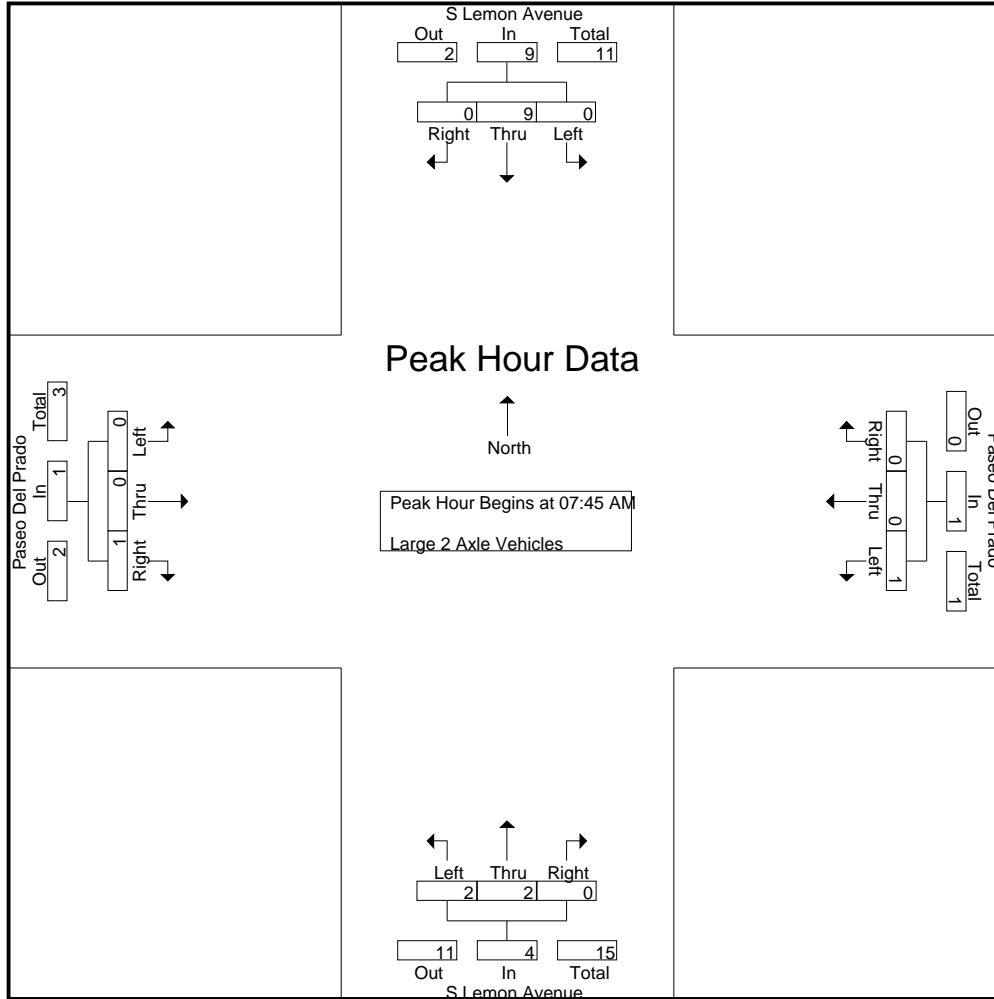
Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
08:00 AM	0	2	0	2	1	0	0	1	1	0	0	1	0	0	0	0	4
08:15 AM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	1	1	7
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	9	0	9	1	0	0	1	2	2	0	4	0	0	1	1	15
% App. Total	0	100	0		100	0	0		50	50	0		0	0	100		
PHF	.000	.450	.000	.450	.250	.000	.000	.250	.500	.500	.000	.500	.000	.000	.250	.250	.536

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0
+15 mins.	0	2	0	2	1	0	0	1	1	0	0	1	0	0	0	0
+30 mins.	0	5	0	5	0	0	0	0	0	1	0	1	0	0	1	1
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	9	0	9	1	0	0	1	2	2	0	4	0	0	1	1
% App. Total	0	100	0		100	0	0		50	50	0		0	0	100	
PHF	.000	.450	.000	.450	.250	.000	.000	.250	.500	.500	.000	.500	.000	.000	.250	.250

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

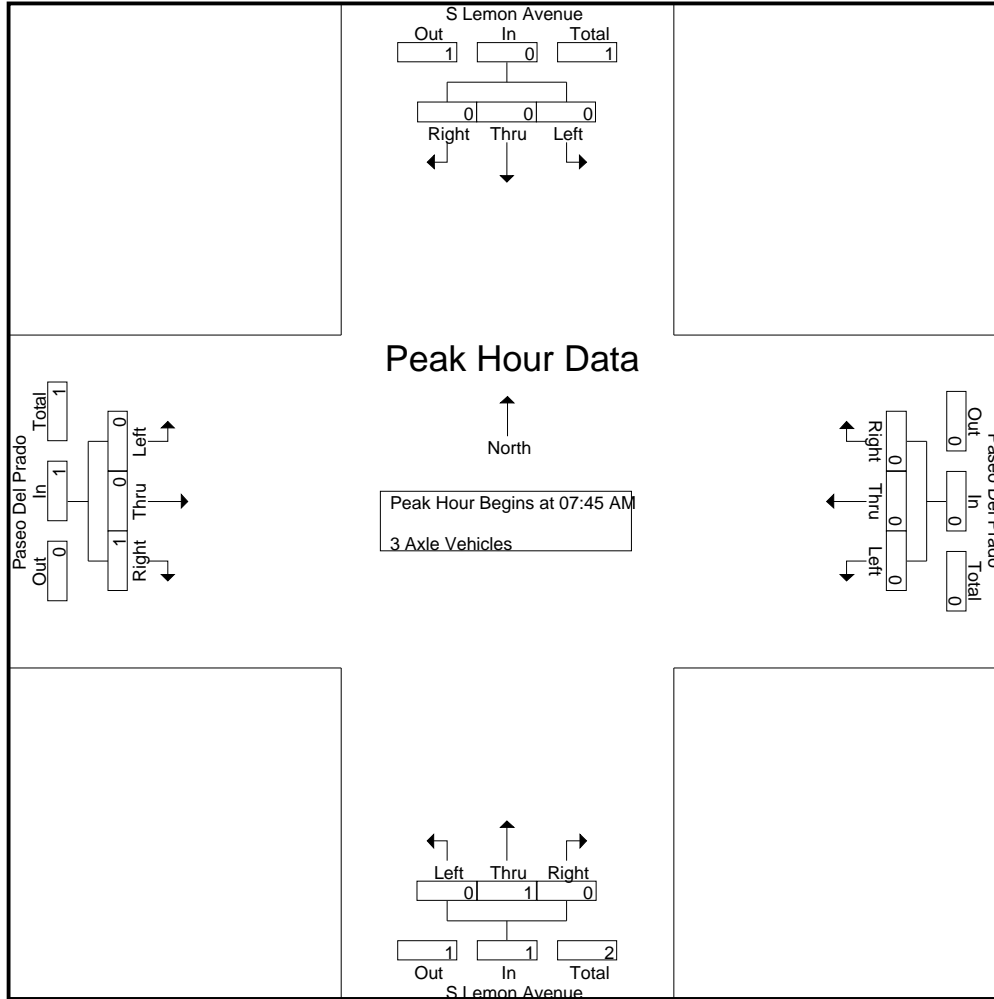
Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Grand Total	0	2	0	2	0	0	0	0	0	2	0	2	0	0	1	1	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	100		
Total %	0	40	0	40	0	0	0	0	0	40	0	40	0	0	20	20	

Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.250

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1
% App. Total	0	0	0	0	0	0	0	0	0	100	0	100	0	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	0	1	1	1	0	2	0	0	0	0	4
Grand Total	0	1	0	1	1	1	0	2	1	1	0	2	0	0	0	0	5
Apprch %	0	100	0		50	50	0		50	50	0		0	0	0		
Total %	0	20	0	20	20	20	0	40	20	20	0	40	0	0	0	0	

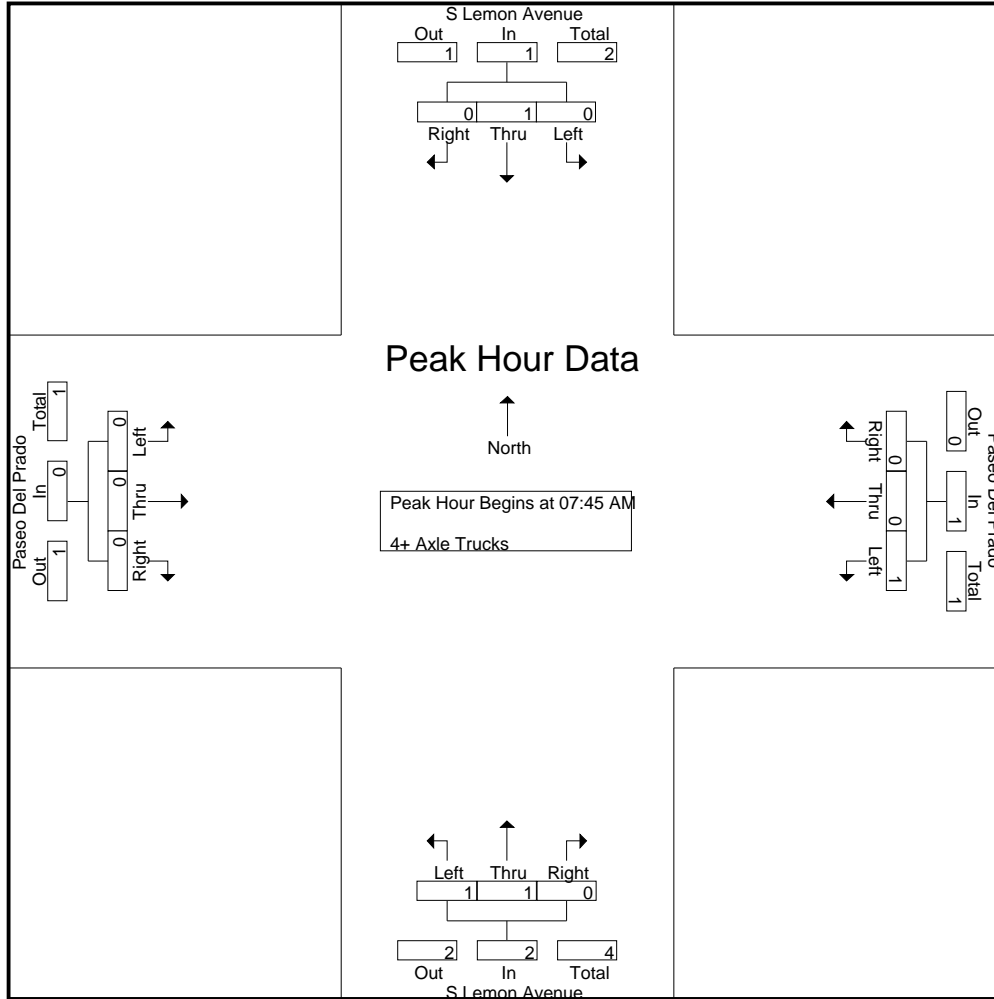
Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	1	0	0	1	1	1	0	2	0	0	0	0	4
% App. Total	0	100	0		100	0	0		50	50	0		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.250	.250	.000	.250	.000	.000	.000	.000	.333

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	1	1	0	2	0	0	0	0
% App. Total	0	100	0		100	0	0		50	50	0		0	0	0	
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.250	.250	.000	.250	.000	.000	.000	.000

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

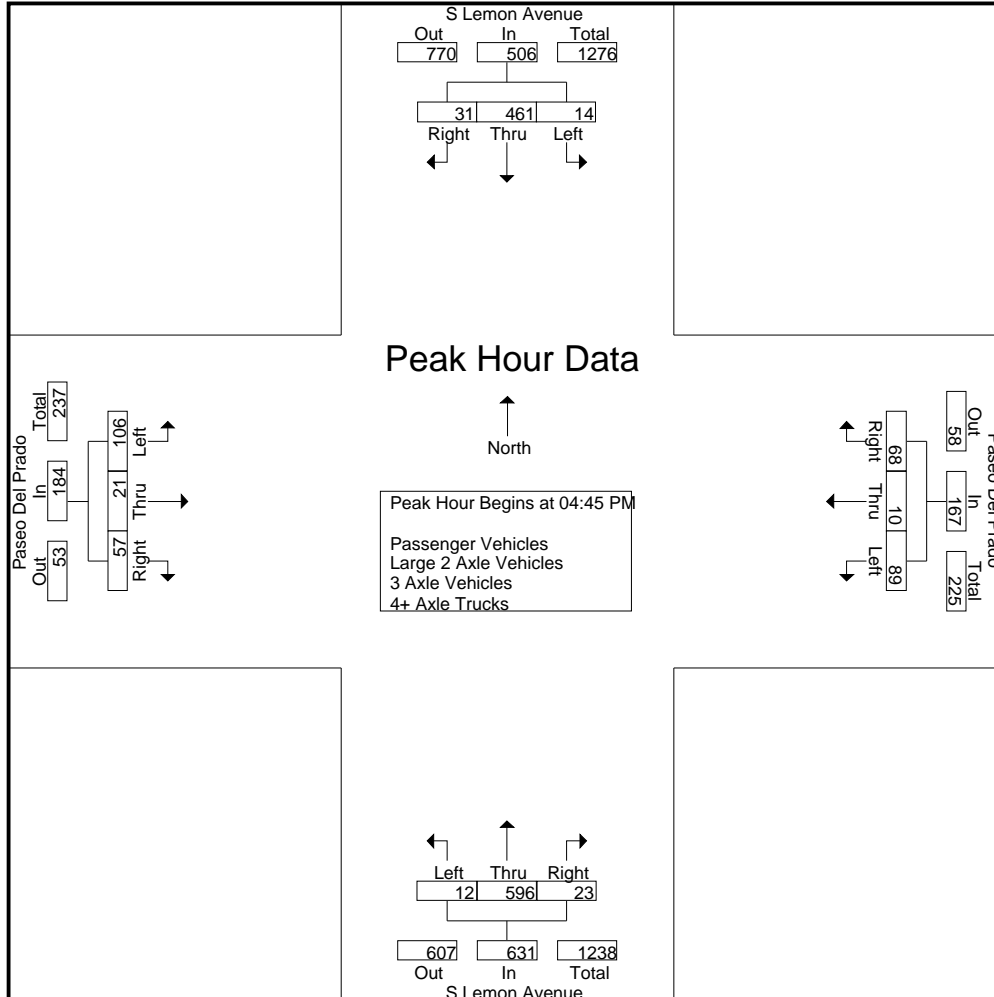
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	4	138	4	146	26	3	25	54	2	141	7	150	20	4	14	38	388
04:15 PM	6	100	3	109	25	6	22	53	4	137	9	150	17	3	7	27	339
04:30 PM	2	120	11	133	19	3	16	38	4	132	12	148	20	8	11	39	358
04:45 PM	1	104	8	113	26	3	25	54	4	138	7	149	26	7	6	39	355
Total	13	462	26	501	96	15	88	199	14	548	35	597	83	22	38	143	1440
05:00 PM	6	124	14	144	24	2	15	41	2	164	10	176	29	5	24	58	419
05:15 PM	3	108	5	116	23	1	15	39	2	138	2	142	15	4	10	29	326
05:30 PM	4	125	4	133	16	4	13	33	4	156	4	164	36	5	17	58	388
05:45 PM	1	106	12	119	12	2	10	24	1	151	4	156	37	3	8	48	347
Total	14	463	35	512	75	9	53	137	9	609	20	638	117	17	59	193	1480
Grand Total	27	925	61	1013	171	24	141	336	23	1157	55	1235	200	39	97	336	2920
Apprch %	2.7	91.3	6		50.9	7.1	42		1.9	93.7	4.5		59.5	11.6	28.9		
Total %	0.9	31.7	2.1	34.7	5.9	0.8	4.8	11.5	0.8	39.6	1.9	42.3	6.8	1.3	3.3	11.5	
Passenger Vehicles	27	921	60	1008	164	20	137	321	18	1151	50	1219	199	35	89	323	2871
% Passenger Vehicles	100	99.6	98.4	99.5	95.9	83.3	97.2	95.5	78.3	99.5	90.9	98.7	99.5	89.7	91.8	96.1	98.3
Large 2 Axle Vehicles	0	4	1	5	5	3	4	12	3	5	3	11	1	3	3	7	35
% Large 2 Axle Vehicles	0	0.4	1.6	0.5	2.9	12.5	2.8	3.6	13	0.4	5.5	0.9	0.5	7.7	3.1	2.1	1.2
3 Axle Vehicles	0	0	0	0	1	0	0	1	1	1	1	3	0	1	0	1	5
% 3 Axle Vehicles	0	0	0	0	0.6	0	0	0.3	4.3	0.1	1.8	0.2	0	2.6	0	0.3	0.2
4+ Axle Trucks	0	0	0	0	1	1	0	2	1	0	1	2	0	0	5	5	9
% 4+ Axle Trucks	0	0	0	0	0.6	4.2	0	0.6	4.3	0	1.8	0.2	0	0	5.2	1.5	0.3

Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	104	8	113	26	3	25	54	4	138	7	149	26	7	6	39	355
05:00 PM	6	124	14	144	24	2	15	41	2	164	10	176	29	5	24	58	419
05:15 PM	3	108	5	116	23	1	15	39	2	138	2	142	15	4	10	29	326
05:30 PM	4	125	4	133	16	4	13	33	4	156	4	164	36	5	17	58	388
Total Volume	14	461	31	506	89	10	68	167	12	596	23	631	106	21	57	184	1488
% App. Total	2.8	91.1	6.1		53.3	6	40.7		1.9	94.5	3.6		57.6	11.4	31		
PHF	.583	.922	.554	.878	.856	.625	.680	.773	.750	.909	.575	.896	.736	.750	.594	.793	.888

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	6	124	14	144	26	3	25	54	2	164	10	176	29	5	24	58
+15 mins.	3	108	5	116	25	6	22	53	2	138	2	142	15	4	10	29
+30 mins.	4	125	4	133	19	3	16	38	4	156	4	164	36	5	17	58
+45 mins.	1	106	12	119	26	3	25	54	1	151	4	156	37	3	8	48
Total Volume	14	463	35	512	96	15	88	199	9	609	20	638	117	17	59	193
% App. Total	2.7	90.4	6.8		48.2	7.5	44.2		1.4	95.5	3.1		60.6	8.8	30.6	
PHF	.583	.926	.625	.889	.923	.625	.880	.921	.563	.928	.500	.906	.791	.850	.615	.832

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	4	138	4	146	26	2	23	51	1	139	6	146	20	3	13	36	379
04:15 PM	6	99	3	108	24	4	21	49	4	136	9	149	17	3	7	27	333
04:30 PM	2	119	11	132	17	3	16	36	2	131	11	144	20	8	10	38	350
04:45 PM	1	104	7	112	26	3	25	54	3	137	5	145	25	7	6	38	349
Total	13	460	25	498	93	12	85	190	10	543	31	584	82	21	36	139	1411
05:00 PM	6	124	14	144	23	1	14	38	1	164	9	174	29	2	22	53	409
05:15 PM	3	107	5	115	21	1	15	37	2	138	2	142	15	4	8	27	321
05:30 PM	4	124	4	132	15	4	13	32	4	156	4	164	36	5	16	57	385
05:45 PM	1	106	12	119	12	2	10	24	1	150	4	155	37	3	7	47	345
Total	14	461	35	510	71	8	52	131	8	608	19	635	117	14	53	184	1460
Grand Total	27	921	60	1008	164	20	137	321	18	1151	50	1219	199	35	89	323	2871
Apprch %	2.7	91.4	6		51.1	6.2	42.7		1.5	94.4	4.1		61.6	10.8	27.6		
Total %	0.9	32.1	2.1	35.1	5.7	0.7	4.8	11.2	0.6	40.1	1.7	42.5	6.9	1.2	3.1	11.3	

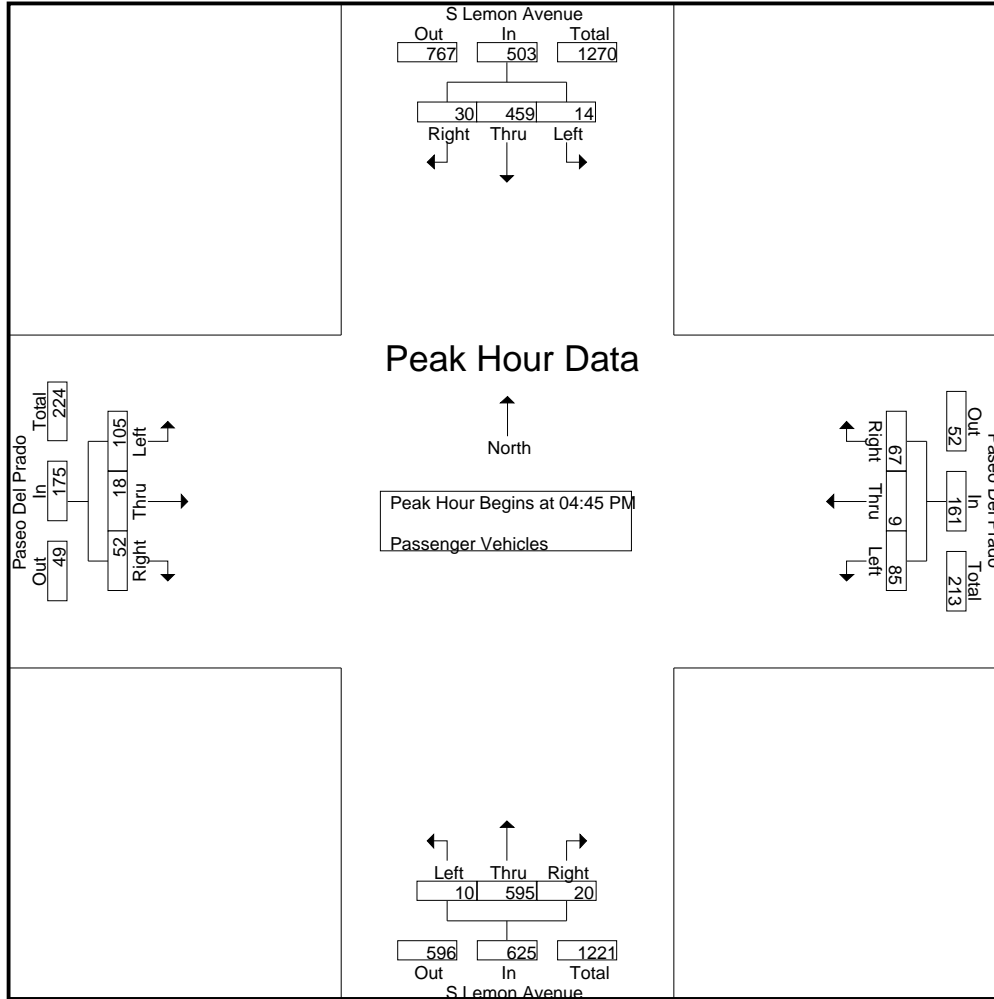
Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	1	104	7	112	26	3	25	54	3	137	5	145	25	7	6	38	349
05:00 PM	6	124	14	144	23	1	14	38	1	164	9	174	29	2	22	53	409
05:15 PM	3	107	5	115	21	1	15	37	2	138	2	142	15	4	8	27	321
05:30 PM	4	124	4	132	15	4	13	32	4	156	4	164	36	5	16	57	385
Total Volume	14	459	30	503	85	9	67	161	10	595	20	625	105	18	52	175	1464
% App. Total	2.8	91.3	6		52.8	5.6	41.6		1.6	95.2	3.2		60	10.3	29.7		
PHF	.583	.925	.536	.873	.817	.563	.670	.745	.625	.907	.556	.898	.729	.643	.591	.768	.895

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	1	104	7	112	26	3	25	54	3	137	5	145	25	7	6	38
+15 mins.	6	124	14	144	23	1	14	38	1	164	9	174	29	2	22	53
+30 mins.	3	107	5	115	21	1	15	37	2	138	2	142	15	4	8	27
+45 mins.	4	124	4	132	15	4	13	32	4	156	4	164	36	5	16	57
Total Volume	14	459	30	503	85	9	67	161	10	595	20	625	105	18	52	175
% App. Total	2.8	91.3	6		52.8	5.6	41.6		1.6	95.2	3.2		60	10.3	29.7	
PHF	.583	.925	.536	.873	.817	.563	.670	.745	.625	.907	.556	.898	.729	.643	.591	.768

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	2	2	1	2	1	4	0	1	0	1	7
04:15 PM	0	1	0	1	1	2	1	4	0	1	0	1	0	0	0	0	6
04:30 PM	0	1	0	1	2	0	0	2	1	1	1	3	0	0	0	0	6
04:45 PM	0	0	1	1	0	0	0	0	0	1	0	1	1	0	0	1	3
Total	0	2	1	3	3	2	3	8	2	5	2	9	1	1	0	2	22
05:00 PM	0	0	0	0	0	1	1	2	1	0	1	2	0	2	1	3	7
05:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	2	2	4
05:30 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	2	1	1	4	1	0	1	2	0	2	3	5	13
Grand Total	0	4	1	5	5	3	4	12	3	5	3	11	1	3	3	7	35
Apprch %	0	80	20		41.7	25	33.3		27.3	45.5	27.3		14.3	42.9	42.9		
Total %	0	11.4	2.9	14.3	14.3	8.6	11.4	34.3	8.6	14.3	8.6	31.4	2.9	8.6	8.6	20	

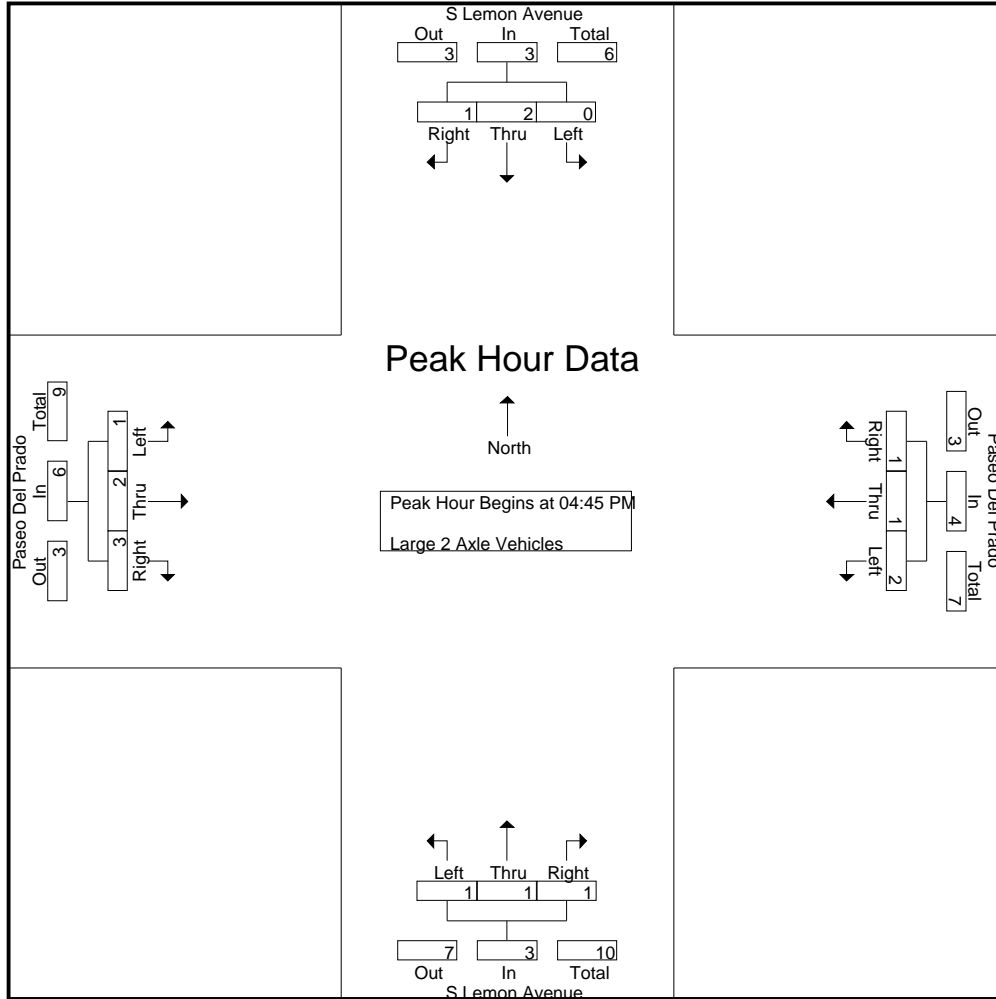
Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	1	1	0	0	0	0	0	1	0	1	1	0	0	1	3
05:00 PM	0	0	0	0	0	1	1	2	1	0	1	2	0	2	1	3	7
05:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	2	2	4
05:30 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total Volume	0	2	1	3	2	1	1	4	1	1	1	3	1	2	3	6	16
% App. Total	0	66.7	33.3		50	25	25		33.3	33.3	33.3		16.7	33.3	50		
PHF	.000	.500	.250	.750	.500	.250	.250	.500	.250	.250	.250	.375	.250	.250	.375	.500	.571

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	1	1	0	0	0	0	0	1	0	1	1	0	0	1
+15 mins.	0	0	0	0	0	1	1	2	1	0	1	2	0	0	2	3
+30 mins.	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	2
+45 mins.	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	2	1	1	4	1	1	1	3	1	2	3	6
% App. Total	0	66.7	33.3		50	25	25		33.3	33.3	33.3		16.7	33.3	50	
PHF	.000	.500	.250	.750	.500	.250	.250	.500	.250	.250	.250	.375	.250	.250	.375	.500

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	3
Grand Total	0	0	0	0	1	0	0	1	1	1	1	3	0	1	0	1	5
Apprch %	0	0	0		100	0	0		33.3	33.3	33.3		0	100	0		
Total %	0	0	0	0	20	0	0	20	20	20	20	60	0	20	0	20	

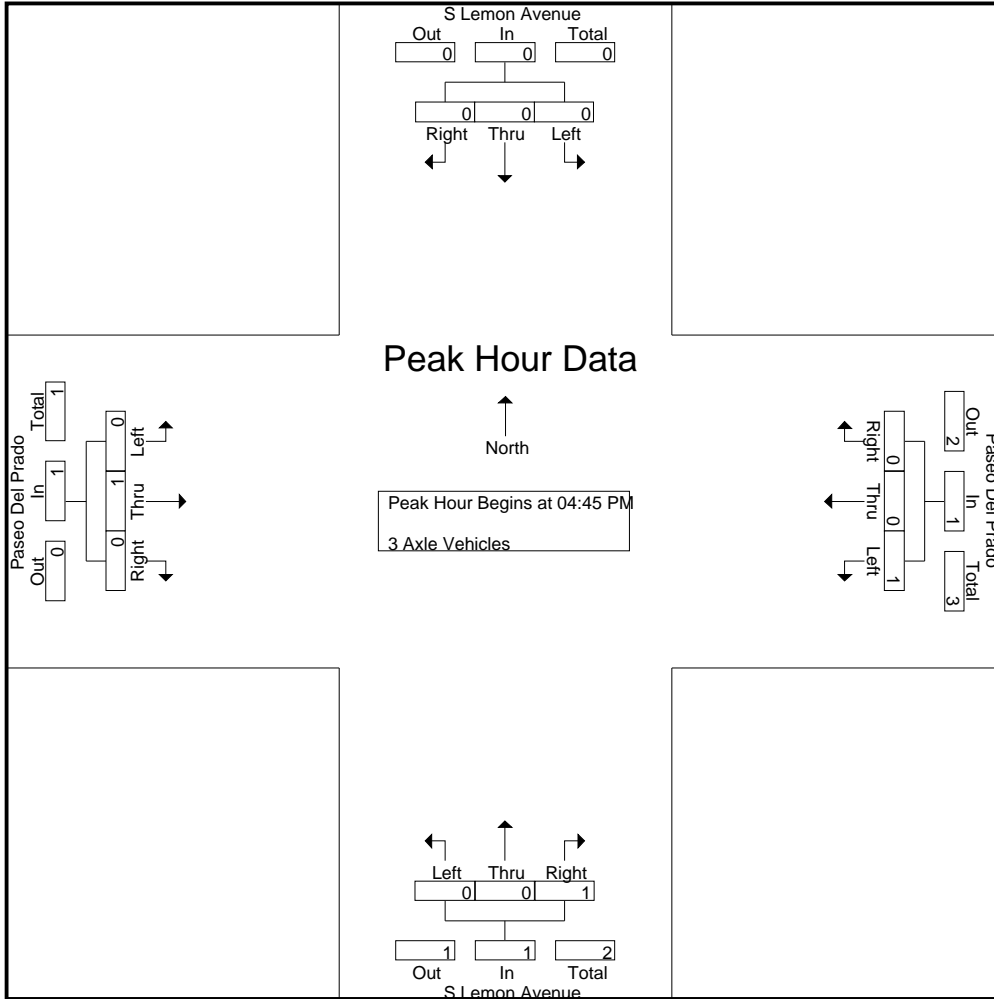
Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1	3
% App. Total	0	0	0		100	0	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.750

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1
% App. Total	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	0
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
Total	0	0	0	0	0	1	0	1	1	0	1	2	0	0	2	2	5
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3	4
Grand Total	0	0	0	0	1	1	0	2	1	0	1	2	0	0	5	5	9
Apprch %	0	0	0		50	50	0		50	0	50		0	0	100		
Total %	0	0	0		11.1	11.1	0	22.2	11.1	0	11.1	22.2	0	0	55.6	55.6	

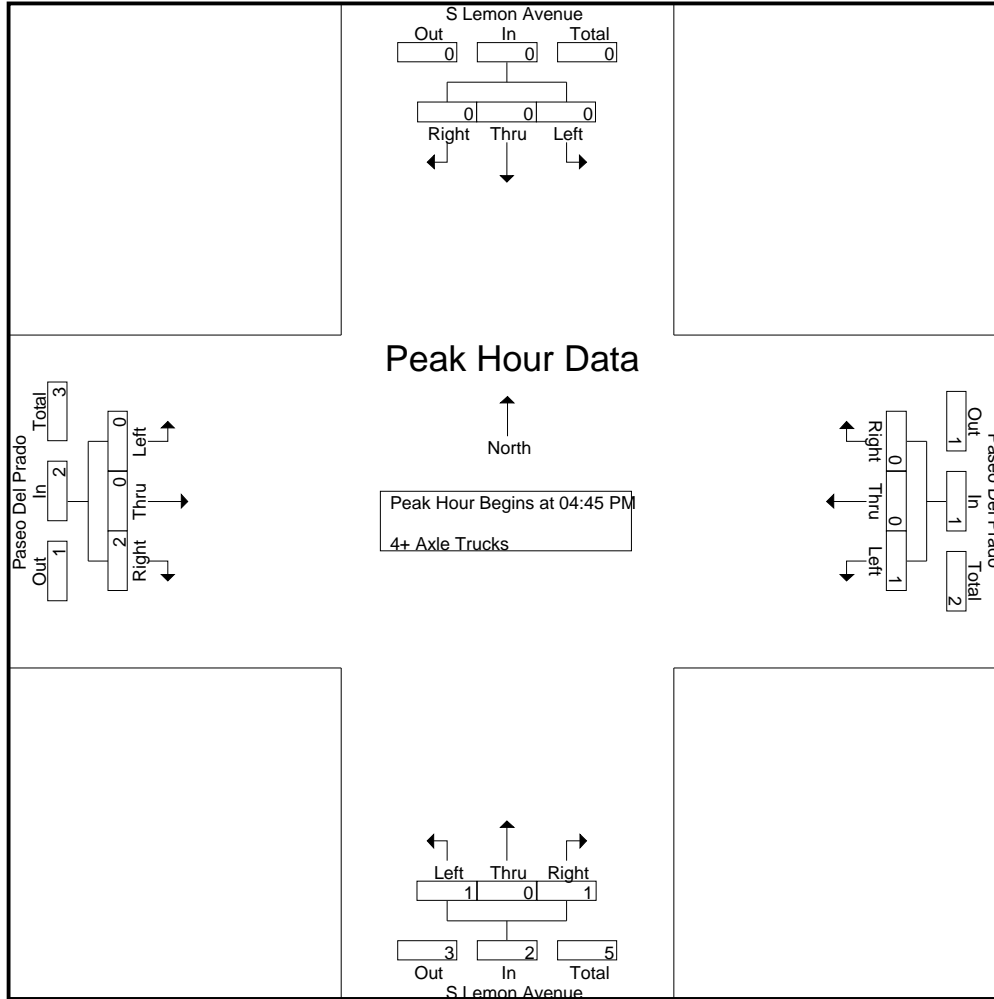
Start Time	S Lemon Avenue Southbound				Paseo Del Prado Westbound				S Lemon Avenue Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	1	0	0	1	1	0	1	2	0	0	2	2	5
% App. Total	0	0	0		100	0	0		50	0	50		0	0	100		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.250	.250	.000	.000	.500	.500	.625

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Walnut
 N/S: S Lemon Avenue
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 02_WNT_Lem_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	1	0	0	1	1	0	1	2	0	0	2	2
% App. Total	0	0	0	0	100	0	0	0	50	0	50	0	0	0	100	0
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.250	.250	.000	.000	.500	.500

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

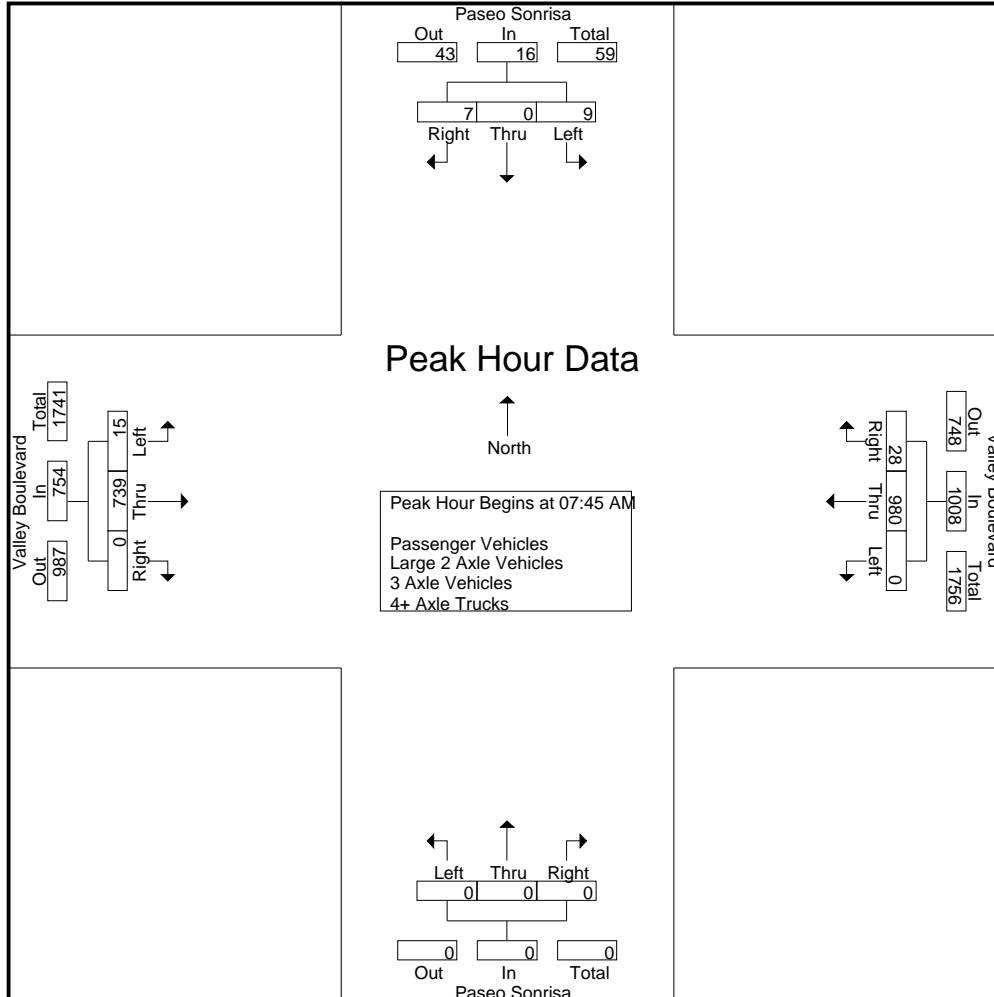
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	0	2	5	0	202	1	203	0	0	0	0	1	73	0	74	282
07:15 AM	2	0	0	2	0	210	9	219	0	0	0	0	3	120	0	123	344
07:30 AM	0	0	0	0	0	229	4	233	0	0	0	0	2	144	0	146	379
07:45 AM	3	0	1	4	0	278	5	283	0	0	0	0	4	181	0	185	472
Total	8	0	3	11	0	919	19	938	0	0	0	0	10	518	0	528	1477
08:00 AM	1	0	3	4	0	204	9	213	0	0	0	0	2	230	0	232	449
08:15 AM	4	0	0	4	0	257	6	263	0	0	0	0	5	196	0	201	468
08:30 AM	1	0	3	4	0	241	8	249	0	0	0	0	4	132	0	136	389
08:45 AM	2	0	1	3	0	220	12	232	0	0	0	0	4	133	0	137	372
Total	8	0	7	15	0	922	35	957	0	0	0	0	15	691	0	706	1678
Grand Total	16	0	10	26	0	1841	54	1895	0	0	0	0	25	1209	0	1234	3155
Apprch %	61.5	0	38.5		0	97.2	2.8		0	0	0		2	98	0		
Total %	0.5	0	0.3	0.8	0	58.4	1.7	60.1	0	0	0	0	0.8	38.3	0	39.1	
Passenger Vehicles	15	0	10	25	0	1769	54	1823	0	0	0	0	25	1141	0	1166	3014
% Passenger Vehicles	93.8	0	100	96.2	0	96.1	100	96.2	0	0	0	0	100	94.4	0	94.5	95.5
Large 2 Axle Vehicles	1	0	0	1	0	29	0	29	0	0	0	0	0	30	0	30	60
% Large 2 Axle Vehicles	6.2	0	0	3.8	0	1.6	0	1.5	0	0	0	0	0	2.5	0	2.4	1.9
3 Axle Vehicles	0	0	0	0	0	23	0	23	0	0	0	0	0	18	0	18	41
% 3 Axle Vehicles	0	0	0	0	0	1.2	0	1.2	0	0	0	0	0	1.5	0	1.5	1.3
4+ Axle Trucks	0	0	0	0	0	20	0	20	0	0	0	0	0	20	0	20	40
% 4+ Axle Trucks	0	0	0	0	0	1.1	0	1.1	0	0	0	0	0	1.7	0	1.6	1.3

Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	0	1	4	0	278	5	283	0	0	0	0	4	181	0	185	472
08:00 AM	1	0	3	4	0	204	9	213	0	0	0	0	2	230	0	232	449
08:15 AM	4	0	0	4	0	257	6	263	0	0	0	0	5	196	0	201	468
08:30 AM	1	0	3	4	0	241	8	249	0	0	0	0	4	132	0	136	389
Total Volume	9	0	7	16	0	980	28	1008	0	0	0	0	15	739	0	754	1778
% App. Total	56.2	0	43.8		0	97.2	2.8		0	0	0		2	98	0		
PHF	.563	.000	.583	1.00	.000	.881	.778	.890	.000	.000	.000	.000	.750	.803	.000	.813	.942

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val AM
 Site Code : 04223854
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:00 AM				07:30 AM			
+0 mins.	3	0	1	4	0	278	5	283	0	0	0	0	2	144	0	146
+15 mins.	1	0	3	4	0	204	9	213	0	0	0	0	4	181	0	185
+30 mins.	4	0	0	4	0	257	6	263	0	0	0	0	2	230	0	232
+45 mins.	1	0	3	4	0	241	8	249	0	0	0	0	5	196	0	201
Total Volume	9	0	7	16	0	980	28	1008	0	0	0	0	13	751	0	764
% App. Total	56.2	0	43.8		0	97.2	2.8		0	0	0		1.7	98.3	0	
PHF	.563	.000	.583	1.000	.000	.881	.778	.890	.000	.000	.000	.000	.650	.816	.000	.823

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

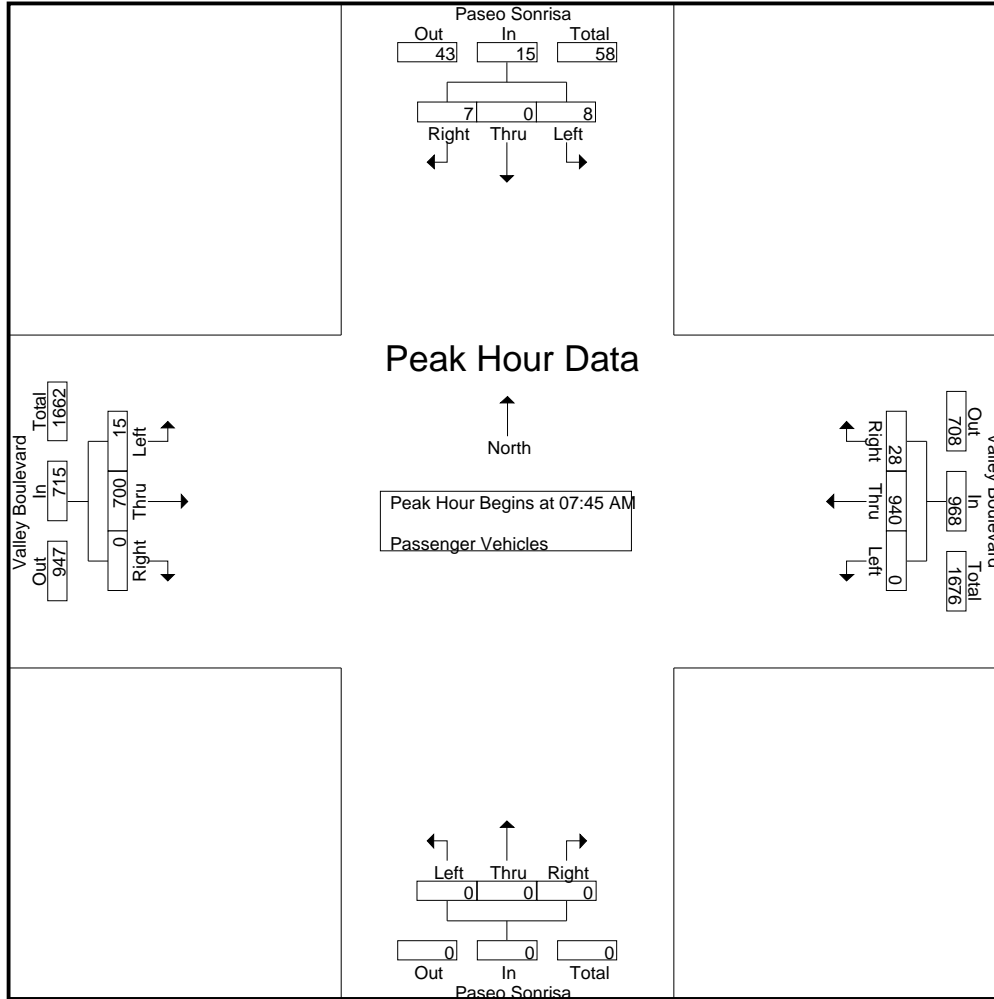
Groups Printed- Passenger Vehicles

Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	0	2	5	0	192	1	193	0	0	0	0	1	66	0	67	265
07:15 AM	2	0	0	2	0	202	9	211	0	0	0	0	3	116	0	119	332
07:30 AM	0	0	0	0	0	224	4	228	0	0	0	0	2	137	0	139	367
07:45 AM	2	0	1	3	0	273	5	278	0	0	0	0	4	175	0	179	460
Total	7	0	3	10	0	891	19	910	0	0	0	0	10	494	0	504	1424
08:00 AM	1	0	3	4	0	192	9	201	0	0	0	0	2	215	0	217	422
08:15 AM	4	0	0	4	0	248	6	254	0	0	0	0	5	183	0	188	446
08:30 AM	1	0	3	4	0	227	8	235	0	0	0	0	4	127	0	131	370
08:45 AM	2	0	1	3	0	211	12	223	0	0	0	0	4	122	0	126	352
Total	8	0	7	15	0	878	35	913	0	0	0	0	15	647	0	662	1590
Grand Total	15	0	10	25	0	1769	54	1823	0	0	0	0	25	1141	0	1166	3014
Apprch %	60	0	40		0	97	3		0	0	0		2.1	97.9	0		
Total %	0.5	0	0.3	0.8	0	58.7	1.8	60.5	0	0	0	0	0.8	37.9	0	38.7	

Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	0	1	3	0	273	5	278	0	0	0	0	4	175	0	179	460
08:00 AM	1	0	3	4	0	192	9	201	0	0	0	0	2	215	0	217	422
08:15 AM	4	0	0	4	0	248	6	254	0	0	0	0	5	183	0	188	446
08:30 AM	1	0	3	4	0	227	8	235	0	0	0	0	4	127	0	131	370
Total Volume	8	0	7	15	0	940	28	968	0	0	0	0	15	700	0	715	1698
% App. Total	53.3	0	46.7		0	97.1	2.9		0	0	0		2.1	97.9	0		
PHF	.500	.000	.583	.938	.000	.861	.778	.871	.000	.000	.000	.000	.750	.814	.000	.824	.923

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	2	0	1	3	0	273	5	278	0	0	0	0	4	175	0	179
+15 mins.	1	0	3	4	0	192	9	201	0	0	0	0	2	215	0	217
+30 mins.	4	0	0	4	0	248	6	254	0	0	0	0	5	183	0	188
+45 mins.	1	0	3	4	0	227	8	235	0	0	0	0	4	127	0	131
Total Volume	8	0	7	15	0	940	28	968	0	0	0	0	15	700	0	715
% App. Total	53.3	0	46.7		0	97.1	2.9		0	0	0		2.1	97.9	0	
PHF	.500	.000	.583	.938	.000	.861	.778	.871	.000	.000	.000	.000	.750	.814	.000	.824

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
07:45 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total	1	0	0	1	0	11	0	11	0	0	0	0	0	11	0	11	23
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
08:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	0	8	13
Total	0	0	0	0	0	18	0	18	0	0	0	0	0	19	0	19	37
Grand Total	1	0	0	1	0	29	0	29	0	0	0	0	0	30	0	30	60
Apprch %	100	0	0		0	100	0		0	0	0		0	100	0		
Total %	1.7	0	0	1.7	0	48.3	0	48.3	0	0	0	0	0	50	0	50	

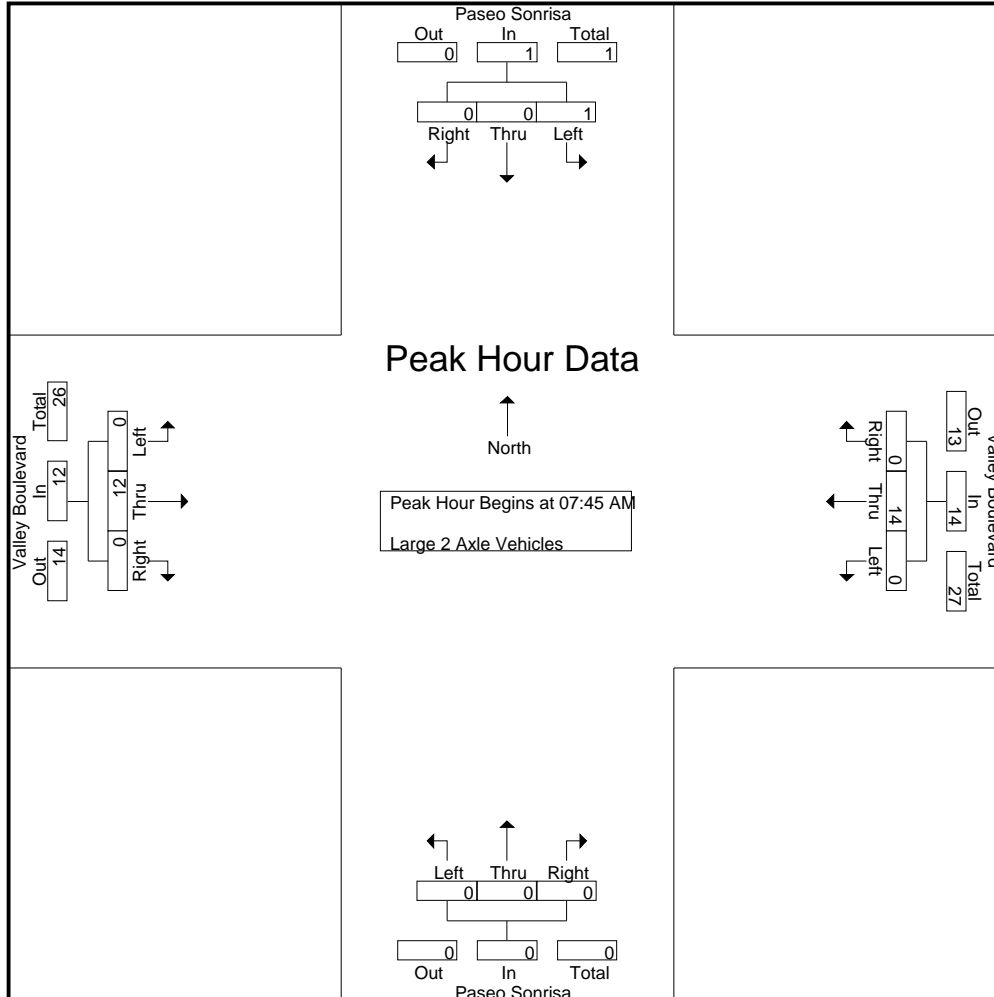
Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
08:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
Total Volume	1	0	0	1	0	14	0	14	0	0	0	0	0	12	0	12	27
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.583	.000	.583	.000	.000	.000	.000	.000	.500	.000	.500	.675

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1
Total Volume	1	0	0	1	0	14	0	14	0	0	0	0	0	12	0	12
% App. Total	100	0	0	100	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.250	.000	.000	.250	.000	.583	.000	.583	.000	.000	.000	.000	.000	.500	.000	.500

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total	0	0	0	0	0	9	0	9	0	0	0	0	0	7	0	7	16
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
08:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	14	0	14	0	0	0	0	0	11	0	11	25
Grand Total	0	0	0	0	0	23	0	23	0	0	0	0	0	18	0	18	41
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	56.1	0	56.1	0	0	0		0	43.9	0	43.9	

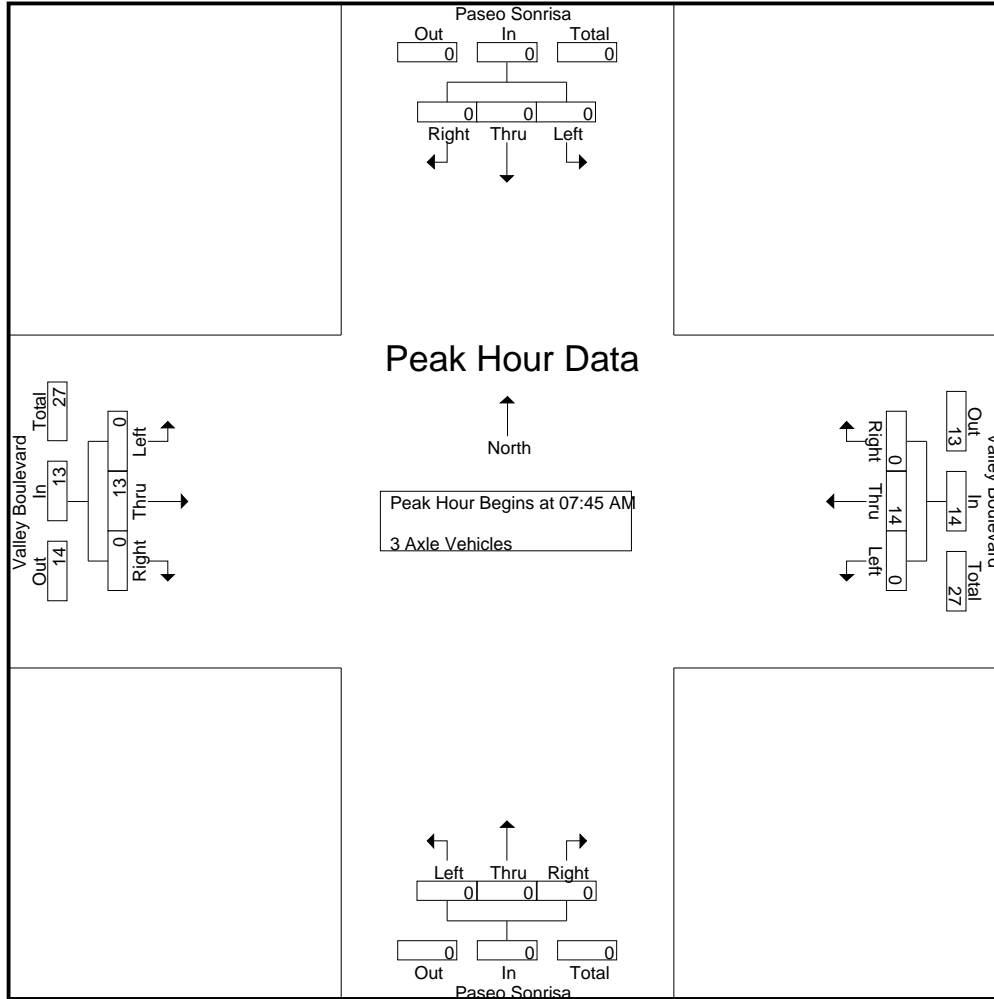
Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
08:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
Total Volume	0	0	0	0	0	14	0	14	0	0	0	0	0	13	0	13	27
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.813	.000	.813	.844

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	14	0	14	0	0	0	0	0	13	0	13
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.000	.813	.000	.813

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	6	0	6	14
08:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	12	0	12	0	0	0	0	0	14	0	14	26
Grand Total	0	0	0	0	0	20	0	20	0	0	0	0	0	20	0	20	40
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	50	0		0	0	0		0	50	0		

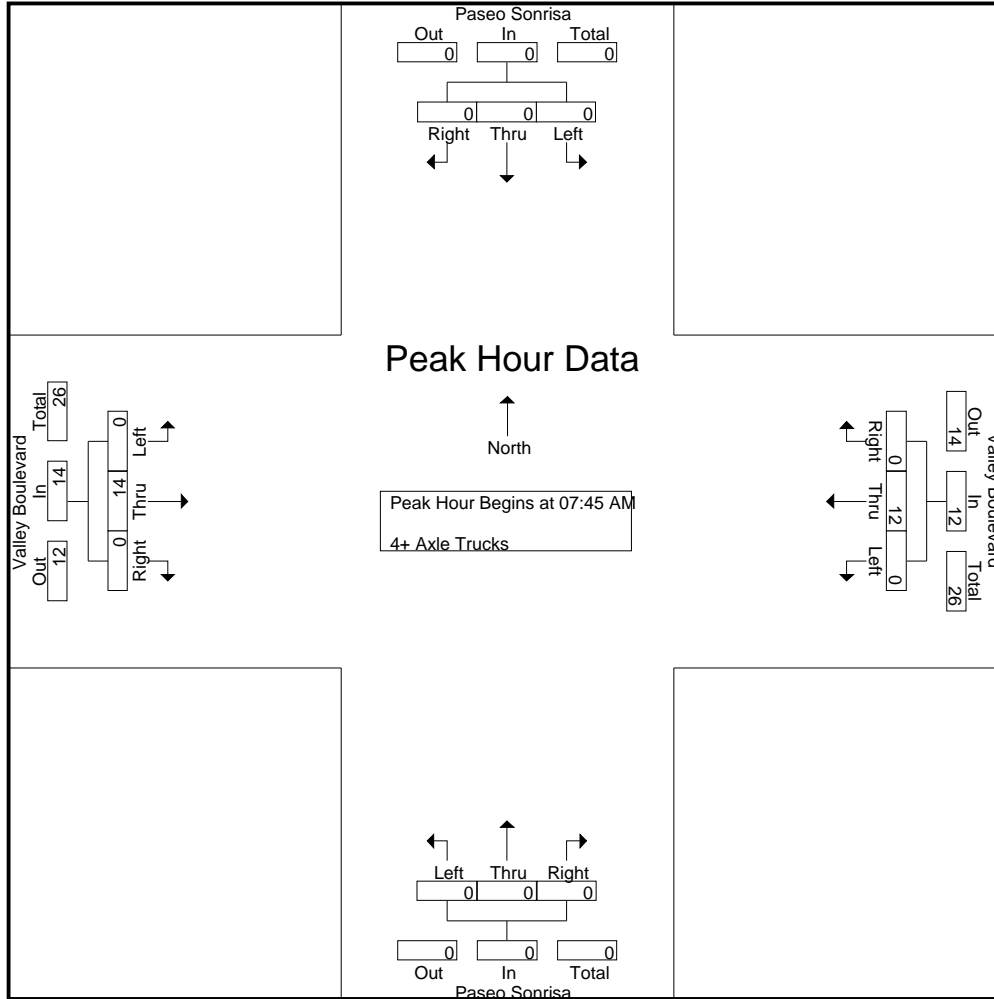
Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	0	14	0	14	26
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.700	.000	.700	.591

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	0	14	0	14
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.700	.000	.700

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

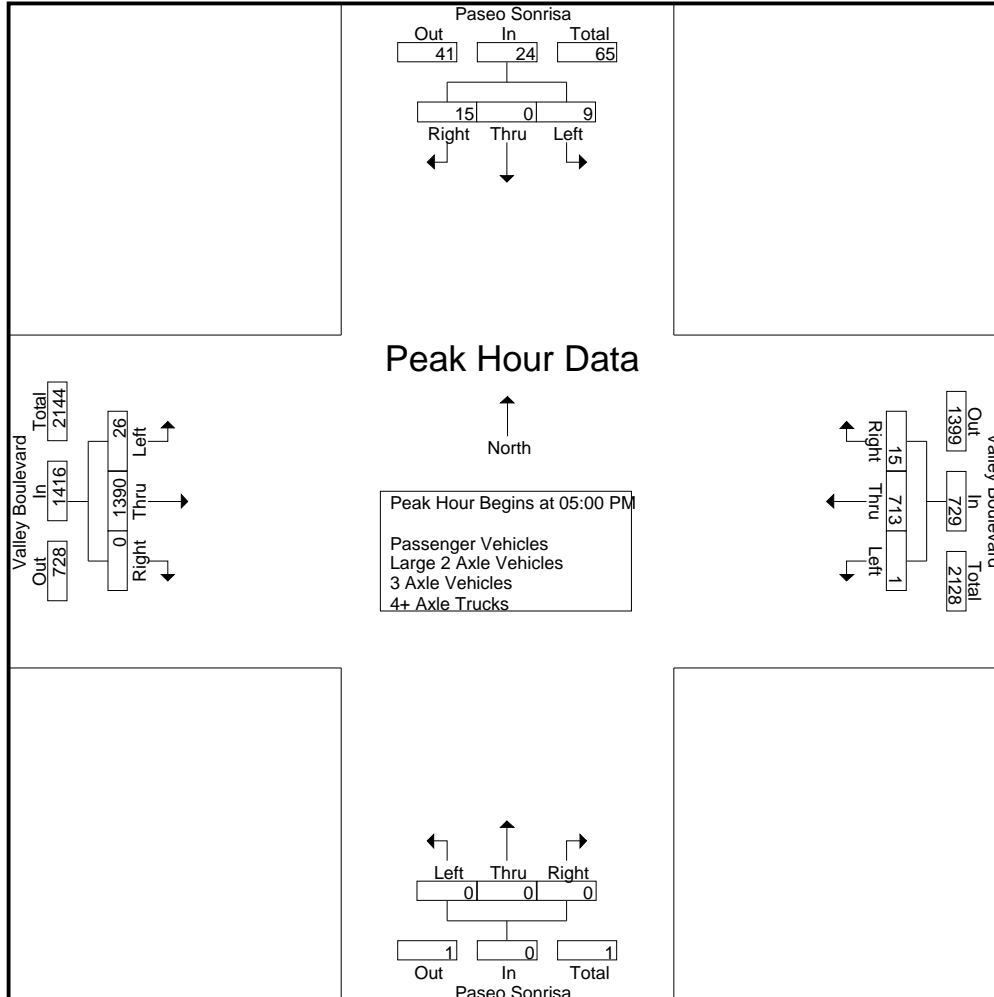
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	0	4	7	0	176	5	181	0	0	0	0	6	303	0	309	497
04:15 PM	2	0	6	8	1	210	3	214	0	0	0	0	5	312	0	317	539
04:30 PM	2	0	4	6	1	194	4	199	0	0	0	0	10	279	0	289	494
04:45 PM	2	0	3	5	1	169	4	174	0	0	0	0	6	319	0	325	504
Total	9	0	17	26	3	749	16	768	0	0	0	0	27	1213	0	1240	2034
05:00 PM	1	0	6	7	0	172	3	175	0	0	0	0	6	352	0	358	540
05:15 PM	3	0	2	5	0	197	2	199	0	0	0	0	8	360	0	368	572
05:30 PM	1	0	2	3	1	173	7	181	0	0	0	0	7	321	0	328	512
05:45 PM	4	0	5	9	0	171	3	174	0	0	0	0	5	357	0	362	545
Total	9	0	15	24	1	713	15	729	0	0	0	0	26	1390	0	1416	2169
Grand Total	18	0	32	50	4	1462	31	1497	0	0	0	0	53	2603	0	2656	4203
Apprch %	36	0	64		0.3	97.7	2.1		0	0	0		2	98	0		
Total %	0.4	0	0.8	1.2	0.1	34.8	0.7	35.6	0	0	0	0	1.3	61.9	0	63.2	
Passenger Vehicles	18	0	31	49	4	1412	30	1446	0	0	0	0	51	2513	0	2564	4059
% Passenger Vehicles	100	0	96.9	98	100	96.6	96.8	96.6	0	0	0	0	96.2	96.5	0	96.5	96.6
Large 2 Axle Vehicles	0	0	0	0	0	16	1	17	0	0	0	0	2	33	0	35	52
% Large 2 Axle Vehicles	0	0	0	0	0	1.1	3.2	1.1	0	0	0	0	3.8	1.3	0	1.3	1.2
3 Axle Vehicles	0	0	0	0	0	13	0	13	0	0	0	0	0	21	0	21	34
% 3 Axle Vehicles	0	0	0	0	0	0.9	0	0.9	0	0	0	0	0	0.8	0	0.8	0.8
4+ Axle Trucks	0	0	1	1	0	21	0	21	0	0	0	0	0	36	0	36	58
% 4+ Axle Trucks	0	0	3.1	2	0	1.4	0	1.4	0	0	0	0	0	1.4	0	1.4	1.4

Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	6	7	0	172	3	175	0	0	0	0	6	352	0	358	540
05:15 PM	3	0	2	5	0	197	2	199	0	0	0	0	8	360	0	368	572
05:30 PM	1	0	2	3	1	173	7	181	0	0	0	0	7	321	0	328	512
05:45 PM	4	0	5	9	0	171	3	174	0	0	0	0	5	357	0	362	545
Total Volume	9	0	15	24	1	713	15	729	0	0	0	0	26	1390	0	1416	2169
% App. Total	37.5	0	62.5		0.1	97.8	2.1		0	0	0		1.8	98.2	0		
PHF	.563	.000	.625	.667	.250	.905	.536	.916	.000	.000	.000	.000	.813	.965	.000	.962	.948

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	3	0	4	7	0	176	5	181	0	0	0	0	6	352	0	358
+15 mins.	2	0	6	8	1	210	3	214	0	0	0	0	8	360	0	368
+30 mins.	2	0	4	6	1	194	4	199	0	0	0	0	7	321	0	328
+45 mins.	2	0	3	5	1	169	4	174	0	0	0	0	5	357	0	362
Total Volume	9	0	17	26	3	749	16	768	0	0	0	0	26	1390	0	1416
% App. Total	34.6	0	65.4		0.4	97.5	2.1		0	0	0		1.8	98.2	0	
PHF	.750	.000	.708	.813	.750	.892	.800	.897	.000	.000	.000	.000	.813	.965	.000	.962

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

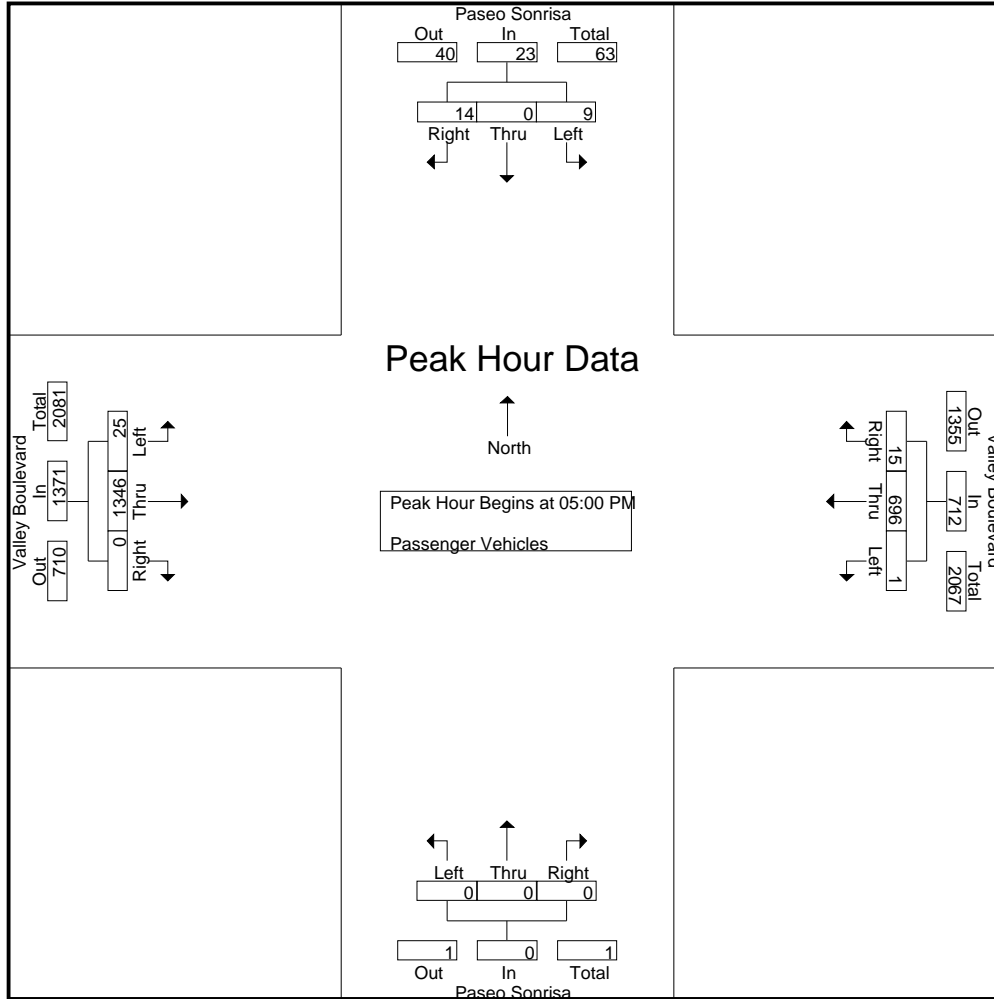
Groups Printed- Passenger Vehicles

Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	0	4	7	0	169	5	174	0	0	0	0	6	288	0	294	475
04:15 PM	2	0	6	8	1	203	3	207	0	0	0	0	5	299	0	304	519
04:30 PM	2	0	4	6	1	186	4	191	0	0	0	0	9	270	0	279	476
04:45 PM	2	0	3	5	1	158	3	162	0	0	0	0	6	310	0	316	483
Total	9	0	17	26	3	716	15	734	0	0	0	0	26	1167	0	1193	1953
05:00 PM	1	0	6	7	0	167	3	170	0	0	0	0	6	341	0	347	524
05:15 PM	3	0	2	5	0	191	2	193	0	0	0	0	8	345	0	353	551
05:30 PM	1	0	2	3	1	171	7	179	0	0	0	0	6	311	0	317	499
05:45 PM	4	0	4	8	0	167	3	170	0	0	0	0	5	349	0	354	532
Total	9	0	14	23	1	696	15	712	0	0	0	0	25	1346	0	1371	2106
Grand Total	18	0	31	49	4	1412	30	1446	0	0	0	0	51	2513	0	2564	4059
Apprch %	36.7	0	63.3		0.3	97.6	2.1		0	0	0		2	98	0		
Total %	0.4	0	0.8	1.2	0.1	34.8	0.7	35.6	0	0	0	0	1.3	61.9	0	63.2	

Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	6	7	0	167	3	170	0	0	0	0	6	341	0	347	524
05:15 PM	3	0	2	5	0	191	2	193	0	0	0	0	8	345	0	353	551
05:30 PM	1	0	2	3	1	171	7	179	0	0	0	0	6	311	0	317	499
05:45 PM	4	0	4	8	0	167	3	170	0	0	0	0	5	349	0	354	532
Total Volume	9	0	14	23	1	696	15	712	0	0	0	0	25	1346	0	1371	2106
% App. Total	39.1	0	60.9		0.1	97.8	2.1		0	0	0		1.8	98.2	0		
PHF	.563	.000	.583	.719	.250	.911	.536	.922	.000	.000	.000	.000	.781	.964	.000	.968	.956

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	1	0	6	7	0	167	3	170	0	0	0	0	6	341	0	347
+15 mins.	3	0	2	5	0	191	2	193	0	0	0	0	8	345	0	353
+30 mins.	1	0	2	3	1	171	7	179	0	0	0	0	6	311	0	317
+45 mins.	4	0	4	8	0	167	3	170	0	0	0	0	5	349	0	354
Total Volume	9	0	14	23	1	696	15	712	0	0	0	0	25	1346	0	1371
% App. Total	39.1	0	60.9		0.1	97.8	2.1		0	0	0		1.8	98.2	0	
PHF	.563	.000	.583	.719	.250	.911	.536	.922	.000	.000	.000	.000	.781	.964	.000	.968

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	1	3	0	4	8
04:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	3	0	3	5
Total	0	0	0	0	0	11	1	12	0	0	0	0	1	16	0	17	29
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8	11
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	6	6
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	5	0	5	0	0	0	0	1	17	0	18	23
Grand Total	0	0	0	0	0	16	1	17	0	0	0	0	2	33	0	35	52
Apprch %	0	0	0		0	94.1	5.9		0	0	0		5.7	94.3	0		
Total %	0	0	0		0	30.8	1.9	32.7	0	0	0		3.8	63.5	0	67.3	

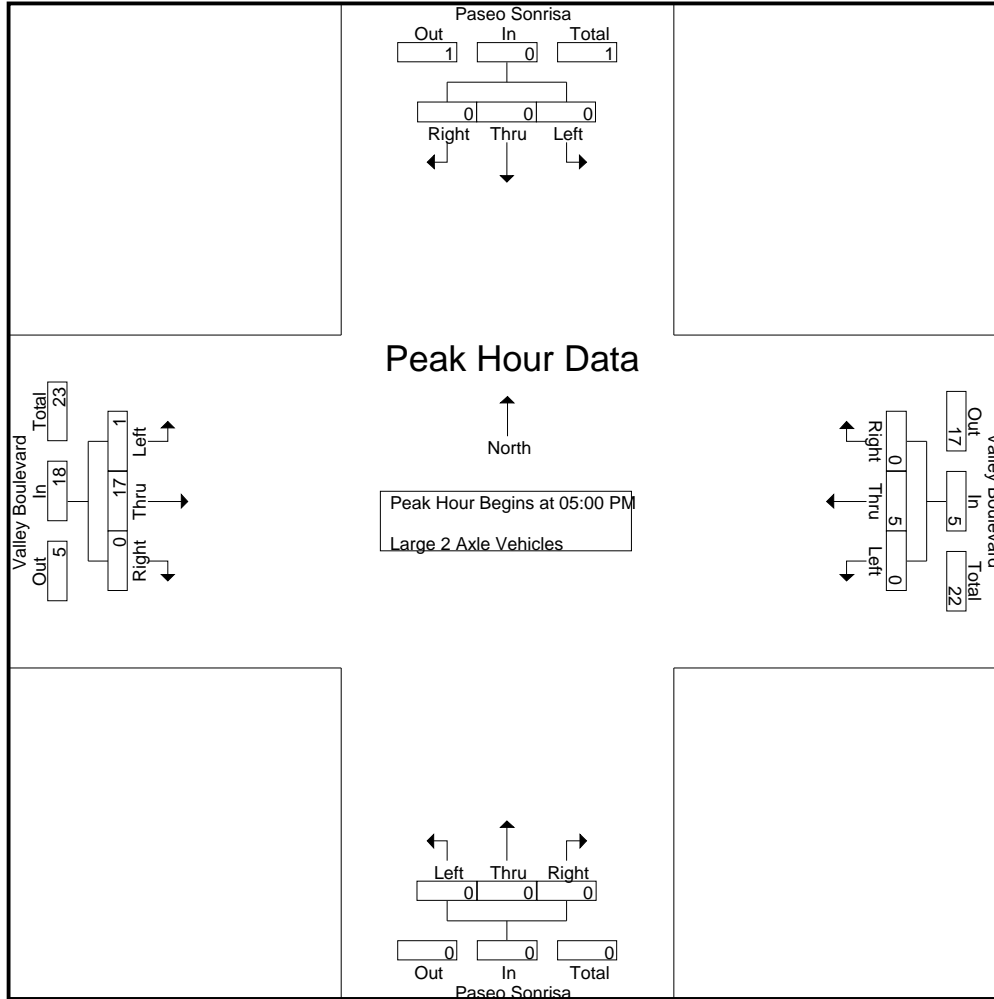
Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8	11
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	6	6
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	1	17	0	18	23
% App. Total	0	0	0		0	100	0		0	0	0		5.6	94.4	0		
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.250	.531	.000	.563	.523

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	8	0	8
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	6
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	1	17	0	18
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	5.6	94.4	0	0
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.250	.531	.000	.563

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

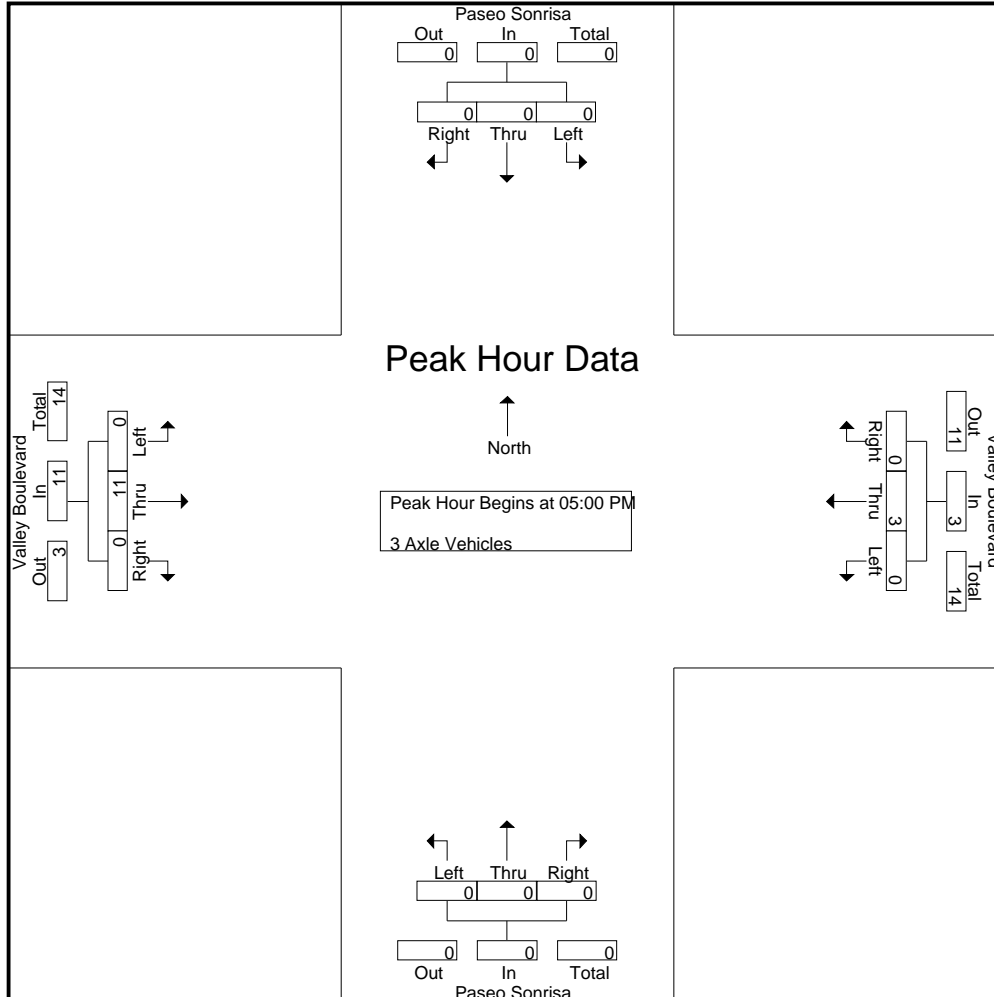
Groups Printed- 3 Axle Vehicles

Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	10	0	10	20
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	11	0	11	14
Grand Total	0	0	0	0	0	13	0	13	0	0	0	0	0	21	0	21	34
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	38.2	0	38.2	0	0	0		0	61.8	0	61.8	

Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	11	0	11	14
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.688	.000	.688	.700

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	11	0	11
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.688	.000	.688

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

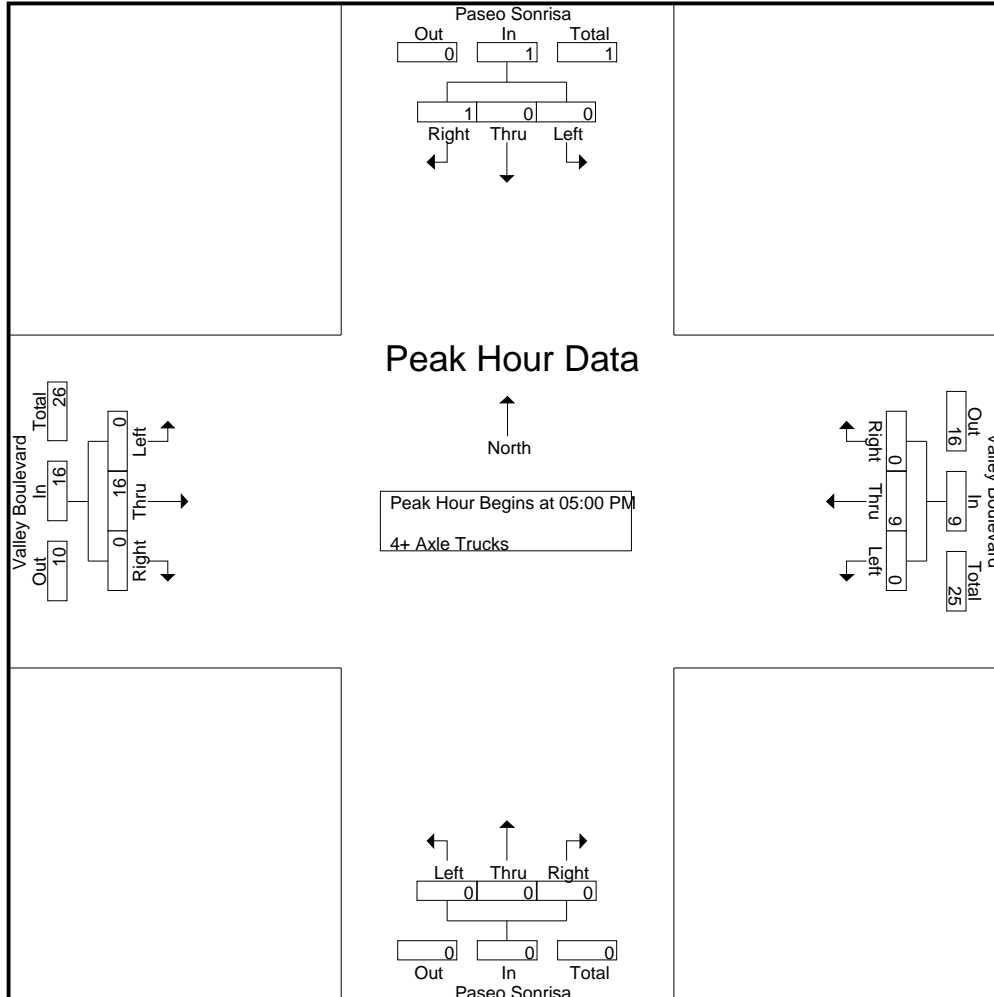
Groups Printed- 4+ Axle Trucks

Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
Total	0	0	0	0	0	12	0	12	0	0	0	0	0	20	0	20	32
05:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
05:45 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	3	0	3	6
Total	0	0	1	1	0	9	0	9	0	0	0	0	0	16	0	16	26
Grand Total	0	0	1	1	0	21	0	21	0	0	0	0	0	36	0	36	58
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	1.7	1.7	0	36.2	0	36.2	0	0	0	0	0	62.1	0	62.1	

Start Time	Paseo Sonrisa Southbound				Valley Boulevard Westbound				Paseo Sonrisa Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
05:45 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	3	0	3	6
Total Volume	0	0	1	1	0	9	0	9	0	0	0	0	0	16	0	16	26
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.563	.000	.563	.000	.000	.000	.000	.000	.667	.000	.667	.650

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Valley Boulevard
 Weather: Clear

File Name : 03_WNT_P Son_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4
+45 mins.	0	0	1	1	0	2	0	2	0	0	0	0	0	3	0	3
Total Volume	0	0	1	1	0	9	0	9	0	0	0	0	0	16	0	16
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.563	.000	.563	.000	.000	.000	.000	.000	.667	.000	.667

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

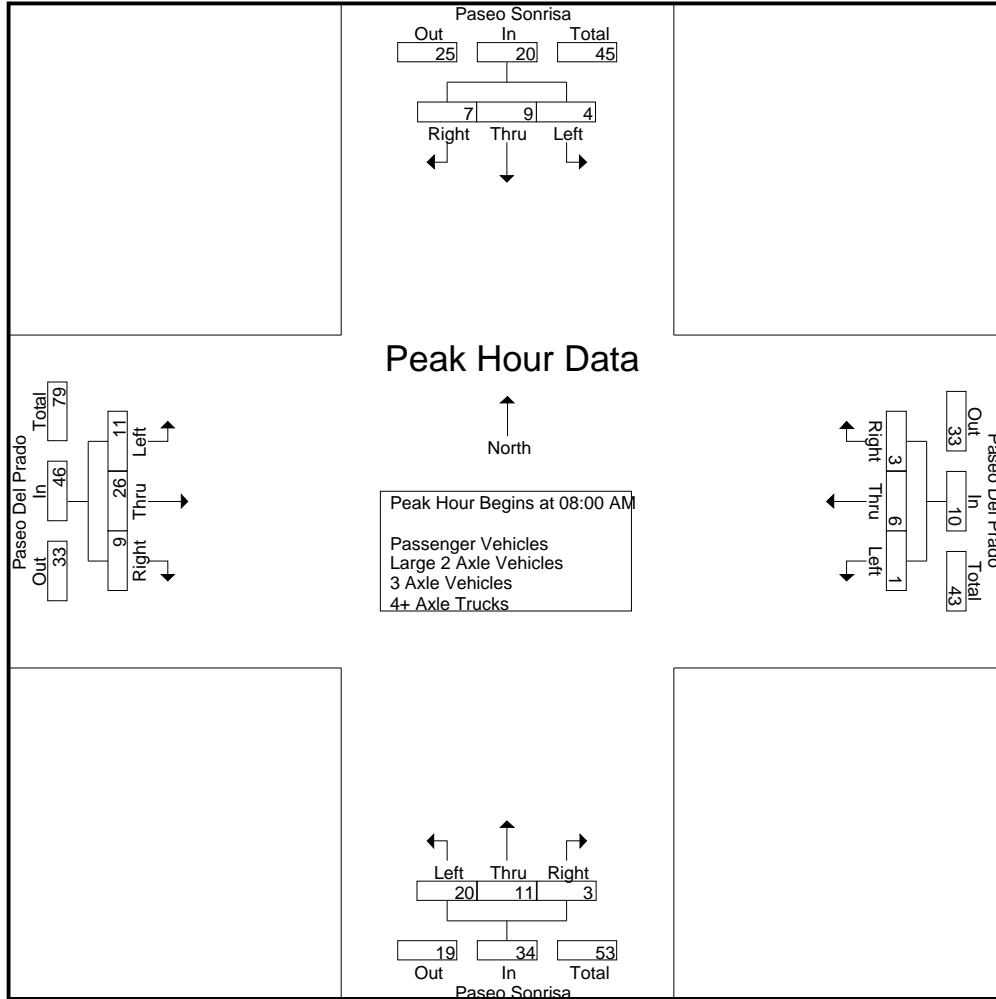
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	3	1	4	0	0	0	0	3	0	0	3	1	3	1	5	12
07:15 AM	0	0	0	0	1	1	1	3	8	3	1	12	2	3	3	8	23
07:30 AM	0	1	0	1	0	0	1	1	3	1	0	4	1	5	1	7	13
07:45 AM	1	1	1	3	0	0	1	1	3	1	0	4	2	6	1	9	17
Total	1	5	2	8	1	1	3	5	17	5	1	23	6	17	6	29	65
08:00 AM	0	2	1	3	0	0	1	1	4	4	0	8	4	4	0	8	20
08:15 AM	1	3	2	6	1	1	1	3	5	3	0	8	5	7	4	16	33
08:30 AM	0	0	4	4	0	3	0	3	5	2	2	9	2	7	3	12	28
08:45 AM	3	4	0	7	0	2	1	3	6	2	1	9	0	8	2	10	29
Total	4	9	7	20	1	6	3	10	20	11	3	34	11	26	9	46	110
Grand Total	5	14	9	28	2	7	6	15	37	16	4	57	17	43	15	75	175
Apprch %	17.9	50	32.1		13.3	46.7	40		64.9	28.1	7		22.7	57.3	20		
Total %	2.9	8	5.1	16	1.1	4	3.4	8.6	21.1	9.1	2.3	32.6	9.7	24.6	8.6	42.9	
Passenger Vehicles	5	14	8	27	2	7	6	15	37	16	4	57	17	42	14	73	172
% Passenger Vehicles	100	100	88.9	96.4	100	100	100	100	100	100	100	100	100	97.7	93.3	97.3	98.3
Large 2 Axle Vehicles	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	2	3
% Large 2 Axle Vehicles	0	0	11.1	3.6	0	0	0	0	0	0	0	0	0	2.3	6.7	2.7	1.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	2	1	3	0	0	1	1	4	4	0	8	4	4	0	8	20
08:15 AM	1	3	2	6	1	1	1	3	5	3	0	8	5	7	4	16	33
08:30 AM	0	0	4	4	0	3	0	3	5	2	2	9	2	7	3	12	28
08:45 AM	3	4	0	7	0	2	1	3	6	2	1	9	0	8	2	10	29
Total Volume	4	9	7	20	1	6	3	10	20	11	3	34	11	26	9	46	110
% App. Total	20	45	35		10	60	30		58.8	32.4	8.8		23.9	56.5	19.6		
PHF	.333	.563	.438	.714	.250	.500	.750	.833	.833	.688	.375	.944	.550	.813	.563	.719	.833

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	2	1	3	0	0	1	1	4	4	0	8	4	4	0	8
+15 mins.	1	3	2	6	1	1	1	3	5	3	0	8	5	7	4	16
+30 mins.	0	0	4	4	0	3	0	3	5	2	2	9	2	7	3	12
+45 mins.	3	4	0	7	0	2	1	3	6	2	1	9	0	8	2	10
Total Volume	4	9	7	20	1	6	3	10	20	11	3	34	11	26	9	46
% App. Total	20	45	35		10	60	30		58.8	32.4	8.8		23.9	56.5	19.6	
PHF	.333	.563	.438	.714	.250	.500	.750	.833	.833	.688	.375	.944	.550	.813	.563	.719

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

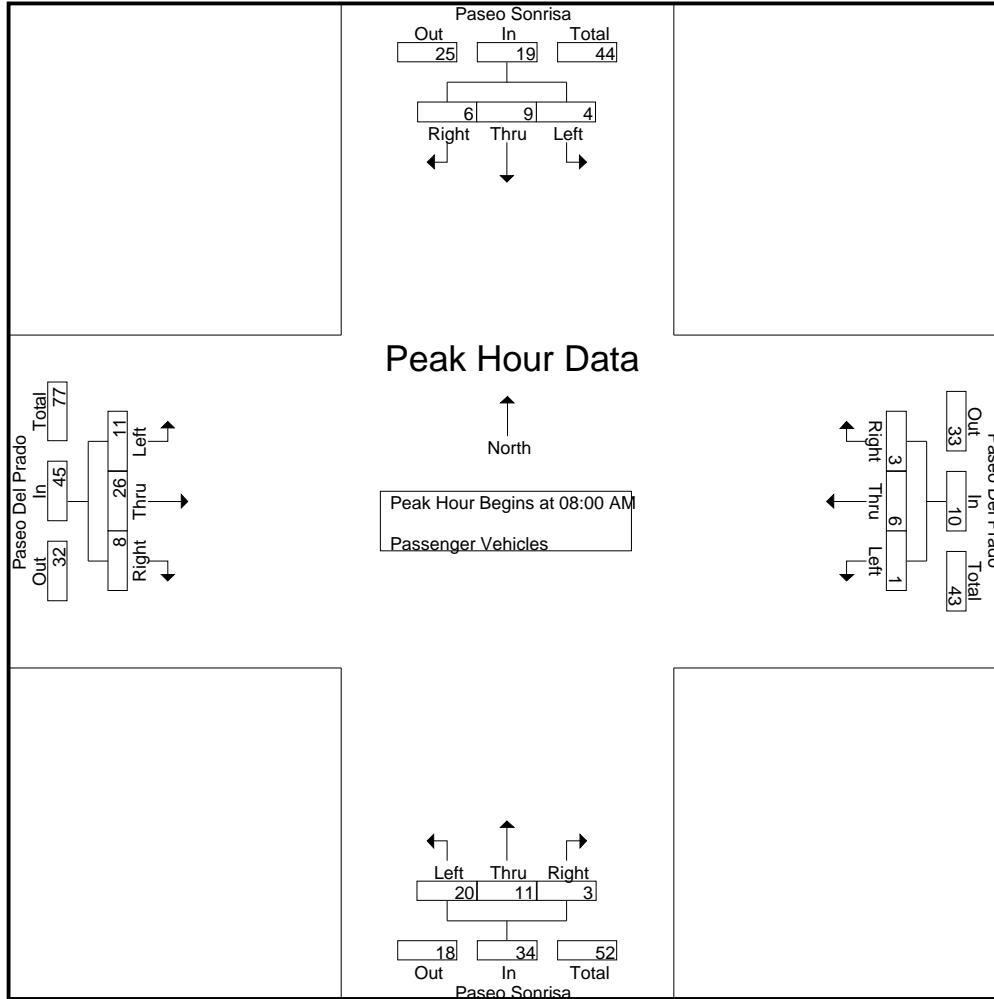
Groups Printed- Passenger Vehicles

Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	3	1	4	0	0	0	0	3	0	0	3	1	3	1	5	12
07:15 AM	0	0	0	0	1	1	1	3	8	3	1	12	2	3	3	8	23
07:30 AM	0	1	0	1	0	0	1	1	3	1	0	4	1	4	1	6	12
07:45 AM	1	1	1	3	0	0	1	1	3	1	0	4	2	6	1	9	17
Total	1	5	2	8	1	1	3	5	17	5	1	23	6	16	6	28	64
08:00 AM	0	2	0	2	0	0	1	1	4	4	0	8	4	4	0	8	19
08:15 AM	1	3	2	6	1	1	1	3	5	3	0	8	5	7	4	16	33
08:30 AM	0	0	4	4	0	3	0	3	5	2	2	9	2	7	2	11	27
08:45 AM	3	4	0	7	0	2	1	3	6	2	1	9	0	8	2	10	29
Total	4	9	6	19	1	6	3	10	20	11	3	34	11	26	8	45	108
Grand Total	5	14	8	27	2	7	6	15	37	16	4	57	17	42	14	73	172
Apprch %	18.5	51.9	29.6		13.3	46.7	40		64.9	28.1	7		23.3	57.5	19.2		
Total %	2.9	8.1	4.7	15.7	1.2	4.1	3.5	8.7	21.5	9.3	2.3	33.1	9.9	24.4	8.1	42.4	

Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	2	0	2	0	0	1	1	4	4	0	8	4	4	0	8	19
08:15 AM	1	3	2	6	1	1	1	3	5	3	0	8	5	7	4	16	33
08:30 AM	0	0	4	4	0	3	0	3	5	2	2	9	2	7	2	11	27
08:45 AM	3	4	0	7	0	2	1	3	6	2	1	9	0	8	2	10	29
Total Volume	4	9	6	19	1	6	3	10	20	11	3	34	11	26	8	45	108
% App. Total	21.1	47.4	31.6		10	60	30		58.8	32.4	8.8		24.4	57.8	17.8		
PHF	.333	.563	.375	.679	.250	.500	.750	.833	.833	.688	.375	.944	.550	.813	.500	.703	.818

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	2	0	2	0	0	1	1	4	4	0	8	4	4	0	8
+15 mins.	1	3	2	6	1	1	1	3	5	3	0	8	5	7	4	16
+30 mins.	0	0	4	4	0	3	0	3	5	2	2	9	2	7	2	11
+45 mins.	3	4	0	7	0	2	1	3	6	2	1	9	0	8	2	10
Total Volume	4	9	6	19	1	6	3	10	20	11	3	34	11	26	8	45
% App. Total	21.1	47.4	31.6		10	60	30		58.8	32.4	8.8		24.4	57.8	17.8	
PHF	.333	.563	.375	.679	.250	.500	.750	.833	.833	.688	.375	.944	.550	.813	.500	.703

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	2	3
Apprch %	0	0	100		0	0	0		0	0	0		0	50	50		
Total %	0	0	33.3	33.3	0	0	0	0	0	0	0	0	0	33.3	33.3	66.7	

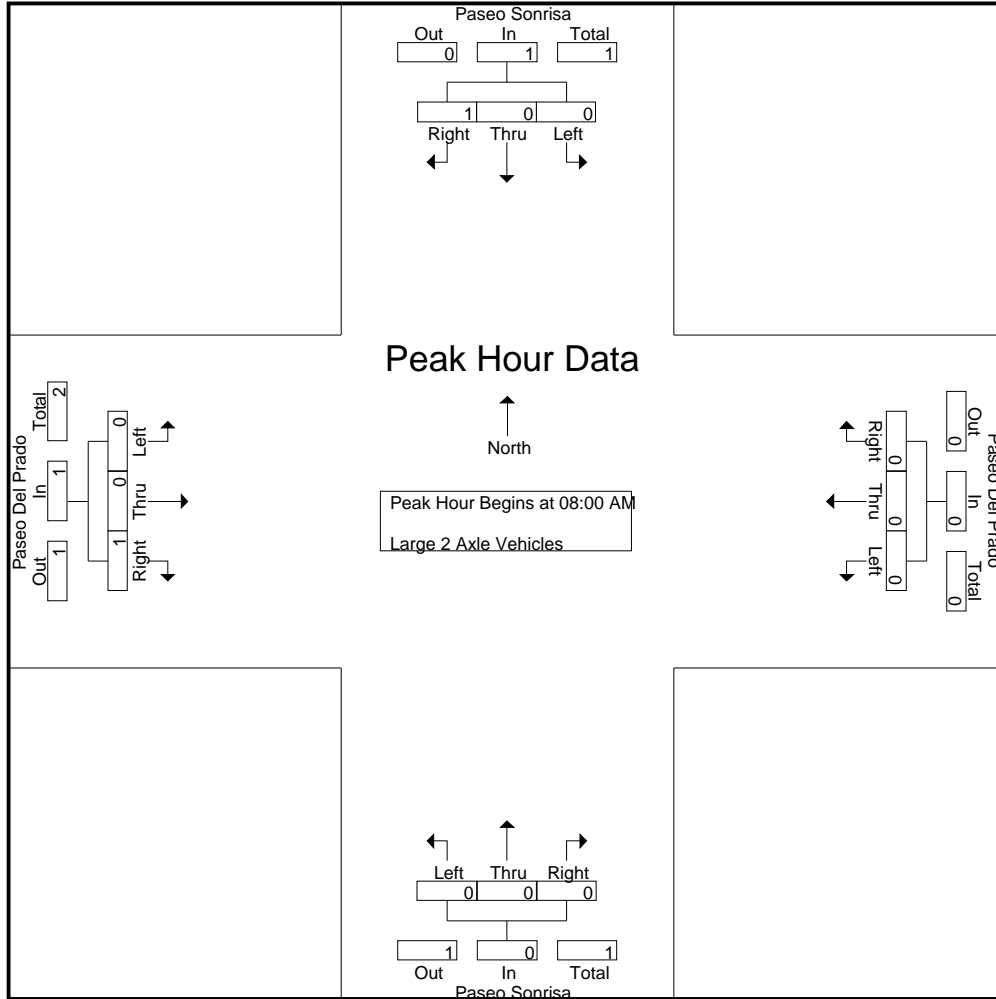
Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
% App. Total	0	0	100		0	0	0		0	0	0		0	0	100		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
% App. Total	0	0	100		0	0	0		0	0	0		0	0	100	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

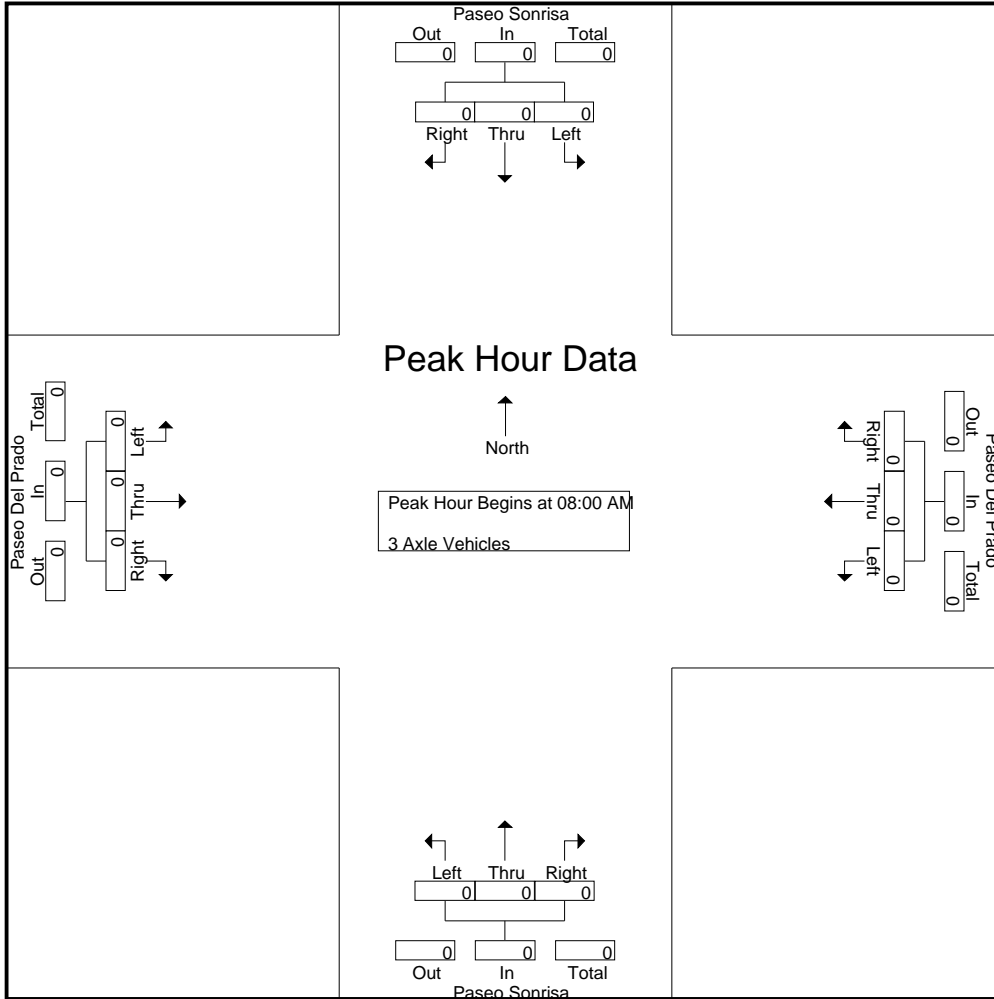
Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

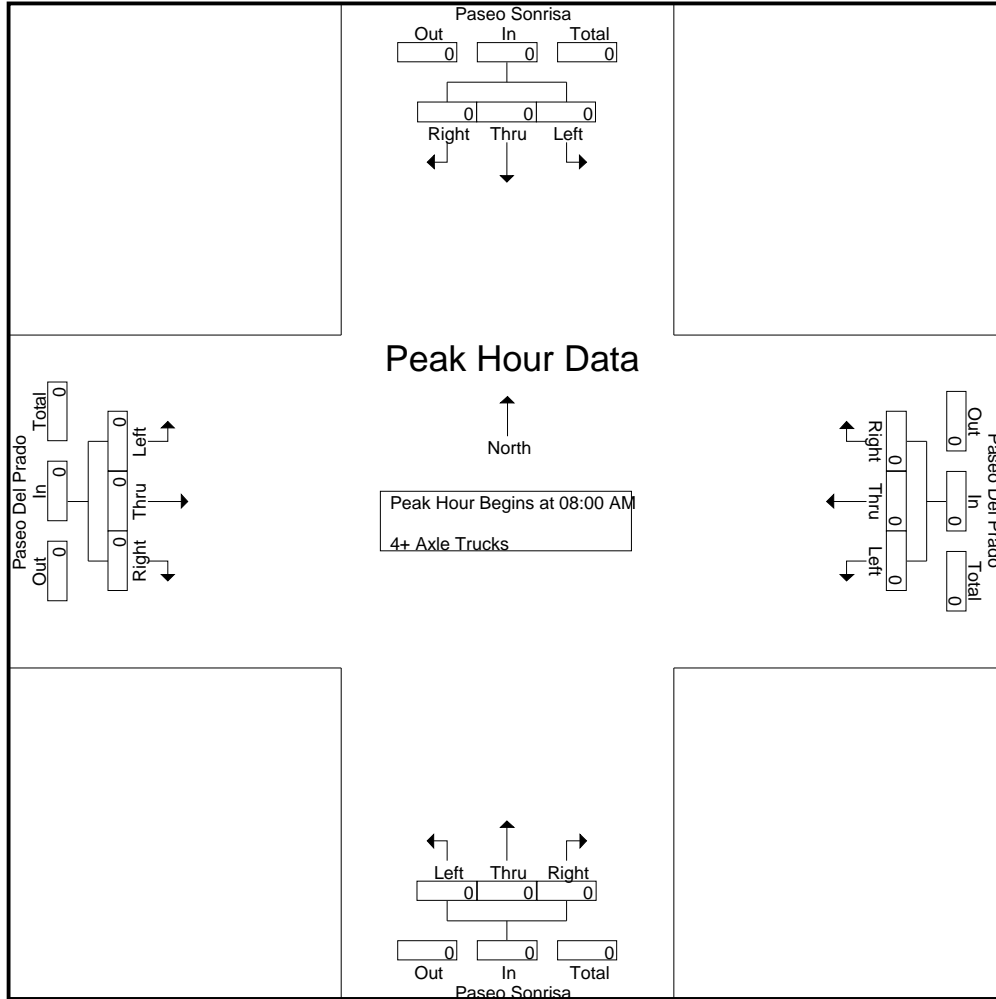
Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

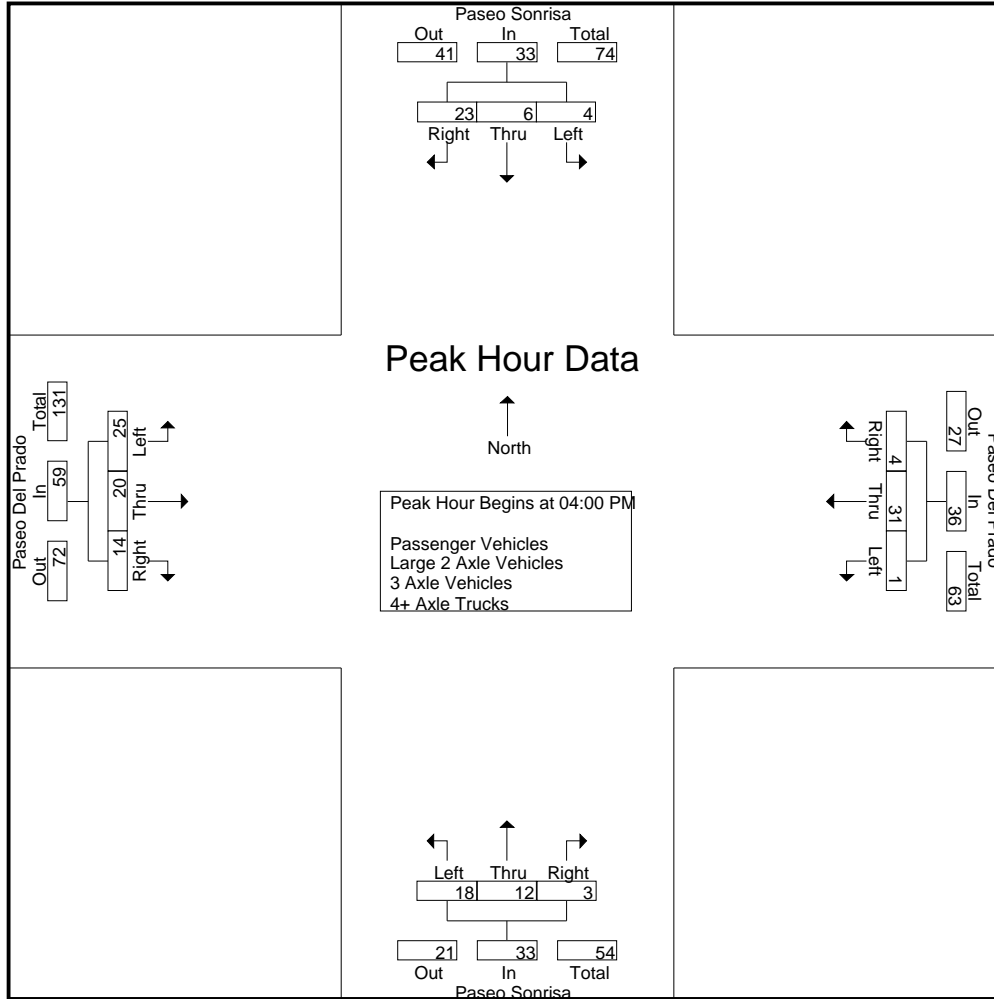
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	2	4	7	1	10	3	14	5	6	1	12	8	7	3	18	51
04:15 PM	3	2	9	14	0	6	0	6	3	3	1	7	5	7	6	18	45
04:30 PM	0	0	8	8	0	7	0	7	7	2	0	9	8	4	3	15	39
04:45 PM	0	2	2	4	0	8	1	9	3	1	1	5	4	2	2	8	26
Total	4	6	23	33	1	31	4	36	18	12	3	33	25	20	14	59	161
05:00 PM	0	1	8	9	0	6	0	6	5	8	1	14	7	3	2	12	41
05:15 PM	0	3	2	5	0	10	2	12	1	2	0	3	2	2	3	7	27
05:30 PM	0	1	5	6	0	6	0	6	4	9	1	14	6	6	3	15	41
05:45 PM	1	0	1	2	0	1	0	1	3	9	0	12	8	3	1	12	27
Total	1	5	16	22	0	23	2	25	13	28	2	43	23	14	9	46	136
Grand Total	5	11	39	55	1	54	6	61	31	40	5	76	48	34	23	105	297
Apprch %	9.1	20	70.9		1.6	88.5	9.8		40.8	52.6	6.6		45.7	32.4	21.9		
Total %	1.7	3.7	13.1	18.5	0.3	18.2	2	20.5	10.4	13.5	1.7	25.6	16.2	11.4	7.7	35.4	
Passenger Vehicles	5	10	37	52	1	49	5	55	26	39	4	69	47	30	22	99	275
% Passenger Vehicles	100	90.9	94.9	94.5	100	90.7	83.3	90.2	83.9	97.5	80	90.8	97.9	88.2	95.7	94.3	92.6
Large 2 Axle Vehicles	0	1	2	3	0	5	1	6	4	1	1	6	1	4	1	6	21
% Large 2 Axle Vehicles	0	9.1	5.1	5.5	0	9.3	16.7	9.8	12.9	2.5	20	7.9	2.1	11.8	4.3	5.7	7.1
3 Axle Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	3.2	0	0	1.3	0	0	0	0	0.3
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	2	4	7	1	10	3	14	5	6	1	12	8	7	3	18	51
04:15 PM	3	2	9	14	0	6	0	6	3	3	1	7	5	7	6	18	45
04:30 PM	0	0	8	8	0	7	0	7	7	2	0	9	8	4	3	15	39
04:45 PM	0	2	2	4	0	8	1	9	3	1	1	5	4	2	2	8	26
Total Volume	4	6	23	33	1	31	4	36	18	12	3	33	25	20	14	59	161
% App. Total	12.1	18.2	69.7		2.8	86.1	11.1		54.5	36.4	9.1		42.4	33.9	23.7		
PHF	.333	.750	.639	.589	.250	.775	.333	.643	.643	.500	.750	.688	.781	.714	.583	.819	.789

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	3	2	9	14	1	10	3	14	5	8	1	14	8	7	3	18
+15 mins.	0	0	8	8	0	6	0	6	1	2	0	3	5	7	6	18
+30 mins.	0	2	2	4	0	7	0	7	4	9	1	14	8	4	3	15
+45 mins.	0	1	8	9	0	8	1	9	3	9	0	12	4	2	2	8
Total Volume	3	5	27	35	1	31	4	36	13	28	2	43	25	20	14	59
% App. Total	8.6	14.3	77.1		2.8	86.1	11.1		30.2	65.1	4.7		42.4	33.9	23.7	
PHF	.250	.625	.750	.625	.250	.775	.333	.643	.650	.778	.500	.768	.781	.714	.583	.819

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

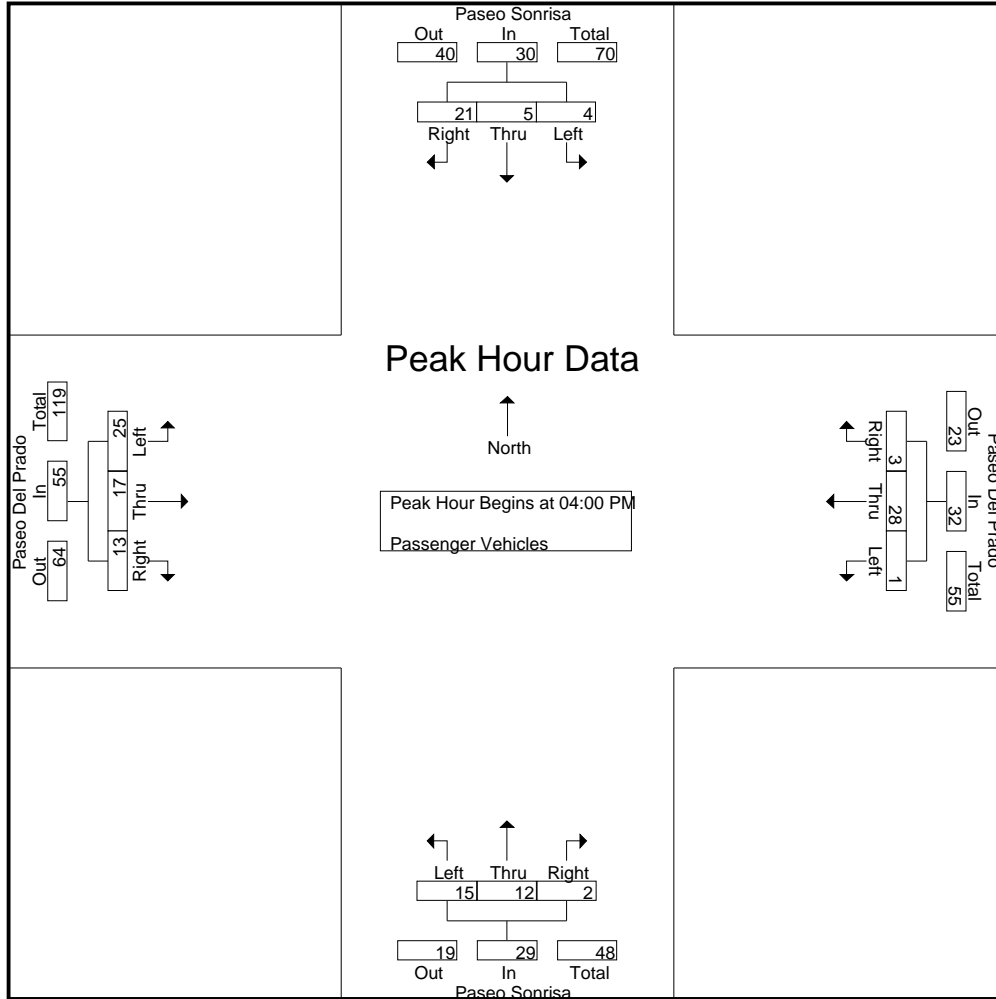
Groups Printed- Passenger Vehicles

Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	1	3	5	1	8	2	11	3	6	1	10	8	5	2	15	41
04:15 PM	3	2	9	14	0	5	0	5	3	3	0	6	5	7	6	18	43
04:30 PM	0	0	7	7	0	7	0	7	6	2	0	8	8	3	3	14	36
04:45 PM	0	2	2	4	0	8	1	9	3	1	1	5	4	2	2	8	26
Total	4	5	21	30	1	28	3	32	15	12	2	29	25	17	13	55	146
05:00 PM	0	1	8	9	0	5	0	5	4	8	1	13	6	2	2	10	37
05:15 PM	0	3	2	5	0	9	2	11	1	1	0	2	2	2	3	7	25
05:30 PM	0	1	5	6	0	6	0	6	3	9	1	13	6	6	3	15	40
05:45 PM	1	0	1	2	0	1	0	1	3	9	0	12	8	3	1	12	27
Total	1	5	16	22	0	21	2	23	11	27	2	40	22	13	9	44	129
Grand Total	5	10	37	52	1	49	5	55	26	39	4	69	47	30	22	99	275
Apprch %	9.6	19.2	71.2		1.8	89.1	9.1		37.7	56.5	5.8		47.5	30.3	22.2		
Total %	1.8	3.6	13.5	18.9	0.4	17.8	1.8	20	9.5	14.2	1.5	25.1	17.1	10.9	8	36	

Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	1	3	5	1	8	2	11	3	6	1	10	8	5	2	15	41
04:15 PM	3	2	9	14	0	5	0	5	3	3	0	6	5	7	6	18	43
04:30 PM	0	0	7	7	0	7	0	7	6	2	0	8	8	3	3	14	36
04:45 PM	0	2	2	4	0	8	1	9	3	1	1	5	4	2	2	8	26
Total Volume	4	5	21	30	1	28	3	32	15	12	2	29	25	17	13	55	146
% App. Total	13.3	16.7	70		3.1	87.5	9.4		51.7	41.4	6.9		45.5	30.9	23.6		
PHF	.333	.625	.583	.536	.250	.875	.375	.727	.625	.500	.500	.725	.781	.607	.542	.764	.849

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	1	3	5	1	8	2	11	3	6	1	10	8	5	2	15
+15 mins.	3	2	9	14	0	5	0	5	3	3	0	6	5	7	6	18
+30 mins.	0	0	7	7	0	7	0	7	6	2	0	8	8	3	3	14
+45 mins.	0	2	2	4	0	8	1	9	3	1	1	5	4	2	2	8
Total Volume	4	5	21	30	1	28	3	32	15	12	2	29	25	17	13	55
% App. Total	13.3	16.7	70		3.1	87.5	9.4		51.7	41.4	6.9		45.5	30.9	23.6	
PHF	.333	.625	.583	.536	.250	.875	.375	.727	.625	.500	.500	.725	.781	.607	.542	.764

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	1	2	0	2	1	3	1	0	0	1	0	2	1	3	9
04:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
04:30 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	2	3	0	3	1	4	2	0	1	3	0	3	1	4	14
05:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	1	1	0	2	4
05:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	2	1	0	3	1	1	0	2	7
Grand Total	0	1	2	3	0	5	1	6	4	1	1	6	1	4	1	6	21
Apprch %	0	33.3	66.7		0	83.3	16.7		66.7	16.7	16.7		16.7	66.7	16.7		
Total %	0	4.8	9.5	14.3	0	23.8	4.8	28.6	19	4.8	4.8	28.6	4.8	19	4.8	28.6	

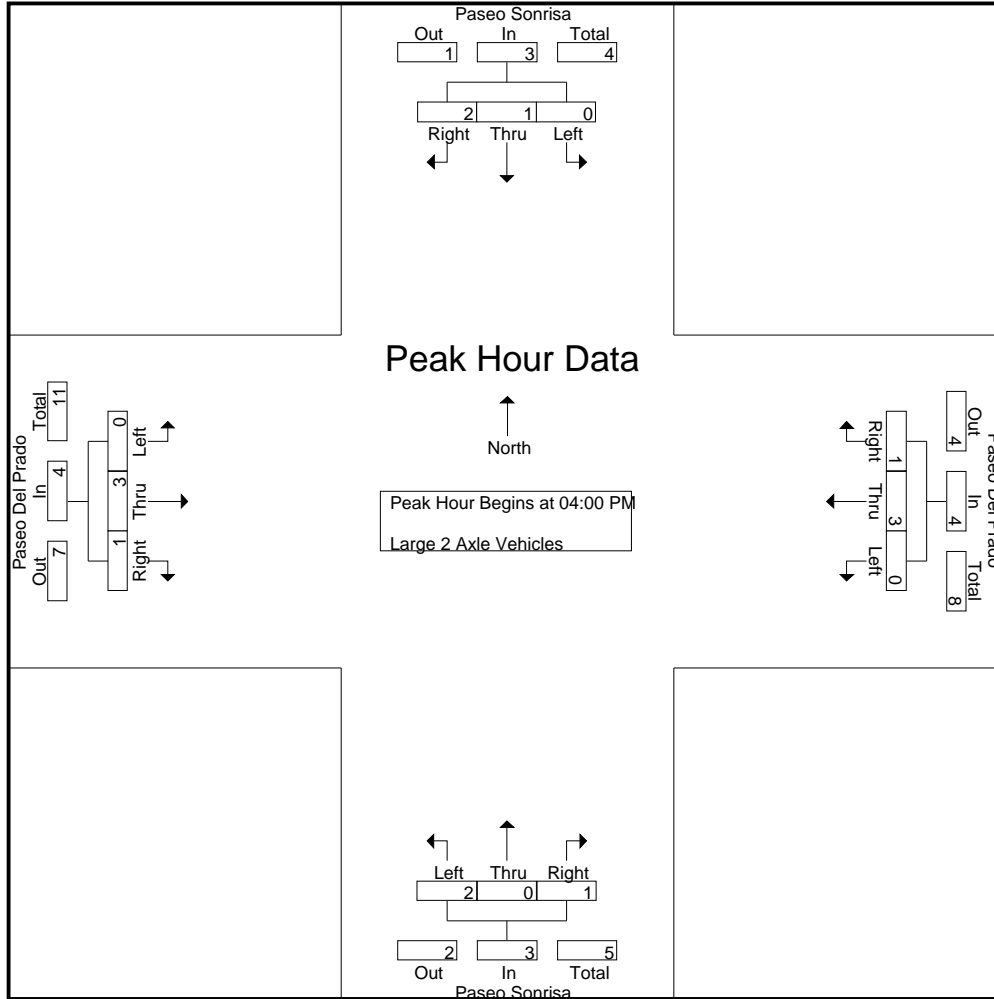
Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	1	2	0	2	1	3	1	0	0	1	0	2	1	3	9
04:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
04:30 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	2	3	0	3	1	4	2	0	1	3	0	3	1	4	14
% App. Total	0	33.3	66.7		0	75	25		66.7	0	33.3		0	75	25		
PHF	.000	.250	.500	.375	.000	.375	.250	.333	.500	.000	.250	.750	.000	.375	.250	.333	.389

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	1	2	0	2	1	3	1	0	0	1	0	2	1	3
+15 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	1	0	0	1	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	2	3	0	3	1	4	2	0	1	3	0	3	1	4
% App. Total	0	33.3	66.7		0	75	25		66.7	0	33.3		0	75	25	
PHF	.000	.250	.500	.375	.000	.375	.250	.333	.500	.000	.250	.750	.000	.375	.250	.333

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

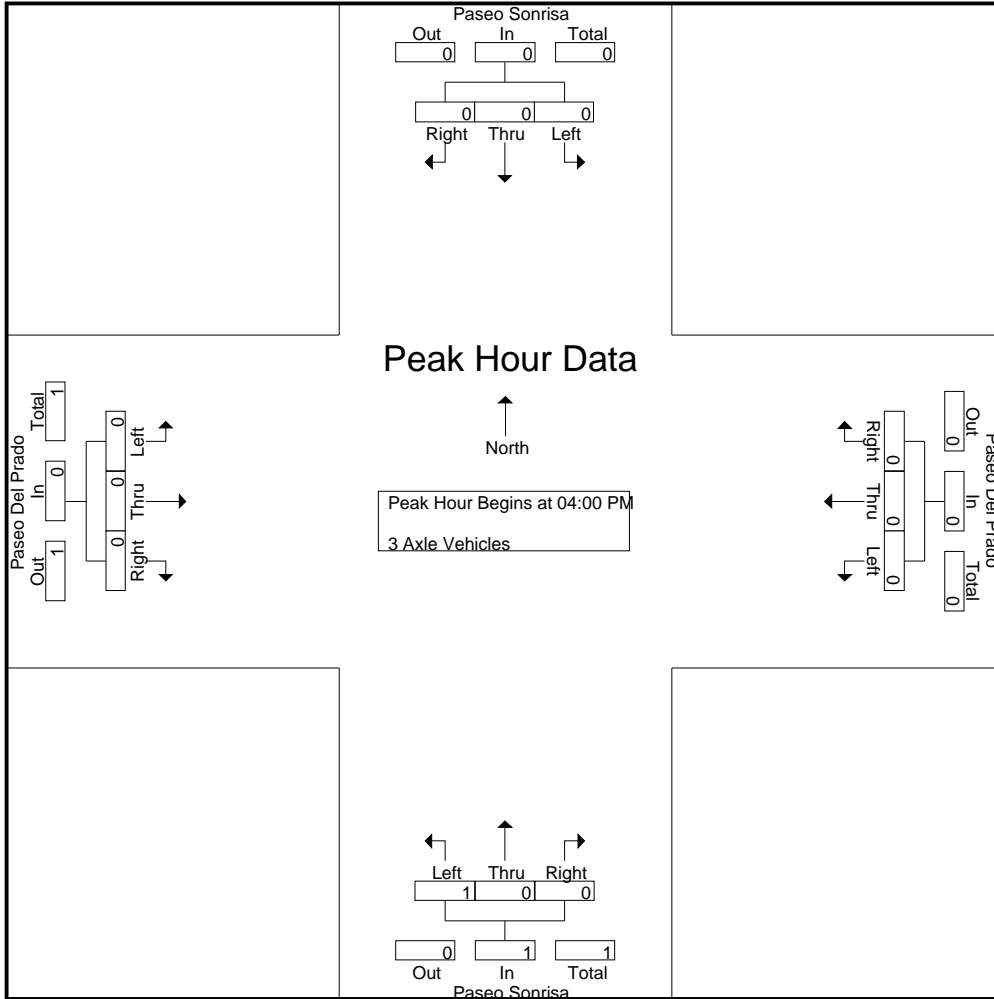
Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		100	0	0		0	0	0		
Total %	0	0	0		0	0	0		100	0	0	100	0	0	0		

Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

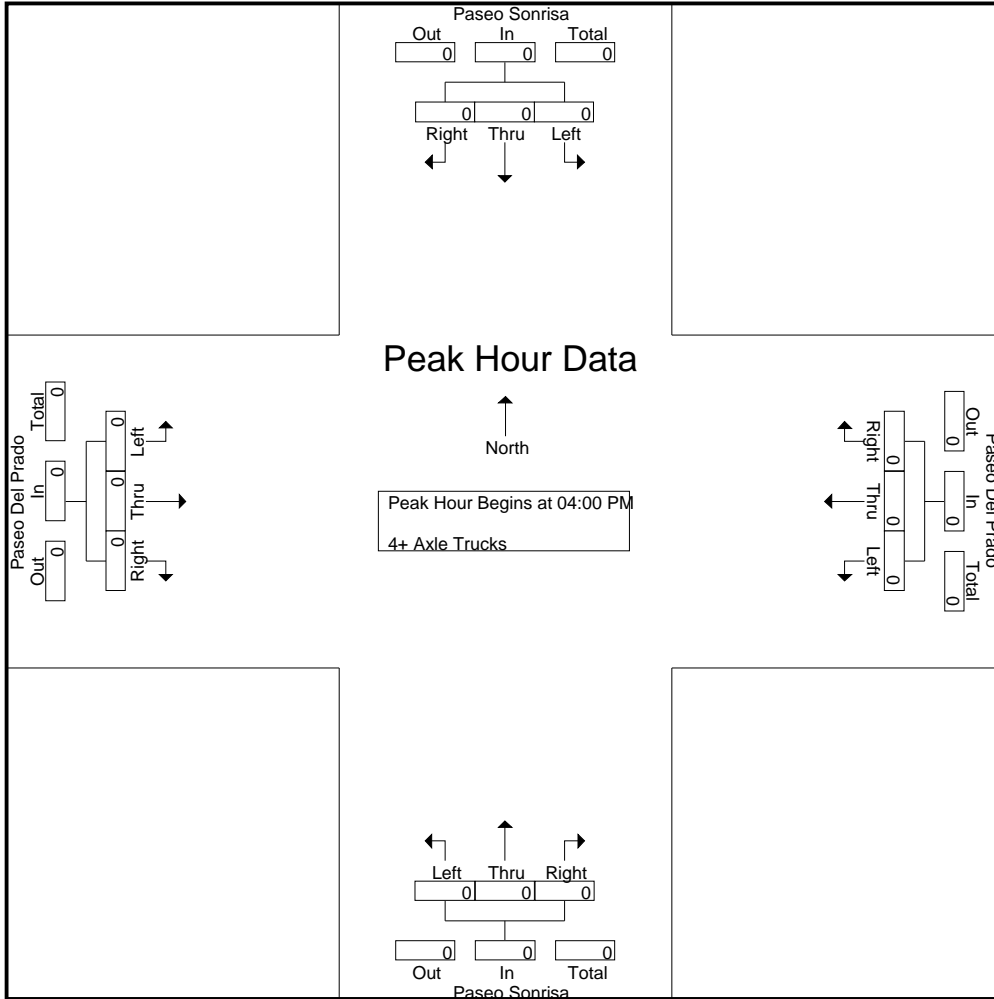
Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Paseo Sonrisa Southbound				Paseo Del Prado Westbound				Paseo Sonrisa Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Walnut
 N/S: Paseo Sonrisa
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 04_WNT_P Son_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

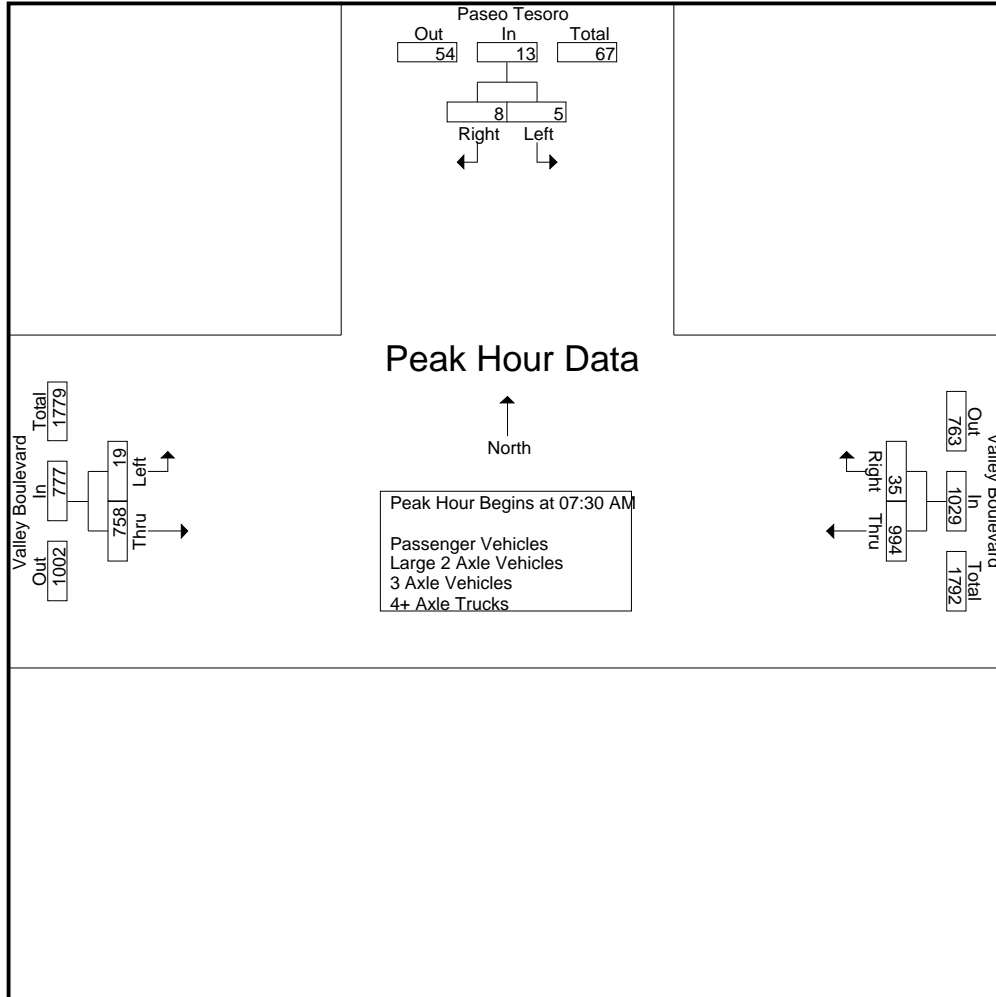
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	1	0	1	206	5	211	4	82	86	298
07:15 AM	2	3	5	224	11	235	5	115	120	360
07:30 AM	2	2	4	237	7	244	4	143	147	395
07:45 AM	2	1	3	278	10	288	3	188	191	482
Total	7	6	13	945	33	978	16	528	544	1535
08:00 AM	1	2	3	208	11	219	6	235	241	463
08:15 AM	0	3	3	271	7	278	6	192	198	479
08:30 AM	2	2	4	247	5	252	8	129	137	393
08:45 AM	1	3	4	233	10	243	7	135	142	389
Total	4	10	14	959	33	992	27	691	718	1724
Grand Total	11	16	27	1904	66	1970	43	1219	1262	3259
Apprch %	40.7	59.3		96.6	3.4		3.4	96.6		
Total %	0.3	0.5	0.8	58.4	2	60.4	1.3	37.4	38.7	
Passenger Vehicles	9	14	23	1818	65	1883	41	1156	1197	3103
% Passenger Vehicles	81.8	87.5	85.2	95.5	98.5	95.6	95.3	94.8	94.8	95.2
Large 2 Axle Vehicles	2	2	4	46	1	47	2	33	35	86
% Large 2 Axle Vehicles	18.2	12.5	14.8	2.4	1.5	2.4	4.7	2.7	2.8	2.6
3 Axle Vehicles	0	0	0	18	0	18	0	6	6	24
% 3 Axle Vehicles	0	0	0	0.9	0	0.9	0	0.5	0.5	0.7
4+ Axle Trucks	0	0	0	22	0	22	0	24	24	46
% 4+ Axle Trucks	0	0	0	1.2	0	1.1	0	2	1.9	1.4

Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	2	2	4	237	7	244	4	143	147	395
07:45 AM	2	1	3	278	10	288	3	188	191	482
08:00 AM	1	2	3	208	11	219	6	235	241	463
08:15 AM	0	3	3	271	7	278	6	192	198	479
Total Volume	5	8	13	994	35	1029	19	758	777	1819
% App. Total	38.5	61.5		96.6	3.4		2.4	97.6		
PHF	.625	.667	.813	.894	.795	.893	.792	.806	.806	.943

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:45 AM			07:30 AM		
+0 mins.	2	3	5	278	10	288	4	143	147
+15 mins.	2	2	4	208	11	219	3	188	191
+30 mins.	2	1	3	271	7	278	6	235	241
+45 mins.	1	2	3	247	5	252	6	192	198
Total Volume	7	8	15	1004	33	1037	19	758	777
% App. Total	46.7	53.3		96.8	3.2		2.4	97.6	
PHF	.875	.667	.750	.903	.750	.900	.792	.806	.806

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Passenger Vehicles

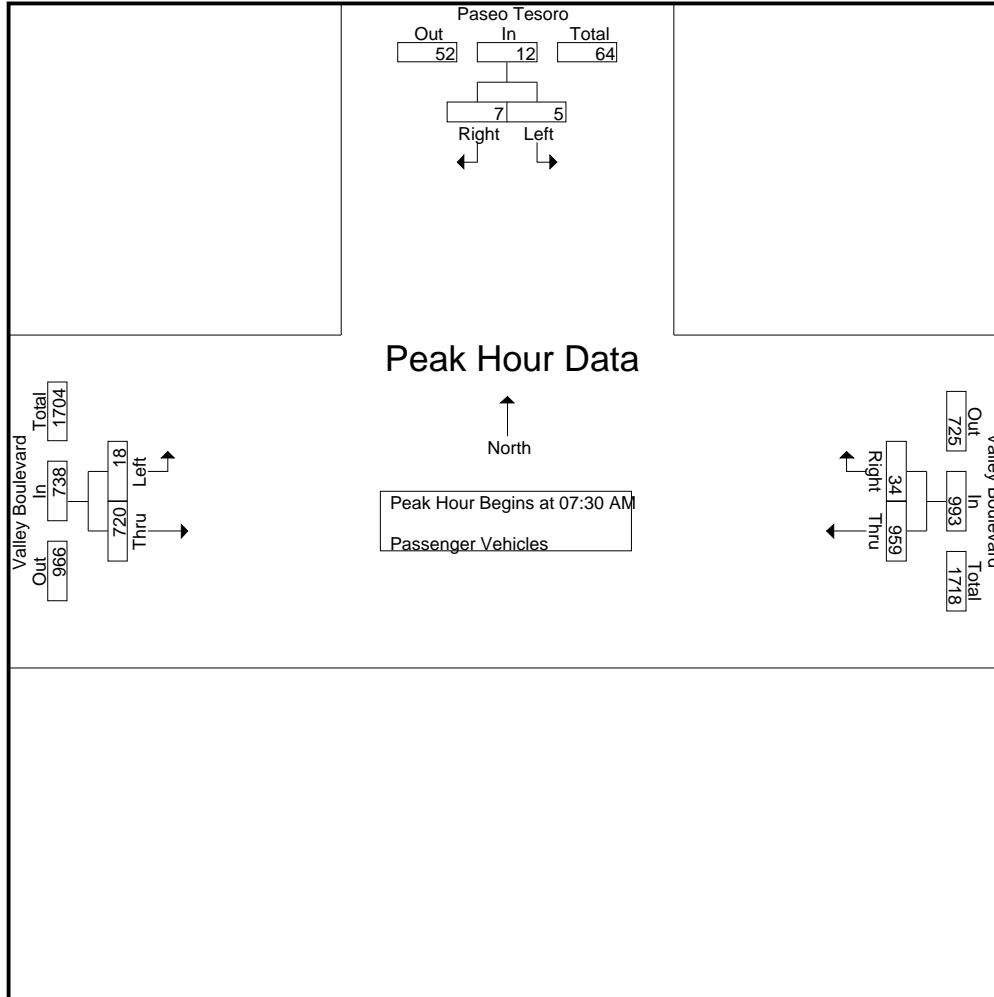
Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	1	0	1	195	5	200	4	75	79	280
07:15 AM	1	3	4	211	11	222	5	111	116	342
07:30 AM	2	2	4	232	7	239	4	137	141	384
07:45 AM	2	1	3	270	10	280	3	182	185	468
Total	6	6	12	908	33	941	16	505	521	1474
08:00 AM	1	1	2	197	11	208	5	222	227	437
08:15 AM	0	3	3	260	6	266	6	179	185	454
08:30 AM	1	1	2	231	5	236	8	123	131	369
08:45 AM	1	3	4	222	10	232	6	127	133	369
Total	3	8	11	910	32	942	25	651	676	1629
Grand Total	9	14	23	1818	65	1883	41	1156	1197	3103
Apprch %	39.1	60.9		96.5	3.5		3.4	96.6		
Total %	0.3	0.5	0.7	58.6	2.1	60.7	1.3	37.3	38.6	

Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:30 AM	2	2	4	232	7	239	4	137	141	384
07:45 AM	2	1	3	270	10	280	3	182	185	468
08:00 AM	1	1	2	197	11	208	5	222	227	437
08:15 AM	0	3	3	260	6	266	6	179	185	454
Total Volume	5	7	12	959	34	993	18	720	738	1743
% App. Total	41.7	58.3		96.6	3.4		2.4	97.6		
PHF	.625	.583	.750	.888	.773	.887	.750	.811	.813	.931

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	2	2	4	232	7	239	4	137	141
+15 mins.	2	1	3	270	10	280	3	182	185
+30 mins.	1	1	2	197	11	208	5	222	227
+45 mins.	0	3	3	260	6	266	6	179	185
Total Volume	5	7	12	959	34	993	18	720	738
% App. Total	41.7	58.3		96.6	3.4		2.4	97.6	
PHF	.625	.583	.750	.888	.773	.887	.750	.811	.813

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

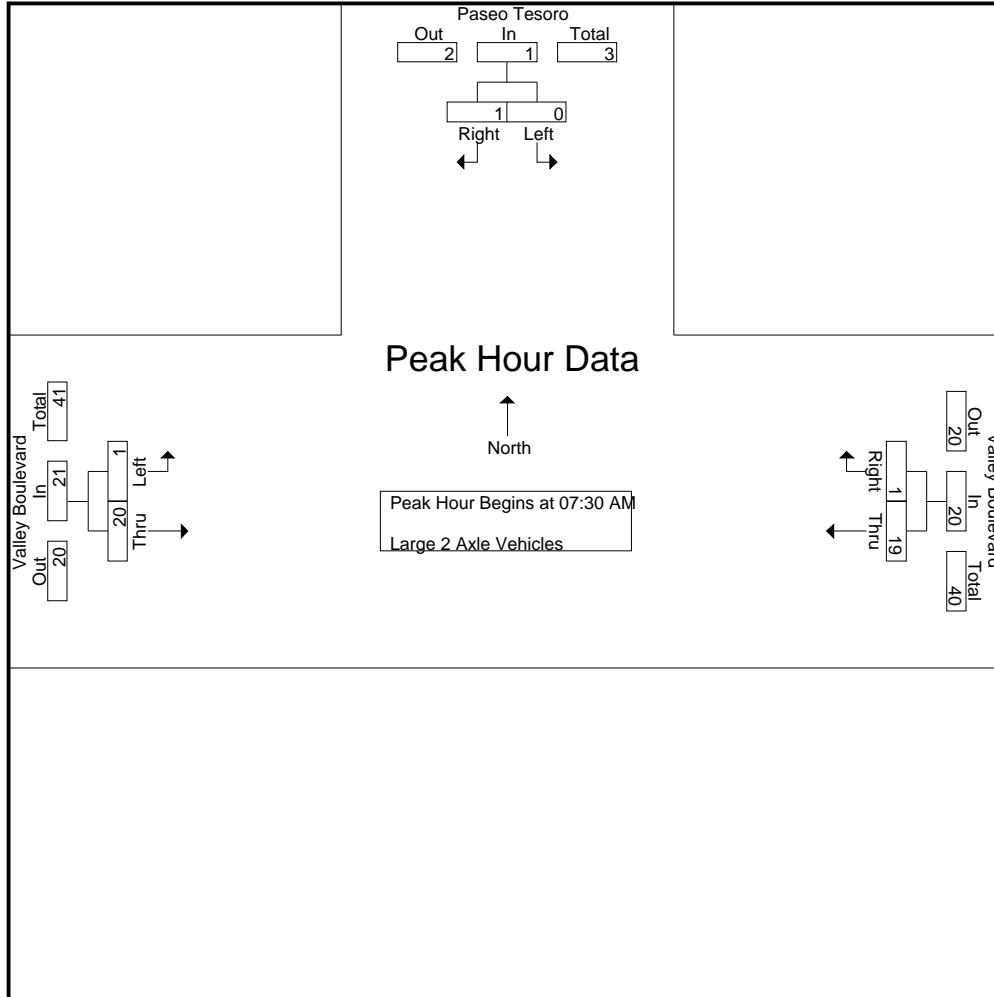
Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	4	0	4	0	4	4	8
07:15 AM	1	0	1	8	0	8	0	3	3	12
07:30 AM	0	0	0	3	0	3	0	4	4	7
07:45 AM	0	0	0	5	0	5	0	2	2	7
Total	1	0	1	20	0	20	0	13	13	34
08:00 AM	0	1	1	4	0	4	1	6	7	12
08:15 AM	0	0	0	7	1	8	0	8	8	16
08:30 AM	1	1	2	8	0	8	0	1	1	11
08:45 AM	0	0	0	7	0	7	1	5	6	13
Total	1	2	3	26	1	27	2	20	22	52
Grand Total	2	2	4	46	1	47	2	33	35	86
Apprch %	50	50		97.9	2.1		5.7	94.3		
Total %	2.3	2.3	4.7	53.5	1.2	54.7	2.3	38.4	40.7	

Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:30 AM	0	0	0	3	0	3	0	4	4	7
07:45 AM	0	0	0	5	0	5	0	2	2	7
08:00 AM	0	1	1	4	0	4	1	6	7	12
08:15 AM	0	0	0	7	1	8	0	8	8	16
Total Volume	0	1	1	19	1	20	1	20	21	42
% App. Total	0	100		95	5		4.8	95.2		
PHF	.000	.250	.250	.679	.250	.625	.250	.625	.656	.656

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	3	0	3	0	4	4
+15 mins.	0	0	0	5	0	5	0	2	2
+30 mins.	0	1	1	4	0	4	1	6	7
+45 mins.	0	0	0	7	1	8	0	8	8
Total Volume	0	1	1	19	1	20	1	20	21
% App. Total	0	100		95	5		4.8	95.2	
PHF	.000	.250	.250	.679	.250	.625	.250	.625	.656

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

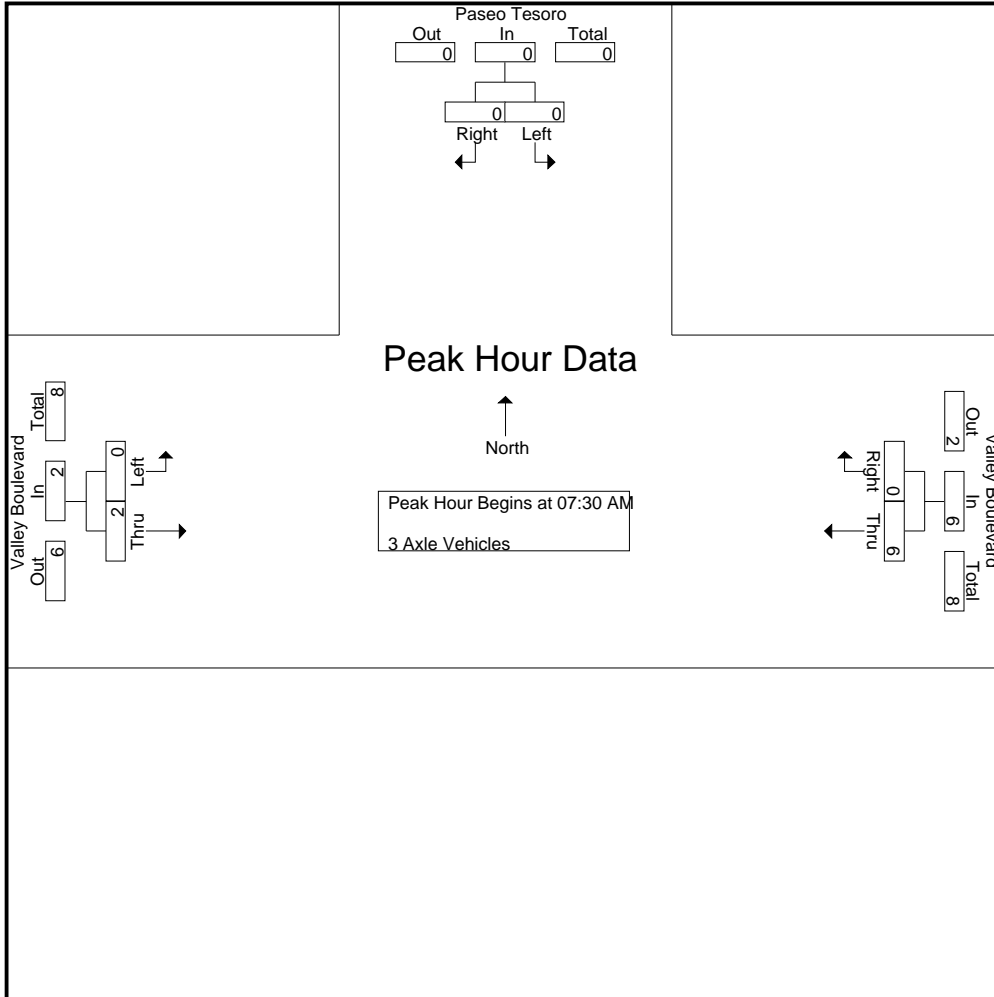
Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	4	0	4	0	0	0	4
07:15 AM	0	0	0	2	0	2	0	1	1	3
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	7	0	7	0	1	1	8
08:00 AM	0	0	0	3	0	3	0	1	1	4
08:15 AM	0	0	0	2	0	2	0	1	1	3
08:30 AM	0	0	0	5	0	5	0	2	2	7
08:45 AM	0	0	0	1	0	1	0	1	1	2
Total	0	0	0	11	0	11	0	5	5	16
Grand Total	0	0	0	18	0	18	0	6	6	24
Apprch %	0	0		100	0		0	100		
Total %	0	0		75	0		0	25	25	

Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	3	0	3	0	1	1	4
08:15 AM	0	0	0	2	0	2	0	1	1	3
Total Volume	0	0	0	6	0	6	0	2	2	8
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.500	.000	.500	.000	.500	.500	.500

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	1	0	1	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	3	0	3	0	1	1
+45 mins.	0	0	0	2	0	2	0	1	1
Total Volume	0	0	0	6	0	6	0	2	2
% App. Total	0	0	0	100	0		0	100	
PHF	.000	.000	.000	.500	.000	.500	.000	.500	.500

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

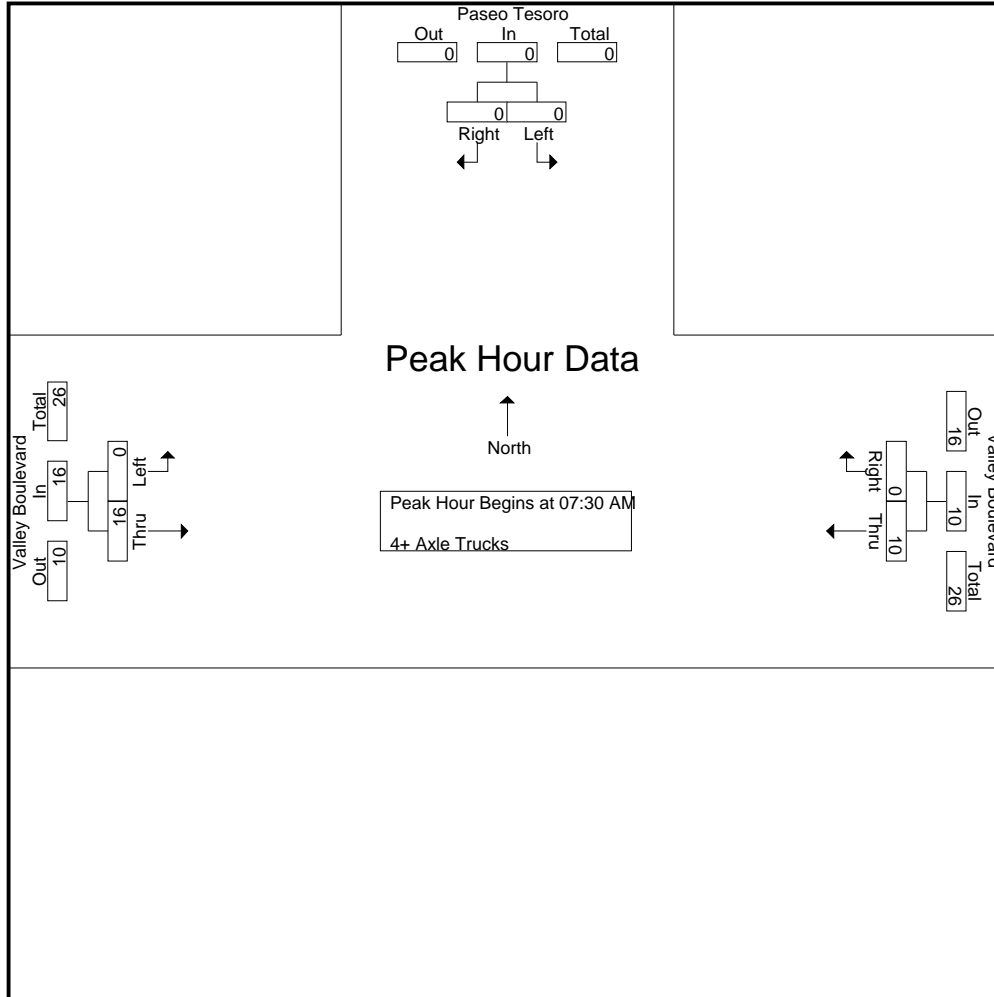
Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	3	0	3	0	3	3	6
07:15 AM	0	0	0	3	0	3	0	0	0	3
07:30 AM	0	0	0	1	0	1	0	2	2	3
07:45 AM	0	0	0	3	0	3	0	4	4	7
Total	0	0	0	10	0	10	0	9	9	19
08:00 AM	0	0	0	4	0	4	0	6	6	10
08:15 AM	0	0	0	2	0	2	0	4	4	6
08:30 AM	0	0	0	3	0	3	0	3	3	6
08:45 AM	0	0	0	3	0	3	0	2	2	5
Total	0	0	0	12	0	12	0	15	15	27
Grand Total	0	0	0	22	0	22	0	24	24	46
Apprch %	0	0		100	0		0	100		
Total %	0	0		47.8	0	47.8	0	52.2	52.2	

Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:30 AM	0	0	0	1	0	1	0	2	2	3
07:45 AM	0	0	0	3	0	3	0	4	4	7
08:00 AM	0	0	0	4	0	4	0	6	6	10
08:15 AM	0	0	0	2	0	2	0	4	4	6
Total Volume	0	0	0	10	0	10	0	16	16	26
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.625	.000	.625	.000	.667	.667	.650

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	1	0	1	0	2	2
+15 mins.	0	0	0	3	0	3	0	4	4
+30 mins.	0	0	0	4	0	4	0	6	6
+45 mins.	0	0	0	2	0	2	0	4	4
Total Volume	0	0	0	10	0	10	0	16	16
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.625	.000	.625	.000	.667	.667

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

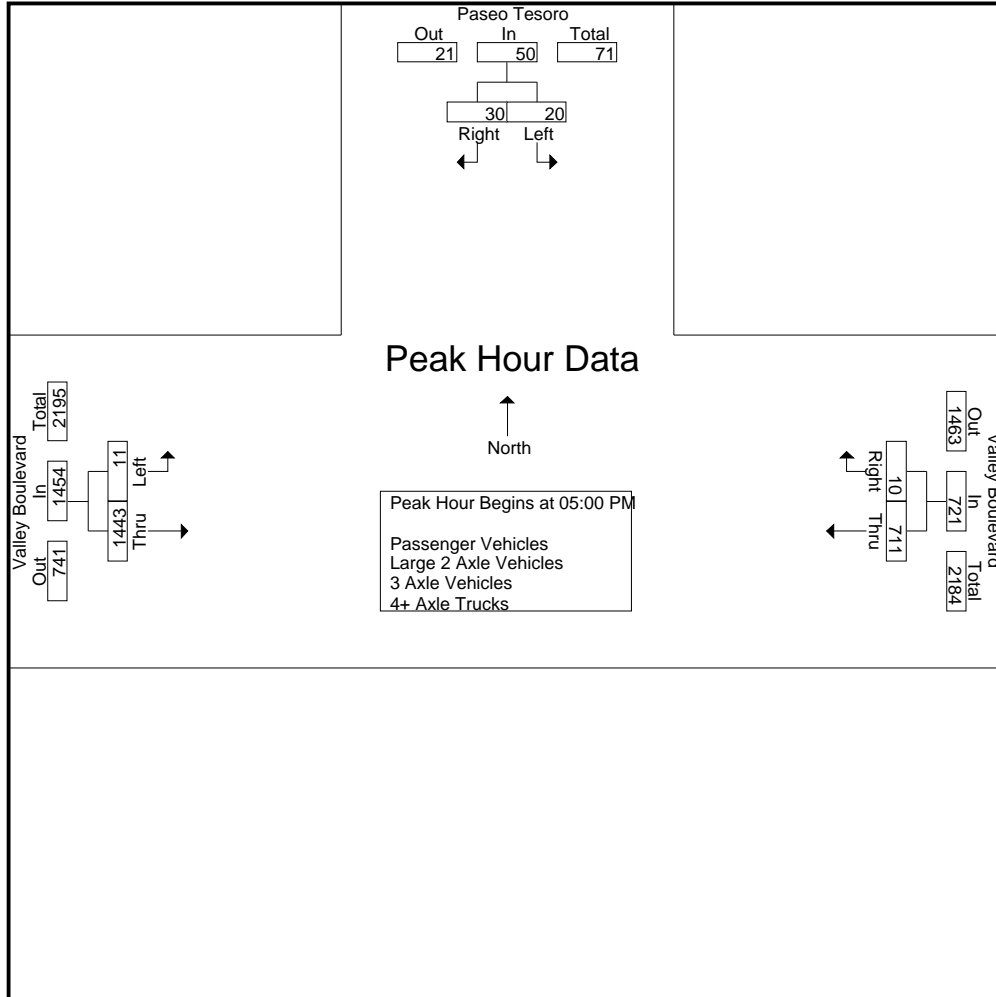
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	2	8	10	172	4	176	4	311	315	501
04:15 PM	8	6	14	212	3	215	4	316	320	549
04:30 PM	8	5	13	189	4	193	2	294	296	502
04:45 PM	3	8	11	169	1	170	0	331	331	512
Total	21	27	48	742	12	754	10	1252	1262	2064
05:00 PM	9	10	19	166	3	169	4	356	360	548
05:15 PM	1	1	2	195	4	199	2	384	386	587
05:30 PM	6	12	18	182	0	182	4	333	337	537
05:45 PM	4	7	11	168	3	171	1	370	371	553
Total	20	30	50	711	10	721	11	1443	1454	2225
Grand Total	41	57	98	1453	22	1475	21	2695	2716	4289
Apprch %	41.8	58.2		98.5	1.5		0.8	99.2		
Total %	1	1.3	2.3	33.9	0.5	34.4	0.5	62.8	63.3	
Passenger Vehicles	41	54	95	1399	19	1418	19	2600	2619	4132
% Passenger Vehicles	100	94.7	96.9	96.3	86.4	96.1	90.5	96.5	96.4	96.3
Large 2 Axle Vehicles	0	3	3	18	2	20	2	40	42	65
% Large 2 Axle Vehicles	0	5.3	3.1	1.2	9.1	1.4	9.5	1.5	1.5	1.5
3 Axle Vehicles	0	0	0	11	0	11	0	19	19	30
% 3 Axle Vehicles	0	0	0	0.8	0	0.7	0	0.7	0.7	0.7
4+ Axle Trucks	0	0	0	25	1	26	0	36	36	62
% 4+ Axle Trucks	0	0	0	1.7	4.5	1.8	0	1.3	1.3	1.4

Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	9	10	19	166	3	169	4	356	360	548
05:15 PM	1	1	2	195	4	199	2	384	386	587
05:30 PM	6	12	18	182	0	182	4	333	337	537
05:45 PM	4	7	11	168	3	171	1	370	371	553
Total Volume	20	30	50	711	10	721	11	1443	1454	2225
% App. Total	40	60		98.6	1.4		0.8	99.2		
PHF	.556	.625	.658	.912	.625	.906	.688	.939	.942	.948

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM			04:00 PM			05:00 PM		
+0 mins.	8	6	14	172	4	176	4	356	360
+15 mins.	8	5	13	212	3	215	2	384	386
+30 mins.	3	8	11	189	4	193	4	333	337
+45 mins.	9	10	19	169	1	170	1	370	371
Total Volume	28	29	57	742	12	754	11	1443	1454
% App. Total	49.1	50.9		98.4	1.6		0.8	99.2	
PHF	.778	.725	.750	.875	.750	.877	.688	.939	.942

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Passenger Vehicles

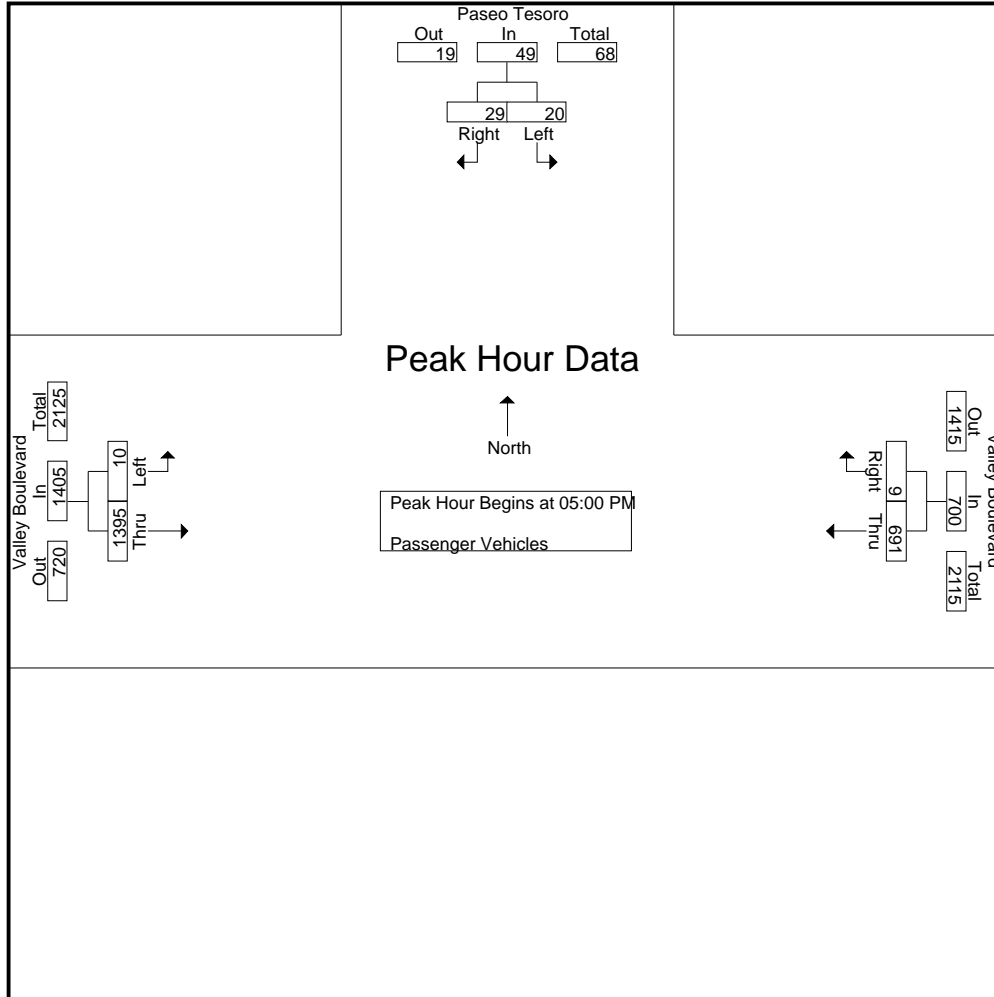
Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	2	8	10	164	3	167	4	296	300	477
04:15 PM	8	6	14	204	3	207	4	305	309	530
04:30 PM	8	4	12	181	3	184	1	284	285	481
04:45 PM	3	7	10	159	1	160	0	320	320	490
Total	21	25	46	708	10	718	9	1205	1214	1978
05:00 PM	9	10	19	159	3	162	4	345	349	530
05:15 PM	1	1	2	187	4	191	2	366	368	561
05:30 PM	6	12	18	180	0	180	3	323	326	524
05:45 PM	4	6	10	165	2	167	1	361	362	539
Total	20	29	49	691	9	700	10	1395	1405	2154
Grand Total	41	54	95	1399	19	1418	19	2600	2619	4132
Apprch %	43.2	56.8		98.7	1.3		0.7	99.3		
Total %	1	1.3	2.3	33.9	0.5	34.3	0.5	62.9	63.4	

Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
05:00 PM	9	10	19	159	3	162	4	345	349	530
05:15 PM	1	1	2	187	4	191	2	366	368	561
05:30 PM	6	12	18	180	0	180	3	323	326	524
05:45 PM	4	6	10	165	2	167	1	361	362	539
Total Volume	20	29	49	691	9	700	10	1395	1405	2154
% App. Total	40.8	59.2		98.7	1.3		0.7	99.3		
PHF	.556	.604	.645	.924	.563	.916	.625	.953	.954	.960

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	9	10	19	159	3	162	4	345	349
+15 mins.	1	1	2	187	4	191	2	366	368
+30 mins.	6	12	18	180	0	180	3	323	326
+45 mins.	4	6	10	165	2	167	1	361	362
Total Volume	20	29	49	691	9	700	10	1395	1405
% App. Total	40.8	59.2		98.7	1.3		0.7	99.3	
PHF	.556	.604	.645	.924	.563	.916	.625	.953	.954

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

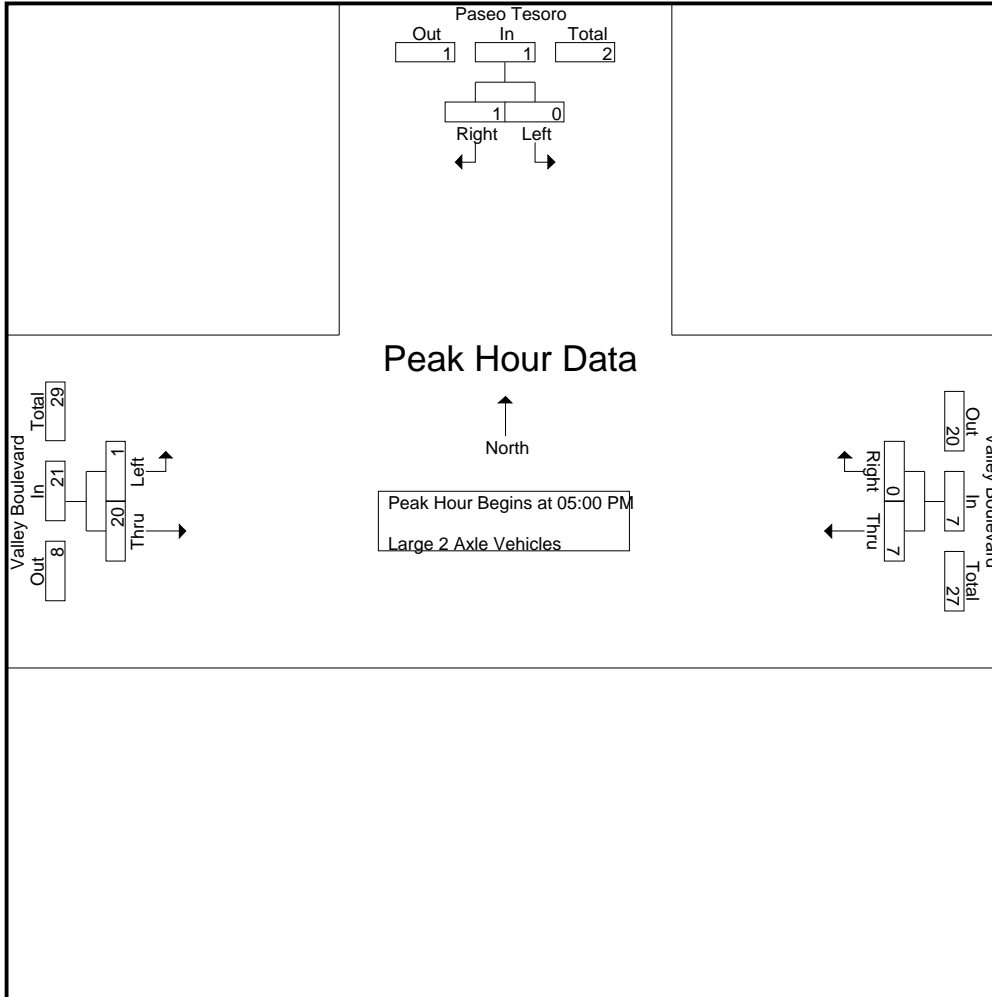
Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	4	1	5	0	5	5	10
04:15 PM	0	0	0	4	0	4	0	4	4	8
04:30 PM	0	1	1	3	1	4	1	6	7	12
04:45 PM	0	1	1	0	0	0	0	5	5	6
Total	0	2	2	11	2	13	1	20	21	36
05:00 PM	0	0	0	2	0	2	0	4	4	6
05:15 PM	0	0	0	4	0	4	0	10	10	14
05:30 PM	0	0	0	0	0	0	1	4	5	5
05:45 PM	0	1	1	1	0	1	0	2	2	4
Total	0	1	1	7	0	7	1	20	21	29
Grand Total	0	3	3	18	2	20	2	40	42	65
Apprch %	0	100		90	10		4.8	95.2		
Total %	0	4.6	4.6	27.7	3.1	30.8	3.1	61.5	64.6	

Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
05:00 PM	0	0	0	2	0	2	0	4	4	6
05:15 PM	0	0	0	4	0	4	0	10	10	14
05:30 PM	0	0	0	0	0	0	1	4	5	5
05:45 PM	0	1	1	1	0	1	0	2	2	4
Total Volume	0	1	1	7	0	7	1	20	21	29
% App. Total	0	100		100	0		4.8	95.2		
PHF	.000	.250	.250	.438	.000	.438	.250	.500	.525	.518

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	2	0	2	0	4	4
+15 mins.	0	0	0	4	0	4	0	10	10
+30 mins.	0	0	0	0	0	0	1	4	5
+45 mins.	0	1	1	1	0	1	0	2	2
Total Volume	0	1	1	7	0	7	1	20	21
% App. Total	0	100		100	0		4.8	95.2	
PHF	.000	.250	.250	.438	.000	.438	.250	.500	.525

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

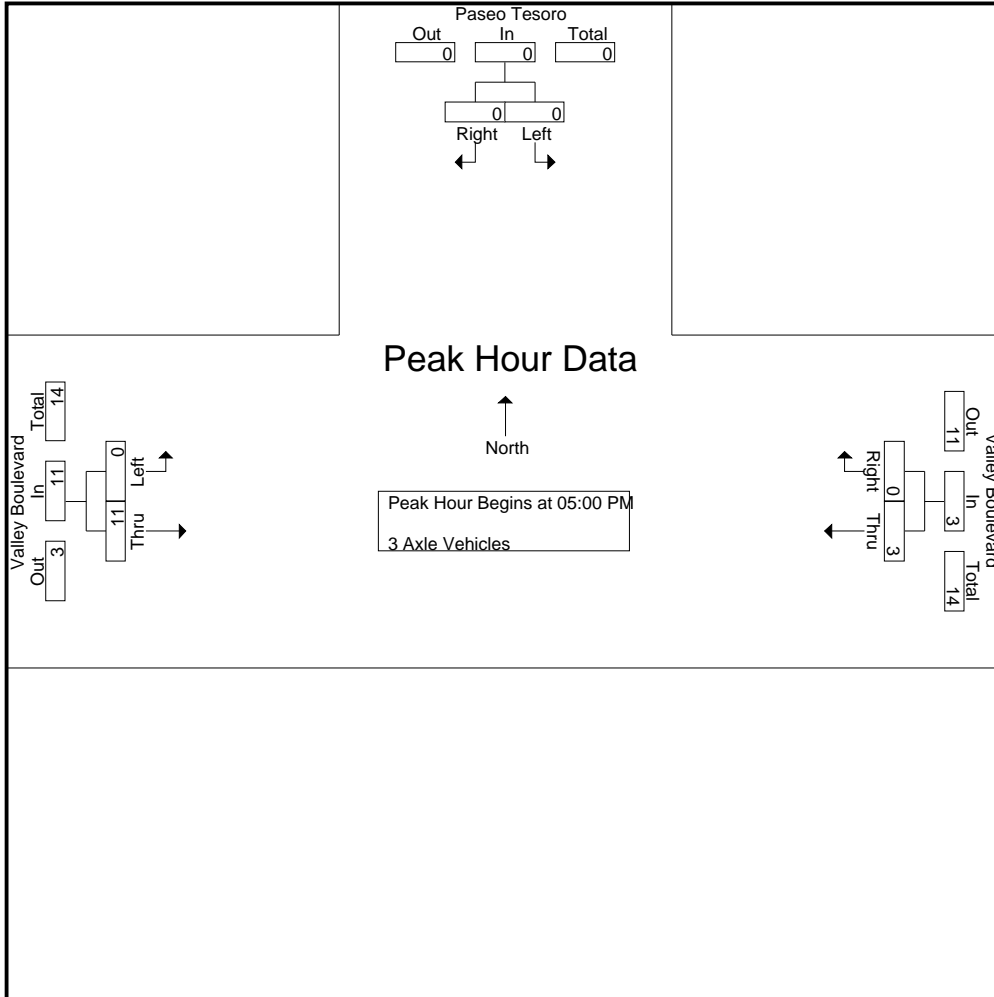
Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	2	0	2	0	3	3	5
04:15 PM	0	0	0	0	0	0	0	3	3	3
04:30 PM	0	0	0	2	0	2	0	2	2	4
04:45 PM	0	0	0	4	0	4	0	0	0	4
Total	0	0	0	8	0	8	0	8	8	16
05:00 PM	0	0	0	0	0	0	0	2	2	2
05:15 PM	0	0	0	2	0	2	0	5	5	7
05:30 PM	0	0	0	1	0	1	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	3	3	3
Total	0	0	0	3	0	3	0	11	11	14
Grand Total	0	0	0	11	0	11	0	19	19	30
Apprch %	0	0		100	0		0	100		
Total %	0	0		36.7	0	36.7	0	63.3	63.3	

Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
05:00 PM	0	0	0	0	0	0	0	2	2	2
05:15 PM	0	0	0	2	0	2	0	5	5	7
05:30 PM	0	0	0	1	0	1	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	3	3	3
Total Volume	0	0	0	3	0	3	0	11	11	14
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.375	.000	.375	.000	.550	.550	.500

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	2	2
+15 mins.	0	0	0	2	0	2	0	5	5
+30 mins.	0	0	0	1	0	1	0	1	1
+45 mins.	0	0	0	0	0	0	0	3	3
Total Volume	0	0	0	3	0	3	0	11	11
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.375	.000	.375	.000	.550	.550

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

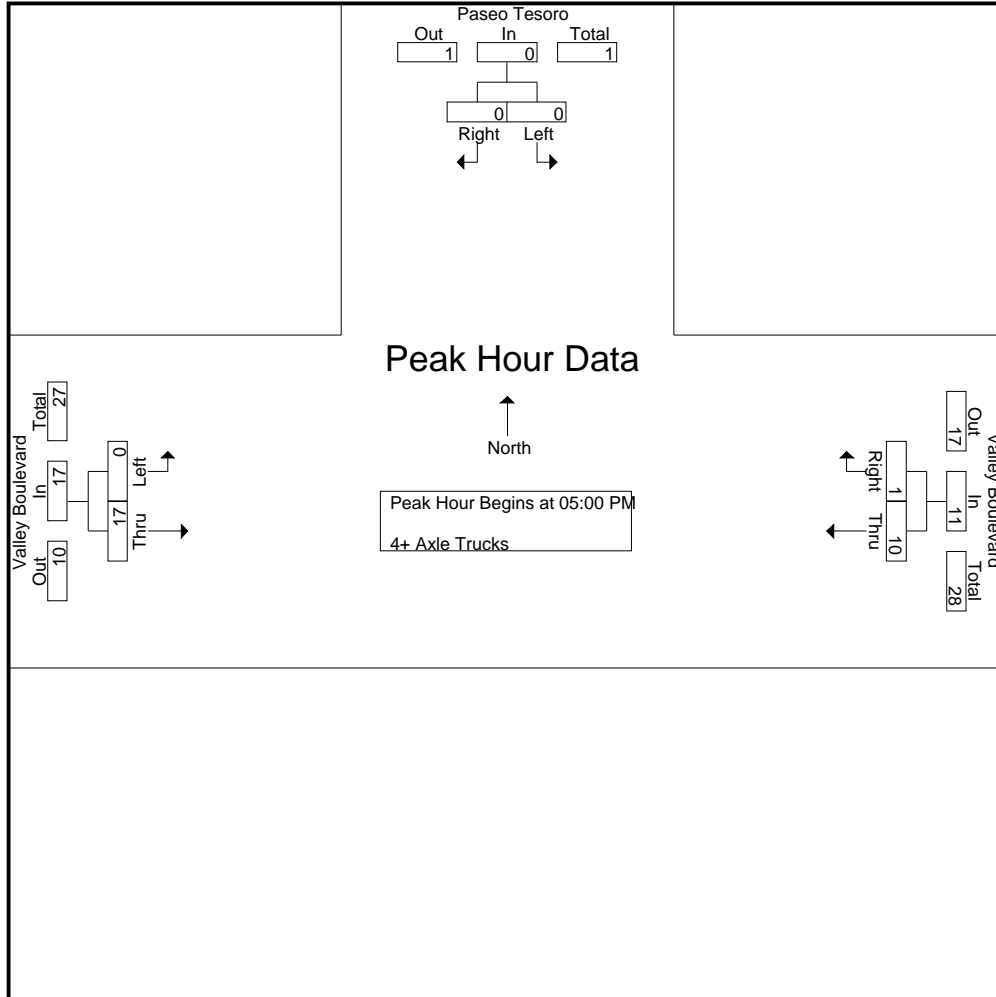
Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	2	0	2	0	7	7	9
04:15 PM	0	0	0	4	0	4	0	4	4	8
04:30 PM	0	0	0	3	0	3	0	2	2	5
04:45 PM	0	0	0	6	0	6	0	6	6	12
Total	0	0	0	15	0	15	0	19	19	34
05:00 PM	0	0	0	5	0	5	0	5	5	10
05:15 PM	0	0	0	2	0	2	0	3	3	5
05:30 PM	0	0	0	1	0	1	0	5	5	6
05:45 PM	0	0	0	2	1	3	0	4	4	7
Total	0	0	0	10	1	11	0	17	17	28
Grand Total	0	0	0	25	1	26	0	36	36	62
Apprch %	0	0		96.2	3.8		0	100		
Total %	0	0		40.3	1.6	41.9	0	58.1	58.1	

Start Time	Paseo Tesoro Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
05:00 PM	0	0	0	5	0	5	0	5	5	10
05:15 PM	0	0	0	2	0	2	0	3	3	5
05:30 PM	0	0	0	1	0	1	0	5	5	6
05:45 PM	0	0	0	2	1	3	0	4	4	7
Total Volume	0	0	0	10	1	11	0	17	17	28
% App. Total	0	0		90.9	9.1		0	100		
PHF	.000	.000	.000	.500	.250	.550	.000	.850	.850	.700

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

City of Walnut
 N/S: Paseo Tesoro
 E/W: Valley Boulevard
 Weather: Clear

File Name : 05_WNT_P Tes_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	5	0	5	0	5	5
+15 mins.	0	0	0	2	0	2	0	3	3
+30 mins.	0	0	0	1	0	1	0	5	5
+45 mins.	0	0	0	2	1	3	0	4	4
Total Volume	0	0	0	10	1	11	0	17	17
% App. Total	0	0		90.9	9.1		0	100	
PHF	.000	.000	.000	.500	.250	.550	.000	.850	.850

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

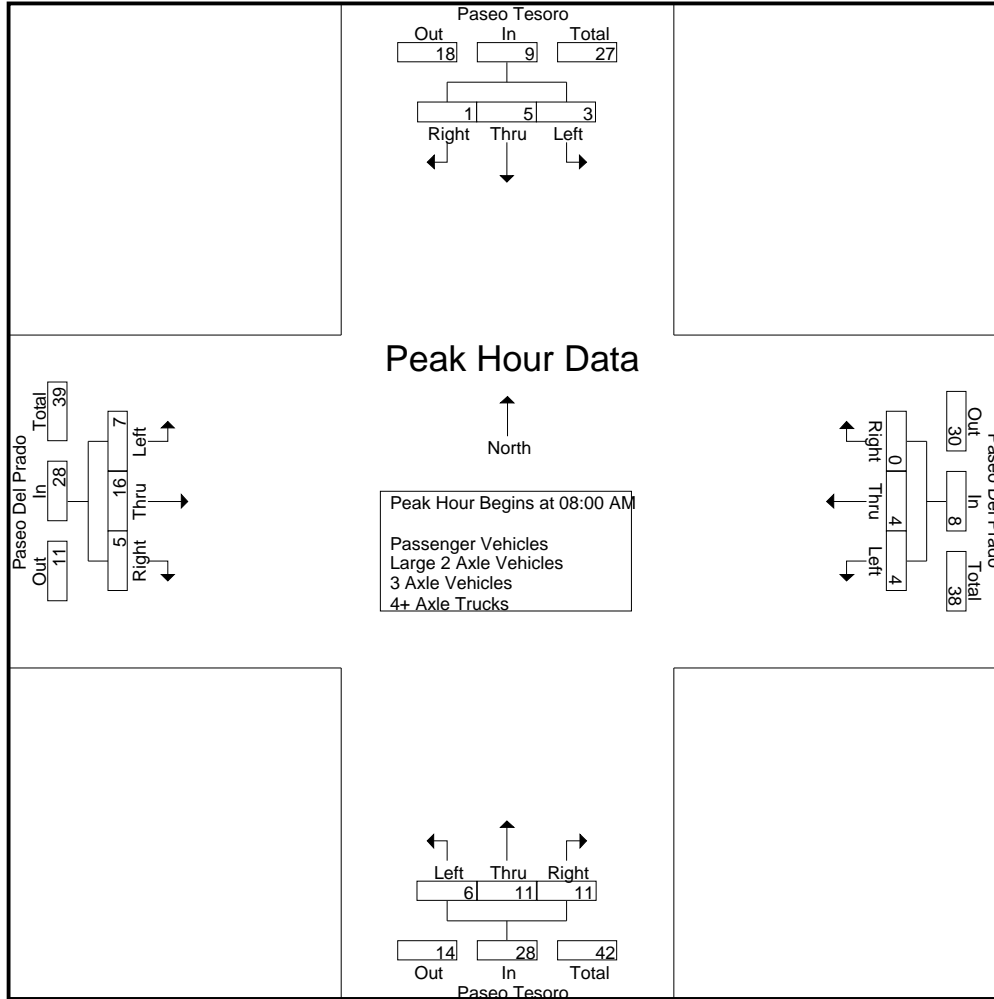
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	1	0	3	1	0	0	1	0	2	2	4	2	1	0	3	11
07:15 AM	0	1	0	1	2	2	0	4	1	5	2	8	0	1	3	4	17
07:30 AM	2	2	0	4	3	0	1	4	0	2	0	2	1	3	0	4	14
07:45 AM	0	0	0	0	2	1	1	4	0	4	2	6	3	2	2	7	17
Total	4	4	0	8	8	3	2	13	1	13	6	20	6	7	5	18	59
08:00 AM	1	0	0	1	0	0	0	0	2	1	1	4	1	1	1	3	8
08:15 AM	1	1	0	2	1	2	0	3	1	3	6	10	0	5	1	6	21
08:30 AM	1	1	0	2	1	1	0	2	2	2	2	6	0	6	2	8	18
08:45 AM	0	3	1	4	2	1	0	3	1	5	2	8	6	4	1	11	26
Total	3	5	1	9	4	4	0	8	6	11	11	28	7	16	5	28	73
Grand Total	7	9	1	17	12	7	2	21	7	24	17	48	13	23	10	46	132
Apprch %	41.2	52.9	5.9		57.1	33.3	9.5		14.6	50	35.4		28.3	50	21.7		
Total %	5.3	6.8	0.8	12.9	9.1	5.3	1.5	15.9	5.3	18.2	12.9	36.4	9.8	17.4	7.6	34.8	
Passenger Vehicles	6	8	1	15	12	7	2	21	6	24	17	47	13	22	10	45	128
% Passenger Vehicles	85.7	88.9	100	88.2	100	100	100	100	85.7	100	100	97.9	100	95.7	100	97.8	97
Large 2 Axle Vehicles	1	1	0	2	0	0	0	0	1	0	0	1	0	1	0	1	4
% Large 2 Axle Vehicles	14.3	11.1	0	11.8	0	0	0	0	14.3	0	0	2.1	0	4.3	0	2.2	3
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	0	0	1	0	0	0	0	2	1	1	4	1	1	1	3	8
08:15 AM	1	1	0	2	1	2	0	3	1	3	6	10	0	5	1	6	21
08:30 AM	1	1	0	2	1	1	0	2	2	2	2	6	0	6	2	8	18
08:45 AM	0	3	1	4	2	1	0	3	1	5	2	8	6	4	1	11	26
Total Volume	3	5	1	9	4	4	0	8	6	11	11	28	7	16	5	28	73
% App. Total	33.3	55.6	11.1		50	50	0		21.4	39.3	39.3		25	57.1	17.9		
PHF	.750	.417	.250	.563	.500	.500	.000	.667	.750	.550	.458	.700	.292	.667	.625	.636	.702

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				08:00 AM				08:00 AM			
+0 mins.	1	0	0	1	1	0	0	1	2	1	1	4	1	1	1	3
+15 mins.	1	1	0	2	2	2	0	4	1	3	6	10	0	5	1	6
+30 mins.	1	1	0	2	3	0	1	4	2	2	2	6	0	6	2	8
+45 mins.	0	3	1	4	2	1	1	4	1	5	2	8	6	4	1	11
Total Volume	3	5	1	9	8	3	2	13	6	11	11	28	7	16	5	28
% App. Total	33.3	55.6	11.1		61.5	23.1	15.4		21.4	39.3	39.3		25	57.1	17.9	
PHF	.750	.417	.250	.563	.667	.375	.500	.813	.750	.550	.458	.700	.292	.667	.625	.636

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

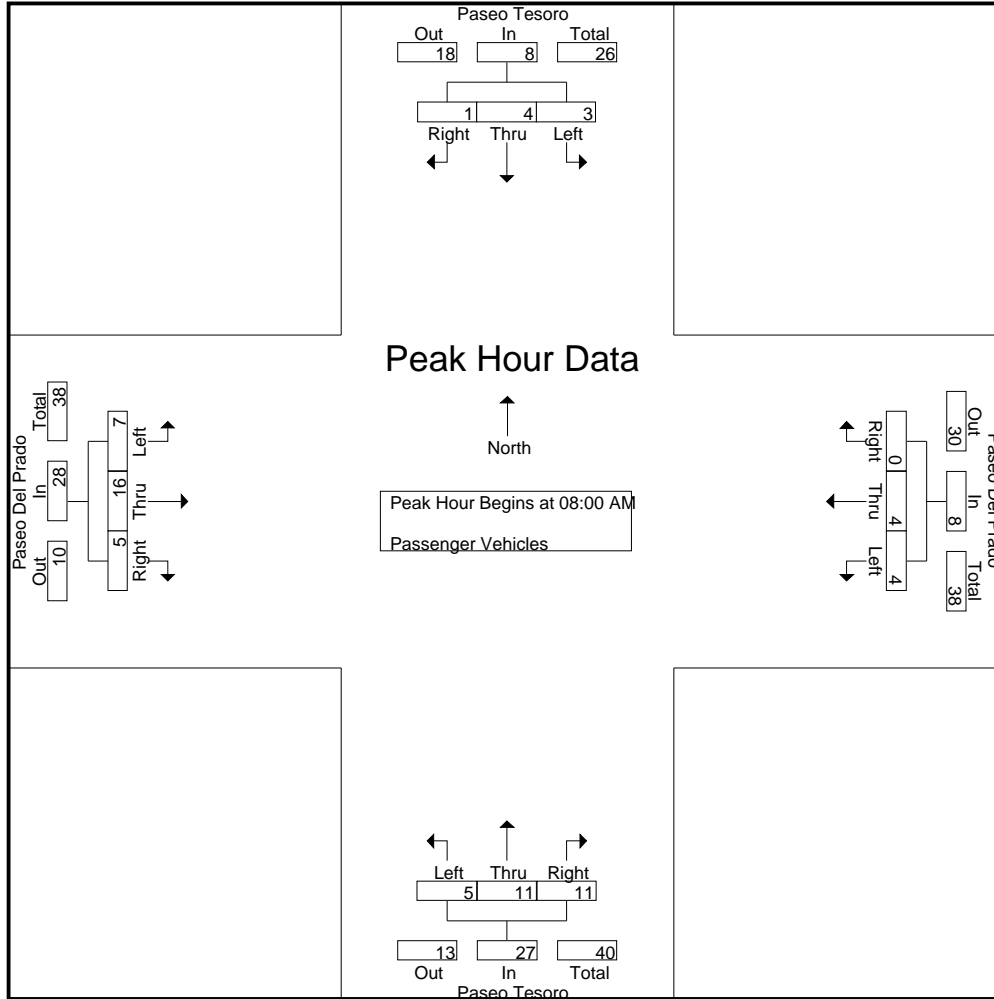
Groups Printed- Passenger Vehicles

Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	1	0	2	1	0	0	1	0	2	2	4	2	1	0	3	10
07:15 AM	0	1	0	1	2	2	0	4	1	5	2	8	0	1	3	4	17
07:30 AM	2	2	0	4	3	0	1	4	0	2	0	2	1	2	0	3	13
07:45 AM	0	0	0	0	2	1	1	4	0	4	2	6	3	2	2	7	17
Total	3	4	0	7	8	3	2	13	1	13	6	20	6	6	5	17	57
08:00 AM	1	0	0	1	0	0	0	0	1	1	1	3	1	1	1	3	7
08:15 AM	1	1	0	2	1	2	0	3	1	3	6	10	0	5	1	6	21
08:30 AM	1	0	0	1	1	1	0	2	2	2	2	6	0	6	2	8	17
08:45 AM	0	3	1	4	2	1	0	3	1	5	2	8	6	4	1	11	26
Total	3	4	1	8	4	4	0	8	5	11	11	27	7	16	5	28	71
Grand Total	6	8	1	15	12	7	2	21	6	24	17	47	13	22	10	45	128
Apprch %	40	53.3	6.7		57.1	33.3	9.5		12.8	51.1	36.2		28.9	48.9	22.2		
Total %	4.7	6.2	0.8	11.7	9.4	5.5	1.6	16.4	4.7	18.8	13.3	36.7	10.2	17.2	7.8	35.2	

Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	0	0	1	0	0	0	0	1	1	1	3	1	1	1	3	7
08:15 AM	1	1	0	2	1	2	0	3	1	3	6	10	0	5	1	6	21
08:30 AM	1	0	0	1	1	1	0	2	2	2	2	6	0	6	2	8	17
08:45 AM	0	3	1	4	2	1	0	3	1	5	2	8	6	4	1	11	26
Total Volume	3	4	1	8	4	4	0	8	5	11	11	27	7	16	5	28	71
% App. Total	37.5	50	12.5		50	50	0		18.5	40.7	40.7		25	57.1	17.9		
PHF	.750	.333	.250	.500	.500	.500	.000	.667	.625	.550	.458	.675	.292	.667	.625	.636	.683

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	1	0	0	1	0	0	0	0	1	1	1	3	1	1	1	3
+15 mins.	1	1	0	2	1	2	0	3	1	3	6	10	0	5	1	6
+30 mins.	1	0	0	1	1	1	0	2	2	2	2	6	0	6	2	8
+45 mins.	0	3	1	4	2	1	0	3	1	5	2	8	6	4	1	11
Total Volume	3	4	1	8	4	4	0	8	5	11	11	27	7	16	5	28
% App. Total	37.5	50	12.5		50	50	0		18.5	40.7	40.7		25	57.1	17.9	
PHF	.750	.333	.250	.500	.500	.500	.000	.667	.625	.550	.458	.675	.292	.667	.625	.636

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

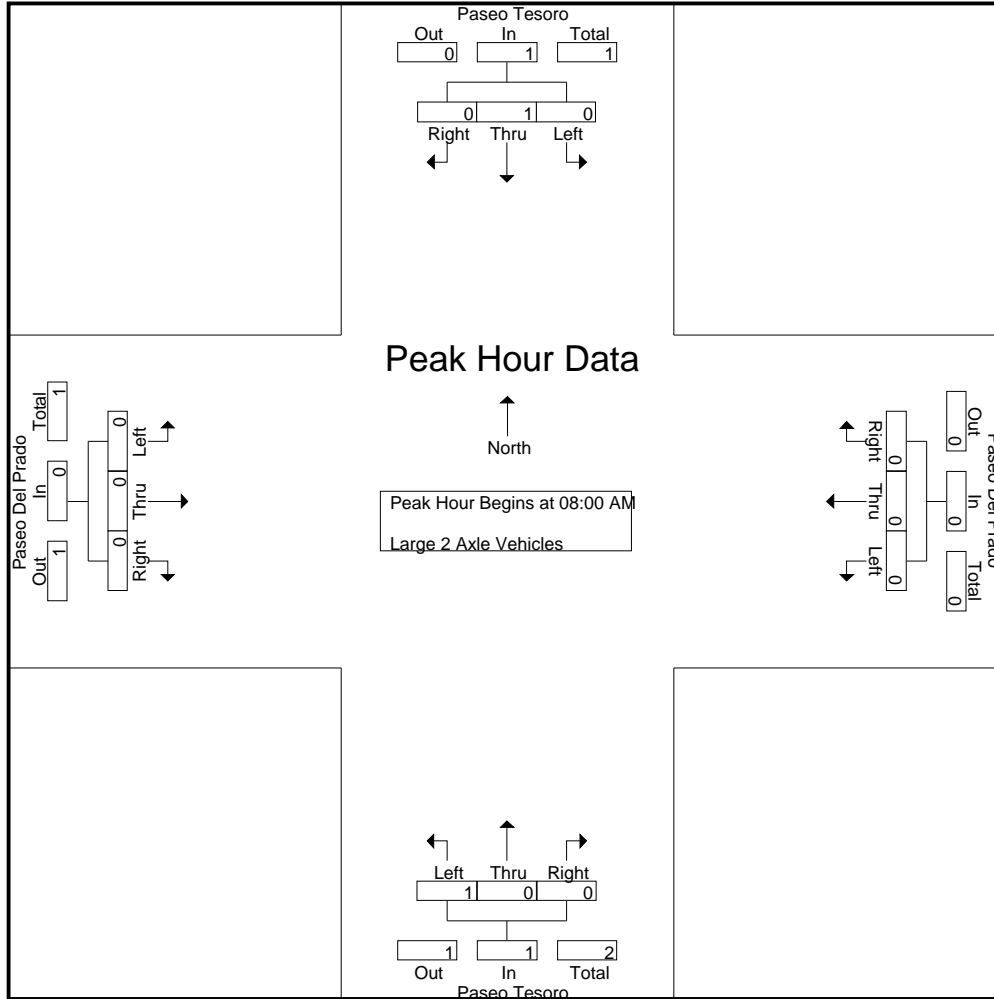
Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	1	1	0	2	0	0	0	0	1	0	0	1	0	1	0	1	1	4
Apprch %	50	50	0		0	0	0		100	0	0		0	100	0			
Total %	25	25	0	50	0	0	0	0	25	0	0	25	0	25	0	25		

Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% App. Total	0	100	0		0	0	0		100	0	0		0	0	0			
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

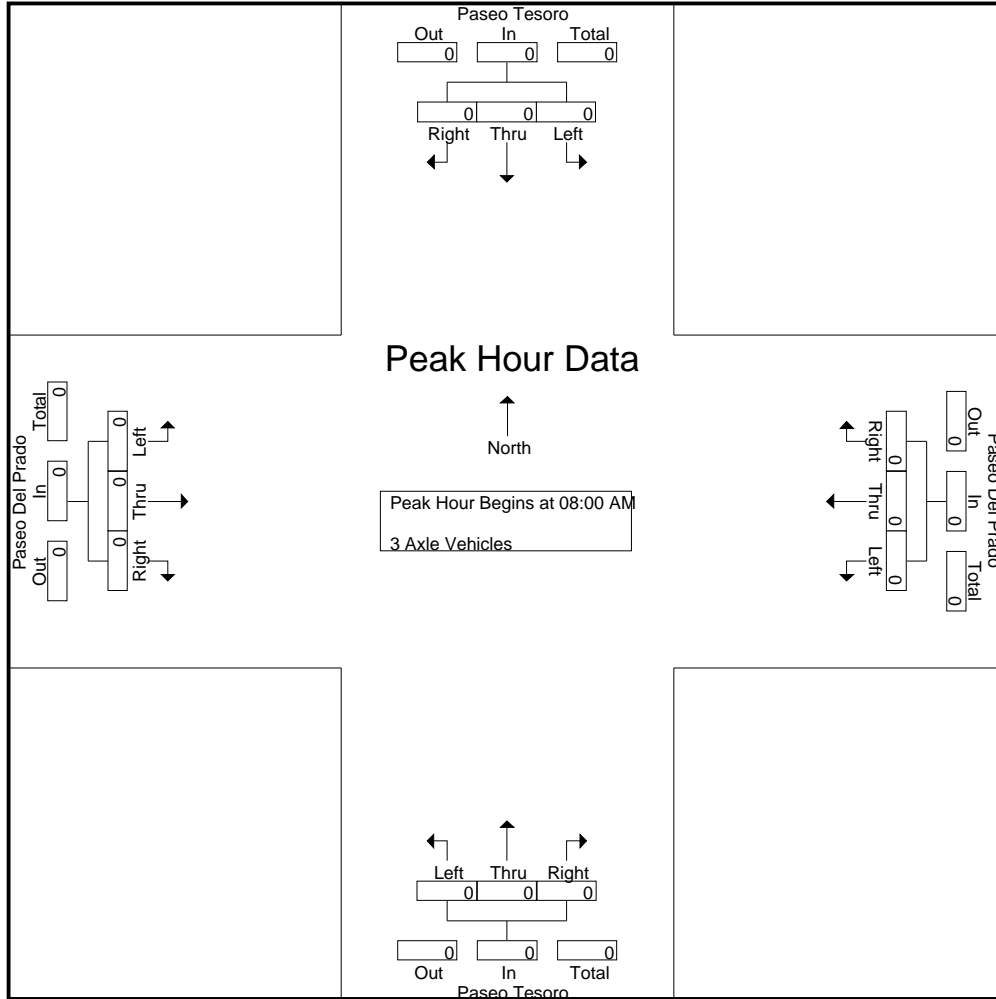
Groups Printed- 3 Axle Vehicles

Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

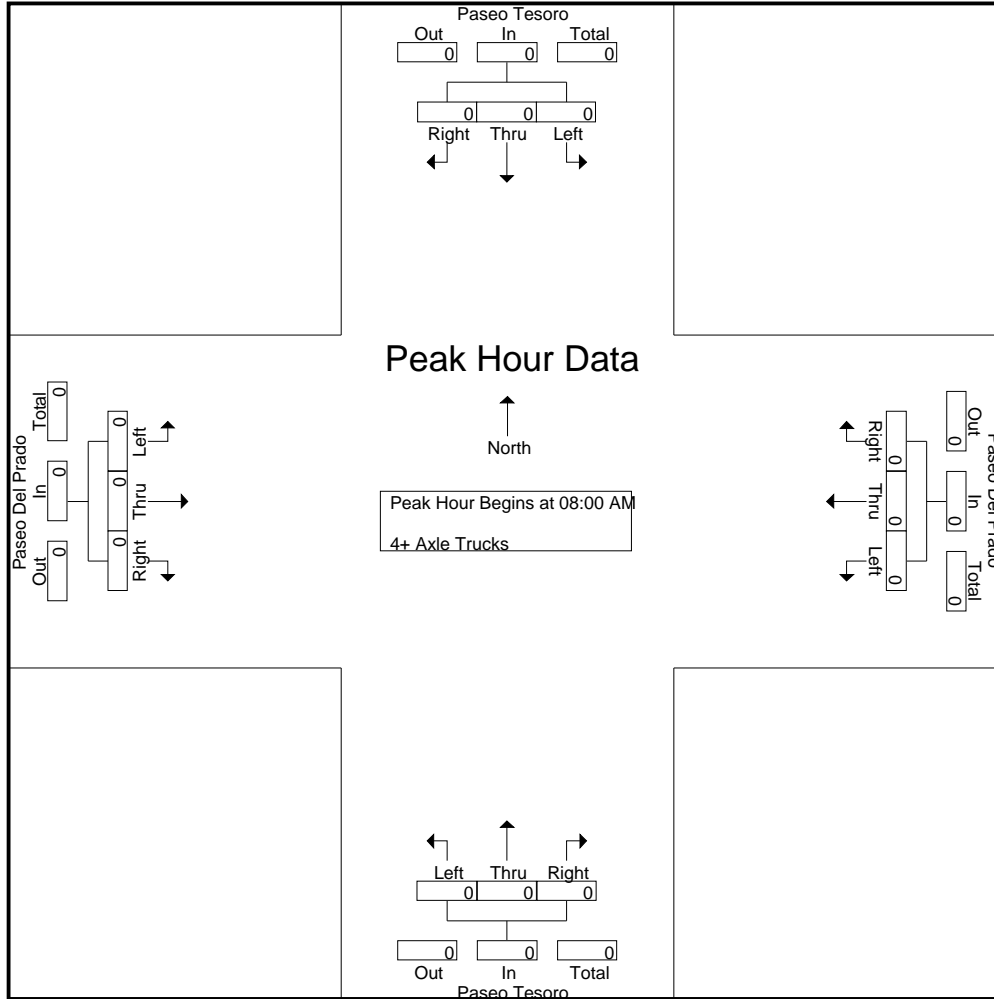
Groups Printed- 4+ Axle Trucks

Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
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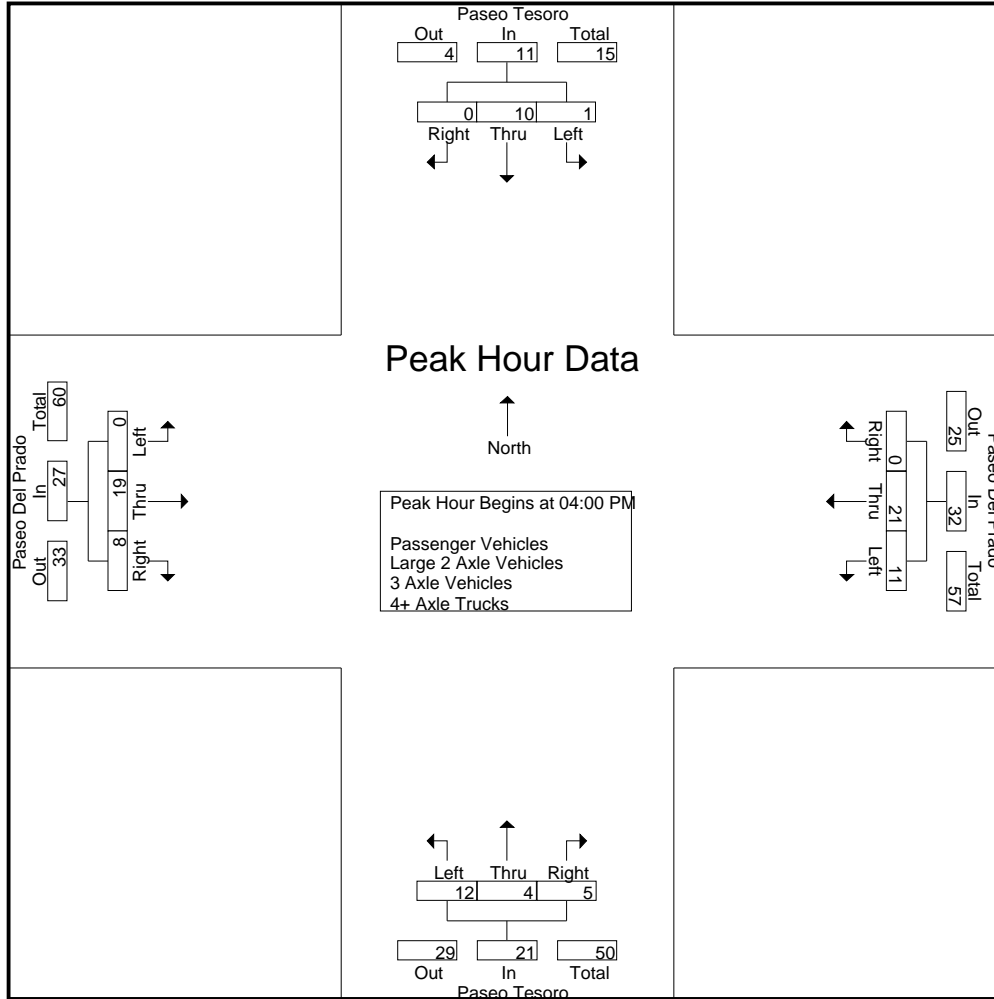
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	3	7	0	10	5	2	1	8	0	9	2	11	29
04:15 PM	0	3	0	3	1	3	0	4	3	1	0	4	0	5	5	10	21
04:30 PM	1	6	0	7	3	4	0	7	2	1	4	7	0	4	1	5	26
04:45 PM	0	1	0	1	4	7	0	11	2	0	0	2	0	1	0	1	15
Total	1	10	0	11	11	21	0	32	12	4	5	21	0	19	8	27	91
05:00 PM	0	3	0	3	3	4	0	7	2	2	2	6	1	2	2	5	21
05:15 PM	0	3	4	7	1	4	0	5	4	1	1	6	0	1	1	2	20
05:30 PM	2	1	1	4	5	1	0	6	1	1	3	5	1	2	5	8	23
05:45 PM	0	0	0	0	5	0	0	5	0	0	2	2	0	2	2	4	11
Total	2	7	5	14	14	9	0	23	7	4	8	19	2	7	10	19	75
Grand Total	3	17	5	25	25	30	0	55	19	8	13	40	2	26	18	46	166
Apprch %	12	68	20		45.5	54.5	0		47.5	20	32.5		4.3	56.5	39.1		
Total %	1.8	10.2	3	15.1	15.1	18.1	0	33.1	11.4	4.8	7.8	24.1	1.2	15.7	10.8	27.7	
Passenger Vehicles	3	17	5	25	23	26	0	49	17	7	12	36	2	23	17	42	152
% Passenger Vehicles	100	100	100	100	92	86.7	0	89.1	89.5	87.5	92.3	90	100	88.5	94.4	91.3	91.6
Large 2 Axle Vehicles	0	0	0	0	2	4	0	6	2	1	0	3	0	3	1	4	13
% Large 2 Axle Vehicles	0	0	0	0	8	13.3	0	10.9	10.5	12.5	0	7.5	0	11.5	5.6	8.7	7.8
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	7.7	2.5	0	0	0	0	0.6

Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	3	7	0	10	5	2	1	8	0	9	2	11	29
04:15 PM	0	3	0	3	1	3	0	4	3	1	0	4	0	5	5	10	21
04:30 PM	1	6	0	7	3	4	0	7	2	1	4	7	0	4	1	5	26
04:45 PM	0	1	0	1	4	7	0	11	2	0	0	2	0	1	0	1	15
Total Volume	1	10	0	11	11	21	0	32	12	4	5	21	0	19	8	27	91
% App. Total	9.1	90.9	0		34.4	65.6	0		57.1	19	23.8		0	70.4	29.6		
PHF	.250	.417	.000	.393	.688	.750	.000	.727	.600	.500	.313	.656	.000	.528	.400	.614	.784

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	6	0	7	3	7	0	10	5	2	1	8	0	9	2	11
+15 mins.	0	1	0	1	1	3	0	4	3	1	0	4	0	5	5	10
+30 mins.	0	3	0	3	3	4	0	7	2	1	4	7	0	4	1	5
+45 mins.	0	3	4	7	4	7	0	11	2	0	0	2	0	1	0	1
Total Volume	1	13	4	18	11	21	0	32	12	4	5	21	0	19	8	27
% App. Total	5.6	72.2	22.2		34.4	65.6	0		57.1	19	23.8		0	70.4	29.6	
PHF	.250	.542	.250	.643	.688	.750	.000	.727	.600	.500	.313	.656	.000	.528	.400	.614

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

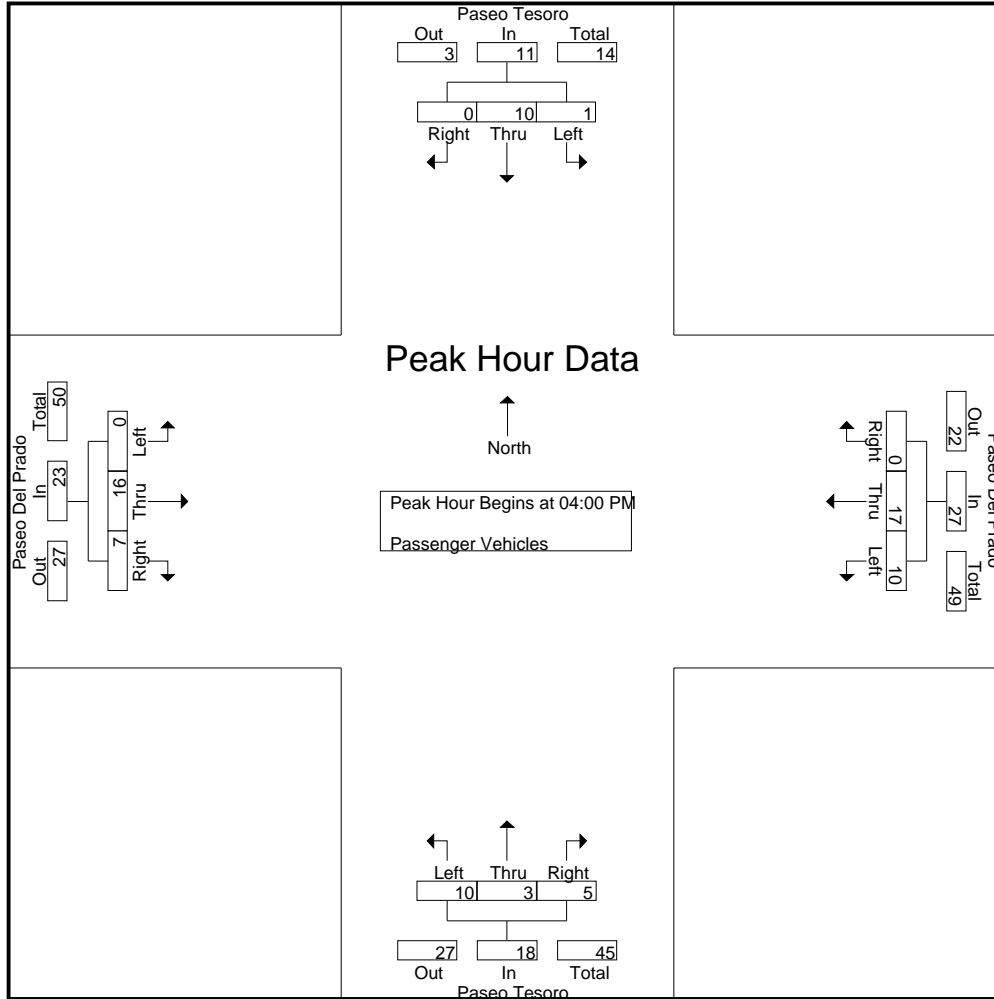
Groups Printed- Passenger Vehicles

Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	3	4	0	7	5	2	1	8	0	8	2	10	25
04:15 PM	0	3	0	3	1	3	0	4	2	1	0	3	0	4	5	9	19
04:30 PM	1	6	0	7	3	4	0	7	1	0	4	5	0	3	0	3	22
04:45 PM	0	1	0	1	3	6	0	9	2	0	0	2	0	1	0	1	13
Total	1	10	0	11	10	17	0	27	10	3	5	18	0	16	7	23	79
05:00 PM	0	3	0	3	3	4	0	7	2	2	2	6	1	2	2	5	21
05:15 PM	0	3	4	7	1	4	0	5	4	1	1	6	0	1	1	2	20
05:30 PM	2	1	1	4	5	1	0	6	1	1	3	5	1	2	5	8	23
05:45 PM	0	0	0	0	4	0	0	4	0	0	1	1	0	2	2	4	9
Total	2	7	5	14	13	9	0	22	7	4	7	18	2	7	10	19	73
Grand Total	3	17	5	25	23	26	0	49	17	7	12	36	2	23	17	42	152
Apprch %	12	68	20		46.9	53.1	0		47.2	19.4	33.3		4.8	54.8	40.5		
Total %	2	11.2	3.3	16.4	15.1	17.1	0	32.2	11.2	4.6	7.9	23.7	1.3	15.1	11.2	27.6	

Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	3	4	0	7	5	2	1	8	0	8	2	10	25
04:15 PM	0	3	0	3	1	3	0	4	2	1	0	3	0	4	5	9	19
04:30 PM	1	6	0	7	3	4	0	7	1	0	4	5	0	3	0	3	22
04:45 PM	0	1	0	1	3	6	0	9	2	0	0	2	0	1	0	1	13
Total Volume	1	10	0	11	10	17	0	27	10	3	5	18	0	16	7	23	79
% App. Total	9.1	90.9	0		37	63	0		55.6	16.7	27.8		0	69.6	30.4		
PHF	.250	.417	.000	.393	.833	.708	.000	.750	.500	.375	.313	.563	.000	.500	.350	.575	.790

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	3	4	0	7	5	2	1	8	0	8	2	10
+15 mins.	0	3	0	3	1	3	0	4	2	1	0	3	0	4	5	9
+30 mins.	1	6	0	7	3	4	0	7	1	0	4	5	0	3	0	3
+45 mins.	0	1	0	1	3	6	0	9	2	0	0	2	0	1	0	1
Total Volume	1	10	0	11	10	17	0	27	10	3	5	18	0	16	7	23
% App. Total	9.1	90.9	0		37	63	0		55.6	16.7	27.8		0	69.6	30.4	
PHF	.250	.417	.000	.393	.833	.708	.000	.750	.500	.375	.313	.563	.000	.500	.350	.575

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	1	1	2	4
04:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	4	0	5	2	1	0	3	0	3	1	4	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	2	4	0	6	2	1	0	3	0	3	1	4	13
Apprch %	0	0	0		33.3	66.7	0		66.7	33.3	0		0	75	25		
Total %	0	0	0		15.4	30.8	0	46.2	15.4	7.7	0	23.1	0	23.1	7.7	30.8	

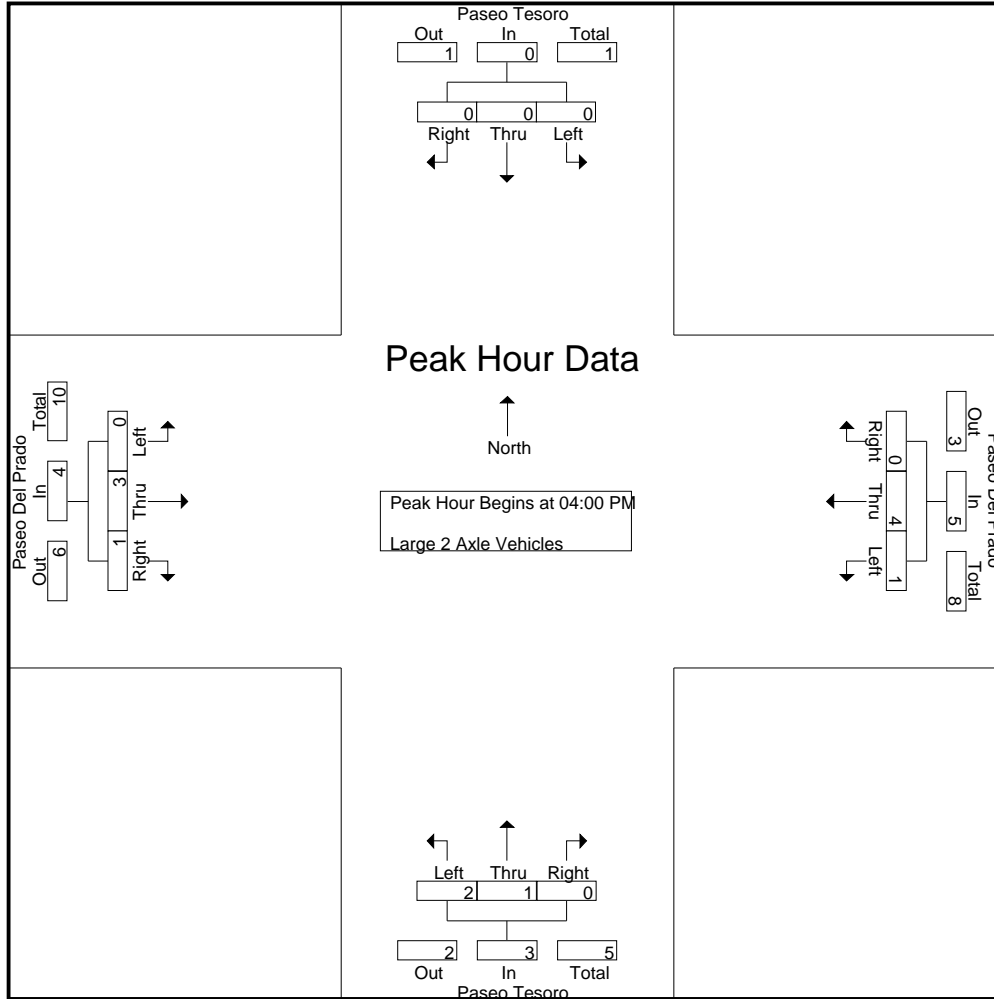
Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	1	1	2	4
04:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	1	4	0	5	2	1	0	3	0	3	1	4	12
% App. Total	0	0	0		20	80	0		66.7	33.3	0		0	75	25		
PHF	.000	.000	.000	.000	.250	.333	.000	.417	.500	.250	.000	.375	.000	.750	.250	.500	.750

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	1	1	0	2	0	1	1	2
+45 mins.	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	4	0	5	2	1	0	3	0	3	1	4
% App. Total	0	0	0	0	20	80	0		66.7	33.3	0		0	75	25	
PHF	.000	.000	.000	.000	.250	.333	.000	.417	.500	.250	.000	.375	.000	.750	.250	.500

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

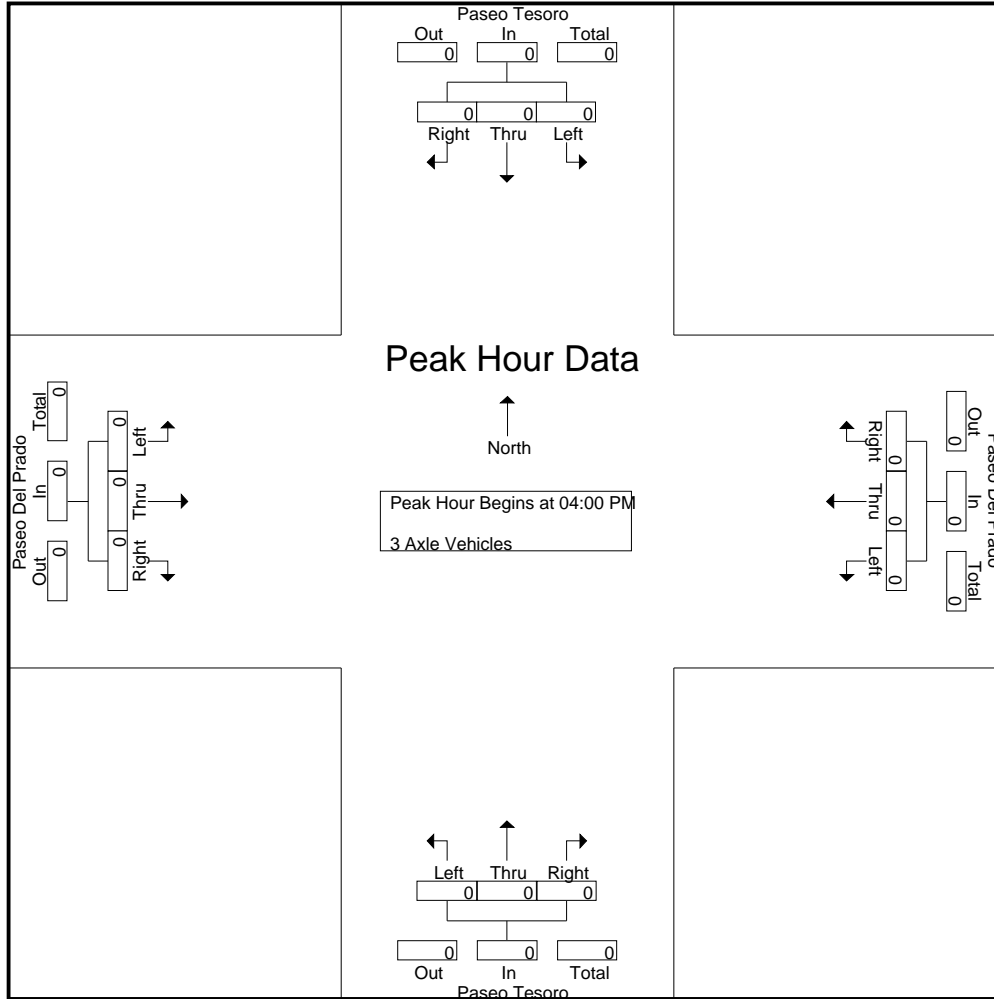
Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

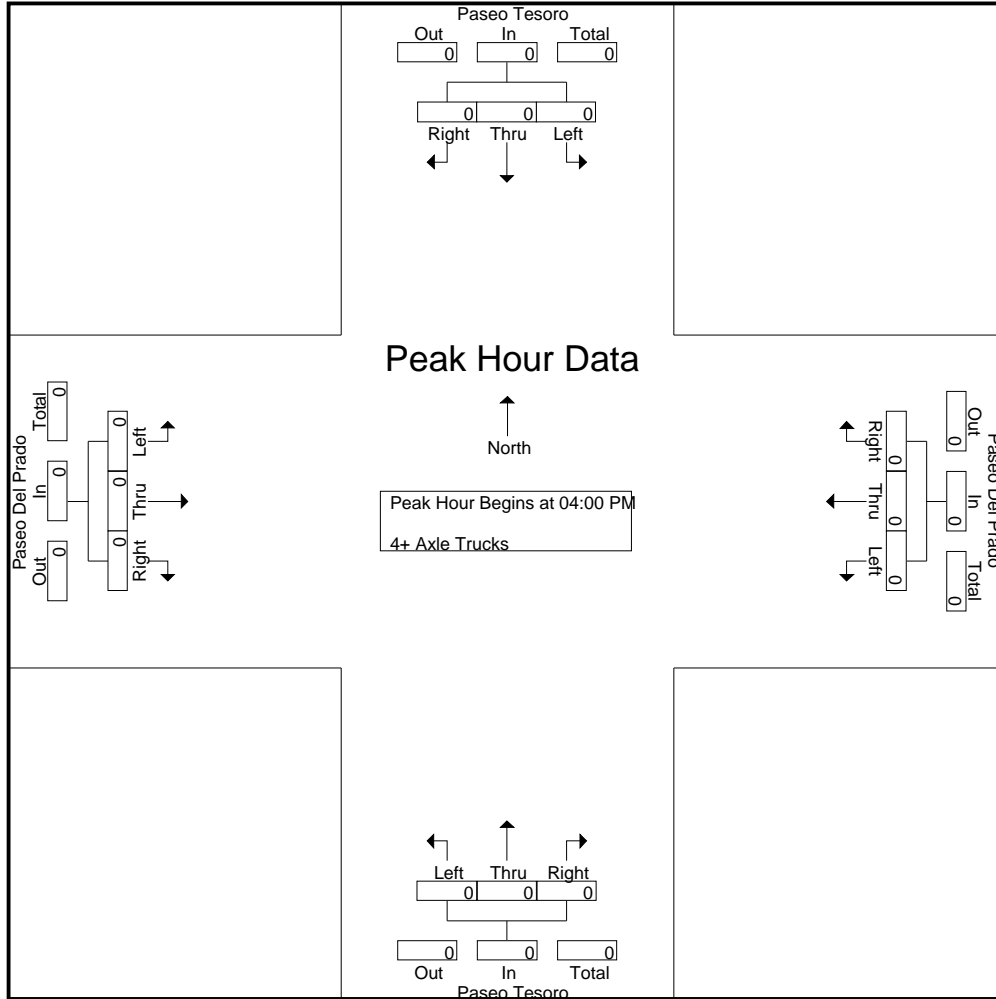
Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		0	0	100		0	0	0		
Total %	0	0	0		0	0	0		0	0	100	100	0	0	0		

Start Time	Paseo Tesoro Southbound				Paseo Del Prado Westbound				Paseo Tesoro Northbound				Paseo Del Prado Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Walnut
 N/S: Paseo Tesoro
 E/W: Paseo Del Prado
 Weather: Clear

File Name : 06_WNT_P Tes_Pas D Pra PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

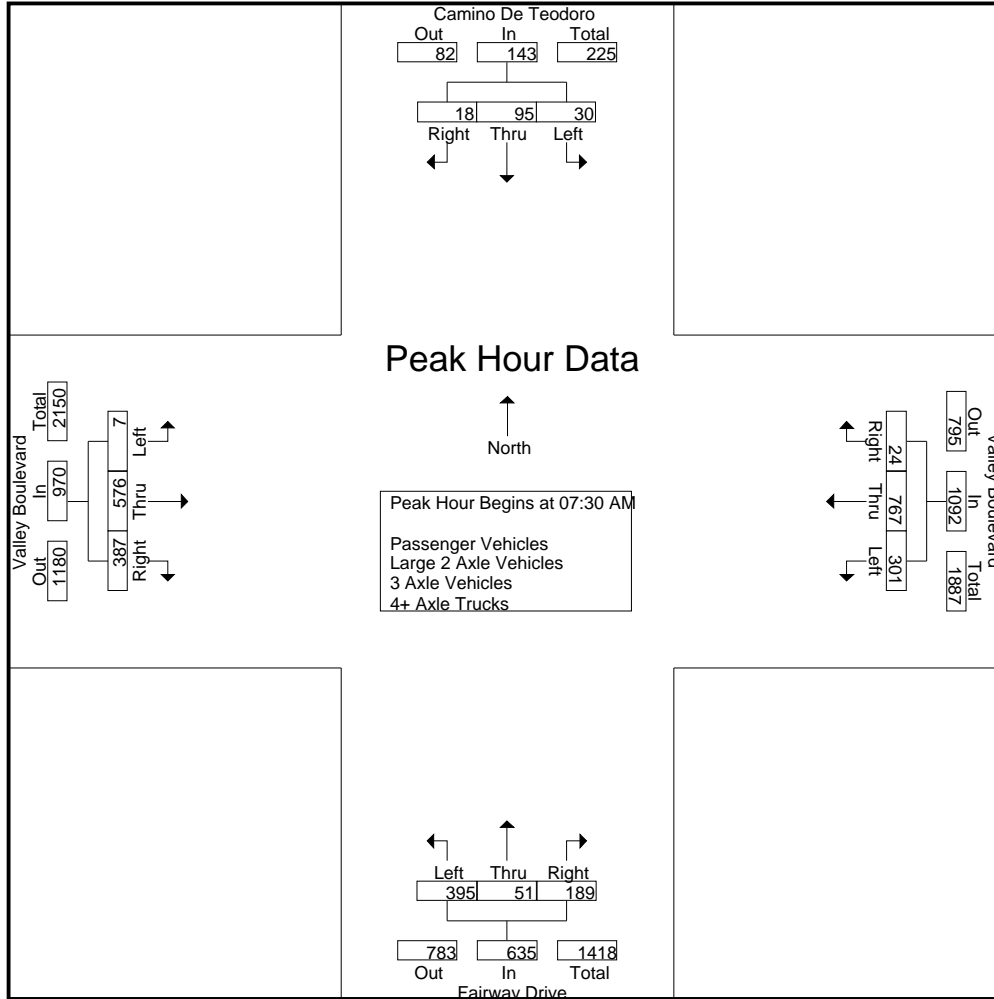
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	7	20	3	30	28	196	4	228	56	4	23	83	0	76	46	122	463
07:15 AM	3	19	2	24	33	163	3	199	113	6	21	140	1	88	72	161	524
07:30 AM	7	36	4	47	47	180	4	231	135	9	40	184	2	119	86	207	669
07:45 AM	5	19	1	25	87	199	6	292	89	9	57	155	0	159	114	273	745
Total	22	94	10	126	195	738	17	950	393	28	141	562	3	442	318	763	2401
08:00 AM	11	20	5	36	72	184	10	266	86	16	48	150	1	162	88	251	703
08:15 AM	7	20	8	35	95	204	4	303	85	17	44	146	4	136	99	239	723
08:30 AM	1	25	3	29	74	184	7	265	52	5	44	101	4	107	87	198	593
08:45 AM	4	20	1	25	61	183	8	252	70	9	38	117	2	142	90	234	628
Total	23	85	17	125	302	755	29	1086	293	47	174	514	11	547	364	922	2647
Grand Total	45	179	27	251	497	1493	46	2036	686	75	315	1076	14	989	682	1685	5048
Apprch %	17.9	71.3	10.8		24.4	73.3	2.3		63.8	7	29.3		0.8	58.7	40.5		
Total %	0.9	3.5	0.5	5	9.8	29.6	0.9	40.3	13.6	1.5	6.2	21.3	0.3	19.6	13.5	33.4	
Passenger Vehicles	43	177	25	245	478	1412	45	1935	647	72	300	1019	14	944	658	1616	4815
% Passenger Vehicles	95.6	98.9	92.6	97.6	96.2	94.6	97.8	95	94.3	96	95.2	94.7	100	95.4	96.5	95.9	95.4
Large 2 Axle Vehicles	1	2	2	5	9	44	1	54	14	3	7	24	0	26	7	33	116
% Large 2 Axle Vehicles	2.2	1.1	7.4	2	1.8	2.9	2.2	2.7	2	4	2.2	2.2	0	2.6	1	2	2.3
3 Axle Vehicles	1	0	0	1	5	16	0	21	2	0	1	3	0	5	3	8	33
% 3 Axle Vehicles	2.2	0	0	0.4	1	1.1	0	1	0.3	0	0.3	0.3	0	0.5	0.4	0.5	0.7
4+ Axle Trucks	0	0	0	0	5	21	0	26	23	0	7	30	0	14	14	28	84
% 4+ Axle Trucks	0	0	0	0	1	1.4	0	1.3	3.4	0	2.2	2.8	0	1.4	2.1	1.7	1.7

Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	36	4	47	47	180	4	231	135	9	40	184	2	119	86	207	669
07:45 AM	5	19	1	25	87	199	6	292	89	9	57	155	0	159	114	273	745
08:00 AM	11	20	5	36	72	184	10	266	86	16	48	150	1	162	88	251	703
08:15 AM	7	20	8	35	95	204	4	303	85	17	44	146	4	136	99	239	723
Total Volume	30	95	18	143	301	767	24	1092	395	51	189	635	7	576	387	970	2840
% App. Total	21	66.4	12.6		27.6	70.2	2.2		62.2	8	29.8		0.7	59.4	39.9		
PHF	.682	.660	.563	.761	.792	.940	.600	.901	.731	.750	.829	.863	.438	.889	.849	.888	.953

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:30 AM				07:30 AM			
+0 mins.	7	36	4	47	87	199	6	292	135	9	40	184	2	119	86	207
+15 mins.	5	19	1	25	72	184	10	266	89	9	57	155	0	159	114	273
+30 mins.	11	20	5	36	95	204	4	303	86	16	48	150	1	162	88	251
+45 mins.	7	20	8	35	74	184	7	265	85	17	44	146	4	136	99	239
Total Volume	30	95	18	143	328	771	27	1126	395	51	189	635	7	576	387	970
% App. Total	21	66.4	12.6		29.1	68.5	2.4		62.2	8	29.8		0.7	59.4	39.9	
PHF	.682	.660	.563	.761	.863	.945	.675	.929	.731	.750	.829	.863	.438	.889	.849	.888

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
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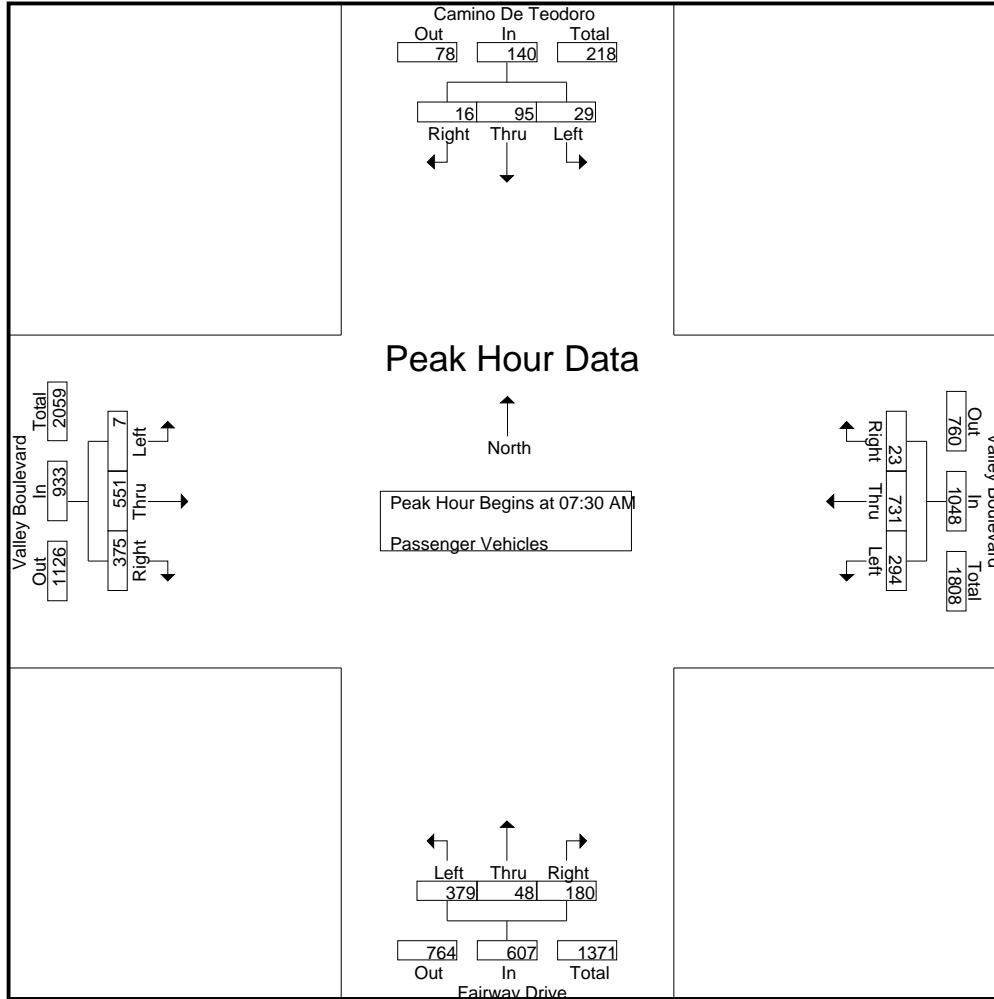
Groups Printed- Passenger Vehicles

Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	18	3	27	28	183	4	215	51	4	21	76	0	71	45	116	434
07:15 AM	3	19	2	24	33	152	3	188	107	6	19	132	1	86	70	157	501
07:30 AM	7	36	4	47	46	171	4	221	132	8	38	178	2	116	86	204	650
07:45 AM	5	19	1	25	83	195	5	283	84	8	55	147	0	154	110	264	719
Total	21	92	10	123	190	701	16	907	374	26	133	533	3	427	311	741	2304
08:00 AM	10	20	5	35	70	178	10	258	82	16	45	143	1	157	86	244	680
08:15 AM	7	20	6	33	95	187	4	286	81	16	42	139	4	124	93	221	679
08:30 AM	1	25	3	29	69	176	7	252	47	5	42	94	4	105	84	193	568
08:45 AM	4	20	1	25	54	170	8	232	63	9	38	110	2	131	84	217	584
Total	22	85	15	122	288	711	29	1028	273	46	167	486	11	517	347	875	2511
Grand Total	43	177	25	245	478	1412	45	1935	647	72	300	1019	14	944	658	1616	4815
Apprch %	17.6	72.2	10.2		24.7	73	2.3		63.5	7.1	29.4		0.9	58.4	40.7		
Total %	0.9	3.7	0.5	5.1	9.9	29.3	0.9	40.2	13.4	1.5	6.2	21.2	0.3	19.6	13.7	33.6	

Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	36	4	47	46	171	4	221	132	8	38	178	2	116	86	204	650
07:45 AM	5	19	1	25	83	195	5	283	84	8	55	147	0	154	110	264	719
08:00 AM	10	20	5	35	70	178	10	258	82	16	45	143	1	157	86	244	680
08:15 AM	7	20	6	33	95	187	4	286	81	16	42	139	4	124	93	221	679
Total Volume	29	95	16	140	294	731	23	1048	379	48	180	607	7	551	375	933	2728
% App. Total	20.7	67.9	11.4		28.1	69.8	2.2		62.4	7.9	29.7		0.8	59.1	40.2		
PHF	.725	.660	.667	.745	.774	.937	.575	.916	.718	.750	.818	.853	.438	.877	.852	.884	.949

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val AM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	7	36	4	47	46	171	4	221	132	8	38	178	2	116	86	204
+15 mins.	5	19	1	25	83	195	5	283	84	8	55	147	0	154	110	264
+30 mins.	10	20	5	35	70	178	10	258	82	16	45	143	1	157	86	244
+45 mins.	7	20	6	33	95	187	4	286	81	16	42	139	4	124	93	221
Total Volume	29	95	16	140	294	731	23	1048	379	48	180	607	7	551	375	933
% App. Total	20.7	67.9	11.4		28.1	69.8	2.2		62.4	7.9	29.7		0.8	59.1	40.2	
PHF	.725	.660	.667	.745	.774	.937	.575	.916	.718	.750	.818	.853	.438	.877	.852	.884

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

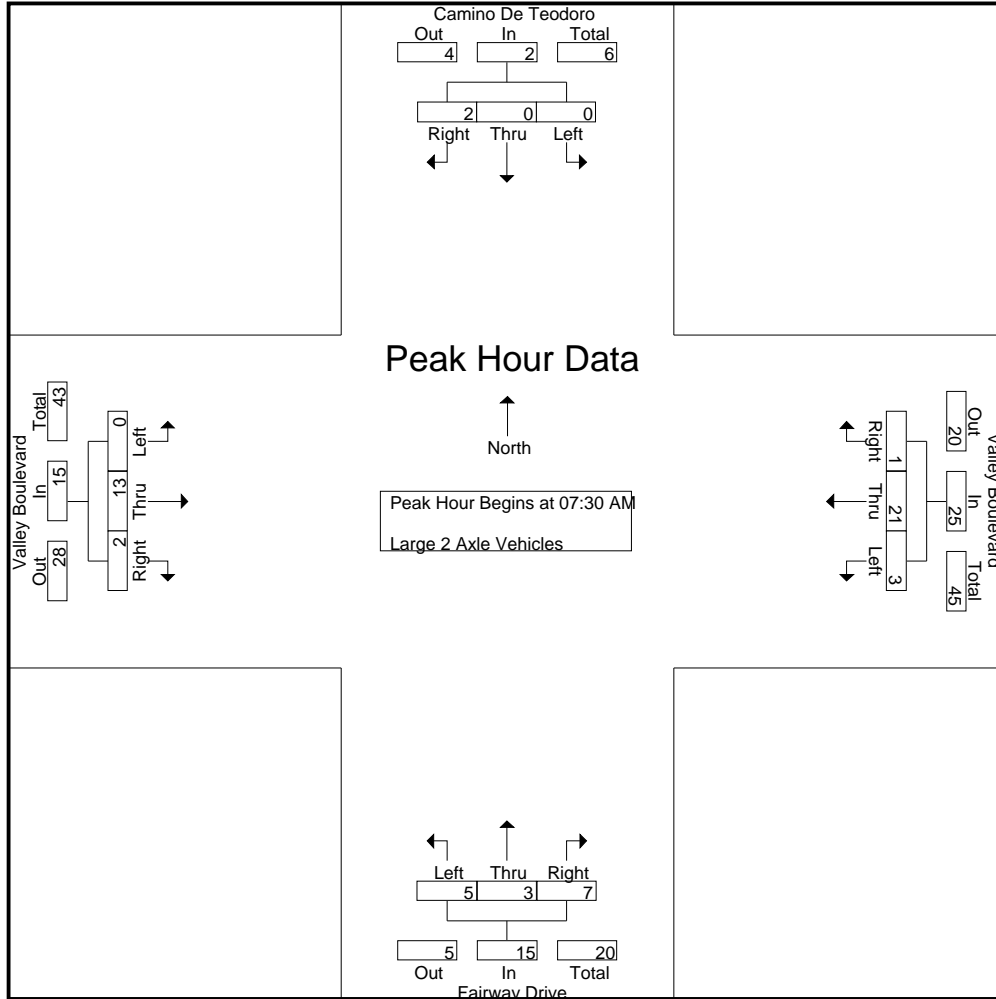
Groups Printed- Large 2 Axle Vehicles

Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	2	0	3	0	6	0	6	2	0	0	2	0	5	0	5	16
07:15 AM	0	0	0	0	0	7	0	7	2	0	0	2	0	1	0	1	10
07:30 AM	0	0	0	0	1	8	0	9	0	1	2	3	0	2	0	2	14
07:45 AM	0	0	0	0	1	3	1	5	1	1	1	3	0	2	0	2	10
Total	1	2	0	3	2	24	1	27	5	2	3	10	0	10	0	10	50
08:00 AM	0	0	0	0	1	1	0	2	3	0	2	5	0	3	1	4	11
08:15 AM	0	0	2	2	0	9	0	9	1	1	2	4	0	6	1	7	22
08:30 AM	0	0	0	0	1	3	0	4	2	0	0	2	0	1	2	3	9
08:45 AM	0	0	0	0	5	7	0	12	3	0	0	3	0	6	3	9	24
Total	0	0	2	2	7	20	0	27	9	1	4	14	0	16	7	23	66
Grand Total	1	2	2	5	9	44	1	54	14	3	7	24	0	26	7	33	116
Apprch %	20	40	40		16.7	81.5	1.9		58.3	12.5	29.2		0	78.8	21.2		
Total %	0.9	1.7	1.7	4.3	7.8	37.9	0.9	46.6	12.1	2.6	6	20.7	0	22.4	6	28.4	

Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	1	8	0	9	0	1	2	3	0	2	0	2	14
07:45 AM	0	0	0	0	1	3	1	5	1	1	1	3	0	2	0	2	10
08:00 AM	0	0	0	0	1	1	0	2	3	0	2	5	0	3	1	4	11
08:15 AM	0	0	2	2	0	9	0	9	1	1	2	4	0	6	1	7	22
Total Volume	0	0	2	2	3	21	1	25	5	3	7	15	0	13	2	15	57
% App. Total	0	0	100		12	84	4		33.3	20	46.7		0	86.7	13.3		
PHF	.000	.000	.250	.250	.750	.583	.250	.694	.417	.750	.875	.750	.000	.542	.500	.536	.648

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val AM
 Site Code : 04223854
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	1	8	0	9	0	1	2	3	0	2	0	2
+15 mins.	0	0	0	0	1	3	1	5	1	1	1	3	0	2	0	2
+30 mins.	0	0	0	0	1	1	0	2	3	0	2	5	0	3	1	4
+45 mins.	0	0	2	2	0	9	0	9	1	1	2	4	0	6	1	7
Total Volume	0	0	2	2	3	21	1	25	5	3	7	15	0	13	2	15
% App. Total	0	0	100		12	84	4		33.3	20	46.7		0	86.7	13.3	
PHF	.000	.000	.250	.250	.750	.583	.250	.694	.417	.750	.875	.750	.000	.542	.500	.536

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	1	1	0	0	1	0	1	0	1	3
Total	0	0	0	0	1	4	0	5	1	0	0	1	0	1	0	1	7
08:00 AM	1	0	0	1	1	3	0	4	0	0	0	0	0	1	0	1	6
08:15 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	1	3	4	8
08:30 AM	0	0	0	0	2	3	0	5	0	0	1	1	0	1	0	1	7
08:45 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	1	0	1	5
Total	1	0	0	1	4	12	0	16	1	0	1	2	0	4	3	7	26
Grand Total	1	0	0	1	5	16	0	21	2	0	1	3	0	5	3	8	33
Apprch %	100	0	0		23.8	76.2	0		66.7	0	33.3		0	62.5	37.5		
Total %	3	0	0	3	15.2	48.5	0	63.6	6.1	0	3	9.1	0	15.2	9.1	24.2	

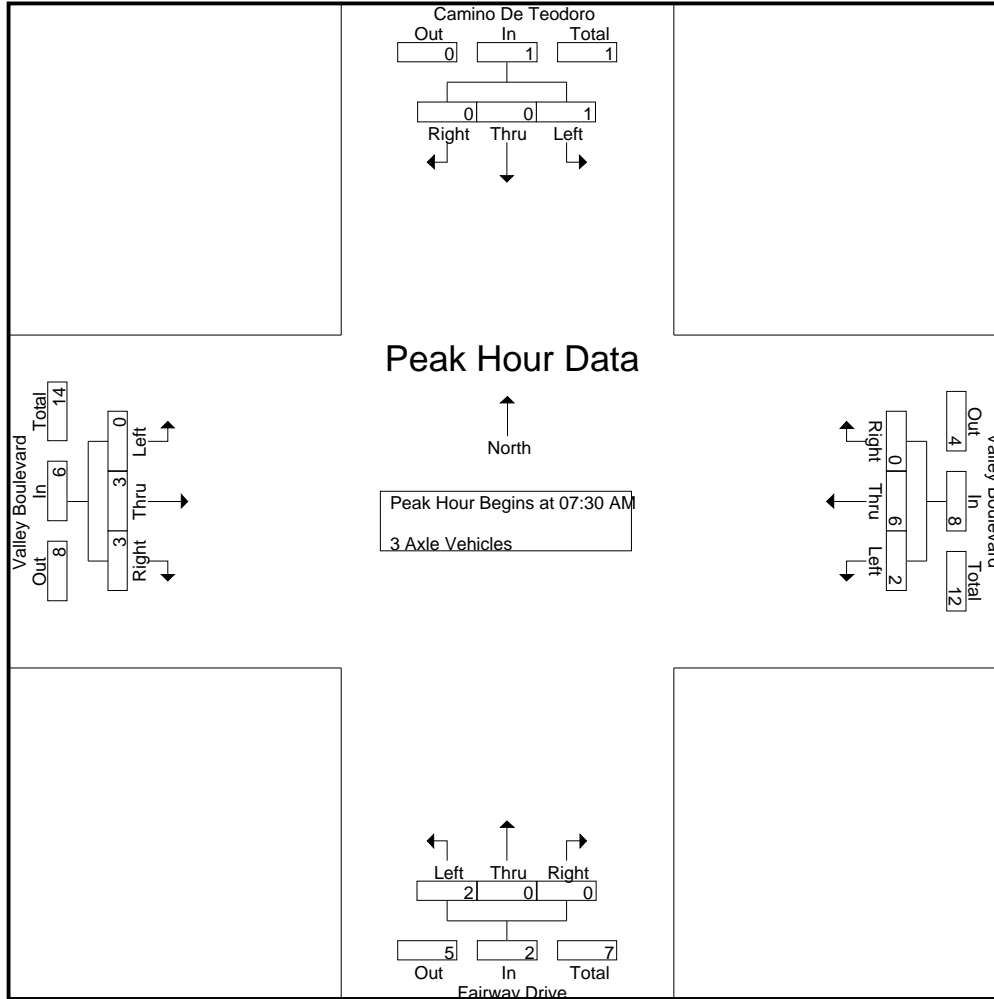
Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	1	1	0	0	1	0	1	0	1	3
08:00 AM	1	0	0	1	1	3	0	4	0	0	0	0	0	1	0	1	6
08:15 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	1	3	4	8
Total Volume	1	0	0	1	2	6	0	8	2	0	0	2	0	3	3	6	17
% App. Total	100	0	0		25	75	0		100	0	0		0	50	50		
PHF	.250	.000	.000	.250	.500	.500	.000	.500	.500	.000	.000	.500	.000	.750	.250	.375	.531

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val AM
 Site Code : 04223854
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	1	0	0	1	0	1	0	1
+30 mins.	1	0	0	1	1	3	0	4	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	3	0	3	1	0	0	1	0	1	3	4
Total Volume	1	0	0	1	2	6	0	8	2	0	0	2	0	3	3	6
% App. Total	100	0	0		25	75	0		100	0	0		0	50	50	
PHF	.250	.000	.000	.250	.500	.500	.000	.500	.500	.000	.000	.500	.000	.750	.250	.375

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val AM
 Site Code : 04223854
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Groups Printed- 4+ Axle Trucks

Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	5	0	5	3	0	2	5	0	0	1	1	11
07:15 AM	0	0	0	0	0	2	0	2	4	0	2	6	0	1	2	3	11
07:30 AM	0	0	0	0	0	1	0	1	3	0	0	3	0	1	0	1	5
07:45 AM	0	0	0	0	2	1	0	3	3	0	1	4	0	2	4	6	13
Total	0	0	0	0	2	9	0	11	13	0	5	18	0	4	7	11	40
08:00 AM	0	0	0	0	0	2	0	2	1	0	1	2	0	1	1	2	6
08:15 AM	0	0	0	0	0	5	0	5	2	0	0	2	0	5	2	7	14
08:30 AM	0	0	0	0	2	2	0	4	3	0	1	4	0	0	1	1	9
08:45 AM	0	0	0	0	1	3	0	4	4	0	0	4	0	4	3	7	15
Total	0	0	0	0	3	12	0	15	10	0	2	12	0	10	7	17	44
Grand Total	0	0	0	0	5	21	0	26	23	0	7	30	0	14	14	28	84
Apprch %	0	0	0		19.2	80.8	0		76.7	0	23.3		0	50	50		
Total %	0	0	0		6	25	0	31	27.4	0	8.3	35.7	0	16.7	16.7	33.3	

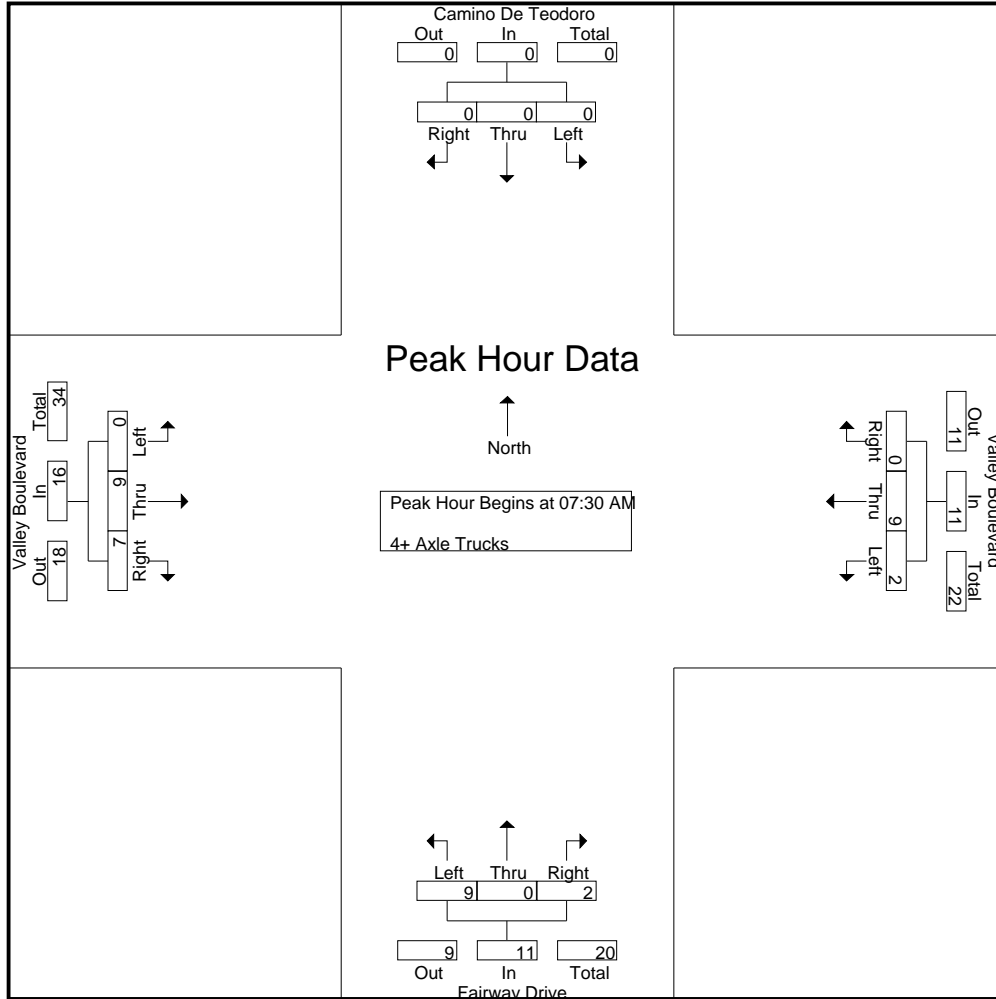
Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	1	0	1	3	0	0	3	0	1	0	1	5
07:45 AM	0	0	0	0	2	1	0	3	3	0	1	4	0	2	4	6	13
08:00 AM	0	0	0	0	0	2	0	2	1	0	1	2	0	1	1	2	6
08:15 AM	0	0	0	0	0	5	0	5	2	0	0	2	0	5	2	7	14
Total Volume	0	0	0	0	2	9	0	11	9	0	2	11	0	9	7	16	38
% App. Total	0	0	0		18.2	81.8	0		81.8	0	18.2		0	56.2	43.8		
PHF	.000	.000	.000	.000	.250	.450	.000	.550	.750	.000	.500	.688	.000	.450	.438	.571	.679

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val AM
 Site Code : 04223854
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	1	0	1	3	0	0	3	0	1	0	1
+15 mins.	0	0	0	0	2	1	0	3	3	0	1	4	0	2	4	6
+30 mins.	0	0	0	0	0	2	0	2	1	0	1	2	0	1	1	2
+45 mins.	0	0	0	0	0	5	0	5	2	0	0	2	0	5	2	7
Total Volume	0	0	0	0	2	9	0	11	9	0	2	11	0	9	7	16
% App. Total	0	0	0	0	18.2	81.8	0	0	81.8	0	18.2	0	0	56.2	43.8	0
PHF	.000	.000	.000	.000	.250	.450	.000	.550	.750	.000	.500	.688	.000	.450	.438	.571

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val PM
 Site Code : 04223854
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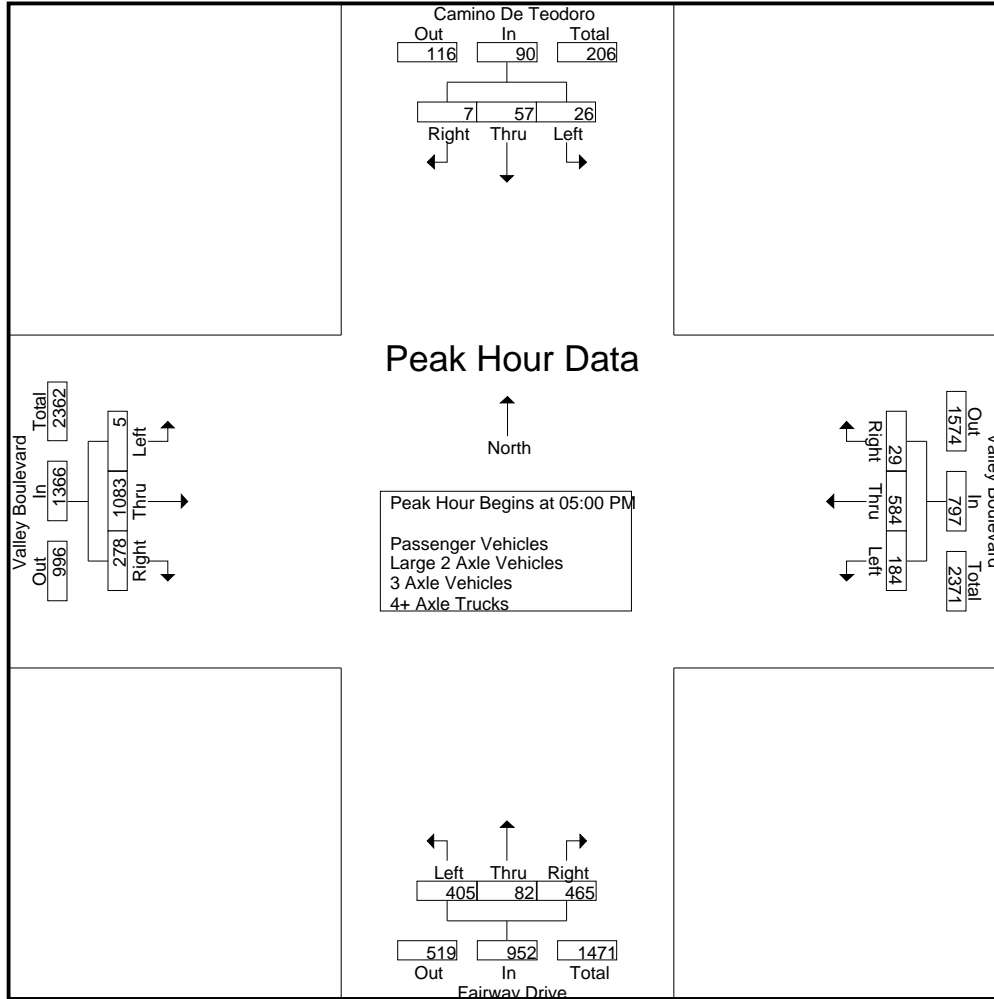
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	9	6	23	39	130	6	175	85	19	93	197	2	265	61	328	723
04:15 PM	3	8	3	14	44	121	5	170	66	18	93	177	6	244	64	314	675
04:30 PM	8	12	2	22	34	133	10	177	75	25	111	211	4	218	76	298	708
04:45 PM	3	9	0	12	40	132	6	178	66	17	102	185	5	280	64	349	724
Total	22	38	11	71	157	516	27	700	292	79	399	770	17	1007	265	1289	2830
05:00 PM	8	12	0	20	54	178	7	239	82	19	110	211	1	255	60	316	786
05:15 PM	5	15	1	21	39	138	7	184	99	16	116	231	1	262	81	344	780
05:30 PM	10	16	2	28	49	157	6	212	130	23	125	278	2	282	68	352	870
05:45 PM	3	14	4	21	42	111	9	162	94	24	114	232	1	284	69	354	769
Total	26	57	7	90	184	584	29	797	405	82	465	952	5	1083	278	1366	3205
Grand Total	48	95	18	161	341	1100	56	1497	697	161	864	1722	22	2090	543	2655	6035
Apprch %	29.8	59	11.2		22.8	73.5	3.7		40.5	9.3	50.2		0.8	78.7	20.5		
Total %	0.8	1.6	0.3	2.7	5.7	18.2	0.9	24.8	11.5	2.7	14.3	28.5	0.4	34.6	9	44	
Passenger Vehicles	46	94	18	158	328	1051	55	1434	683	161	843	1687	22	1998	516	2536	5815
% Passenger Vehicles	95.8	98.9	100	98.1	96.2	95.5	98.2	95.8	98	100	97.6	98	100	95.6	95	95.5	96.4
Large 2 Axle Vehicles	2	1	0	3	2	24	1	27	4	0	7	11	0	41	10	51	92
% Large 2 Axle Vehicles	4.2	1.1	0	1.9	0.6	2.2	1.8	1.8	0.6	0	0.8	0.6	0	2	1.8	1.9	1.5
3 Axle Vehicles	0	0	0	0	3	6	0	9	3	0	2	5	0	18	7	25	39
% 3 Axle Vehicles	0	0	0	0	0.9	0.5	0	0.6	0.4	0	0.2	0.3	0	0.9	1.3	0.9	0.6
4+ Axle Trucks	0	0	0	0	8	19	0	27	7	0	12	19	0	33	10	43	89
% 4+ Axle Trucks	0	0	0	0	2.3	1.7	0	1.8	1	0	1.4	1.1	0	1.6	1.8	1.6	1.5

Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	8	12	0	20	54	178	7	239	82	19	110	211	1	255	60	316	786
05:15 PM	5	15	1	21	39	138	7	184	99	16	116	231	1	262	81	344	780
05:30 PM	10	16	2	28	49	157	6	212	130	23	125	278	2	282	68	352	870
05:45 PM	3	14	4	21	42	111	9	162	94	24	114	232	1	284	69	354	769
Total Volume	26	57	7	90	184	584	29	797	405	82	465	952	5	1083	278	1366	3205
% App. Total	28.9	63.3	7.8		23.1	73.3	3.6		42.5	8.6	48.8		0.4	79.3	20.4		
PHF	.650	.891	.438	.804	.852	.820	.806	.834	.779	.854	.930	.856	.625	.953	.858	.965	.921

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val PM
 Site Code : 04223854
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	8	12	0	20	40	132	6	178	82	19	110	211	1	255	60	316
+15 mins.	5	15	1	21	54	178	7	239	99	16	116	231	1	262	81	344
+30 mins.	10	16	2	28	39	138	7	184	130	23	125	278	2	282	68	352
+45 mins.	3	14	4	21	49	157	6	212	94	24	114	232	1	284	69	354
Total Volume	26	57	7	90	182	605	26	813	405	82	465	952	5	1083	278	1366
% App. Total	28.9	63.3	7.8		22.4	74.4	3.2		42.5	8.6	48.8		0.4	79.3	20.4	
PHF	.650	.891	.438	.804	.843	.850	.929	.850	.779	.854	.930	.856	.625	.953	.858	.965

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

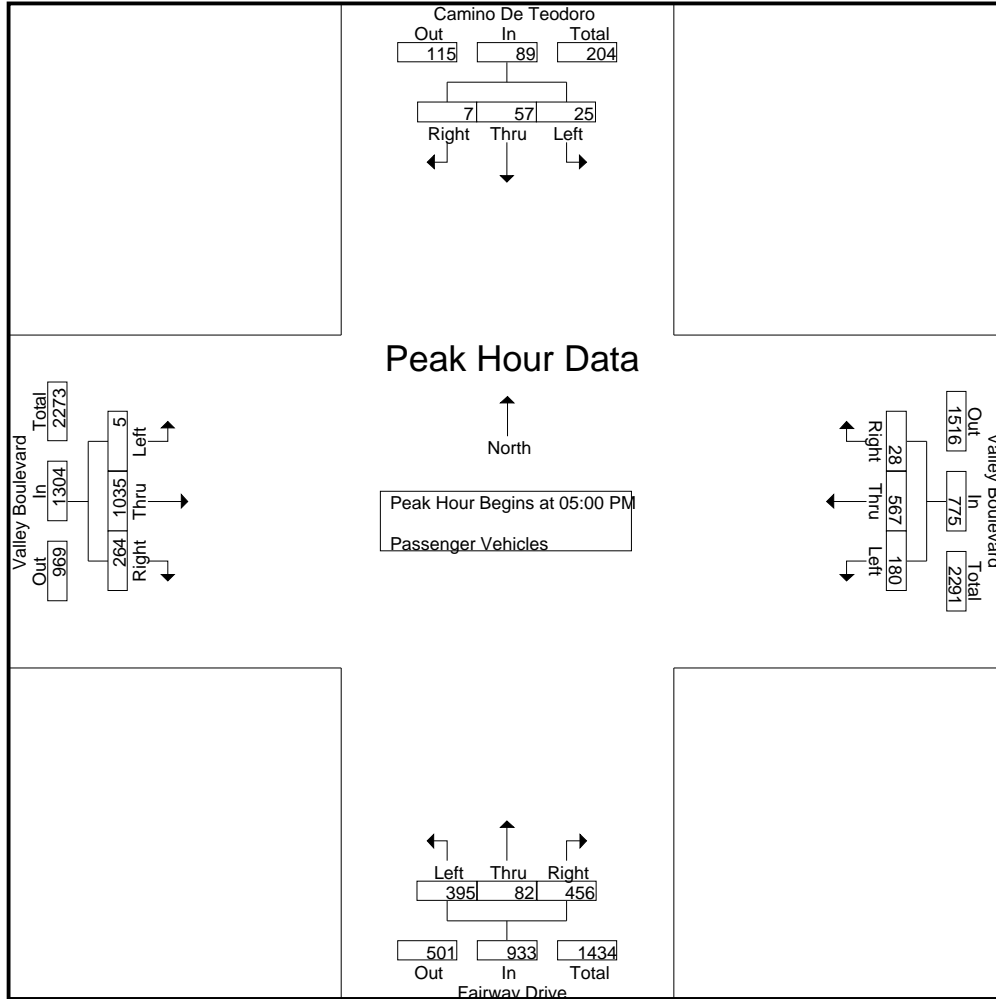
Groups Printed- Passenger Vehicles

Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	7	9	6	22	36	122	6	164	85	19	88	192	2	255	57	314	692
04:15 PM	3	7	3	13	43	113	5	161	65	18	90	173	6	234	63	303	650
04:30 PM	8	12	2	22	31	130	10	171	75	25	107	207	4	210	71	285	685
04:45 PM	3	9	0	12	38	119	6	163	63	17	102	182	5	264	61	330	687
Total	21	37	11	69	148	484	27	659	288	79	387	754	17	963	252	1232	2714
05:00 PM	8	12	0	20	51	174	7	232	79	19	108	206	1	243	58	302	760
05:15 PM	4	15	1	20	39	132	7	178	97	16	113	226	1	245	76	322	746
05:30 PM	10	16	2	28	48	153	6	207	126	23	124	273	2	272	63	337	845
05:45 PM	3	14	4	21	42	108	8	158	93	24	111	228	1	275	67	343	750
Total	25	57	7	89	180	567	28	775	395	82	456	933	5	1035	264	1304	3101
Grand Total	46	94	18	158	328	1051	55	1434	683	161	843	1687	22	1998	516	2536	5815
Apprch %	29.1	59.5	11.4		22.9	73.3	3.8		40.5	9.5	50		0.9	78.8	20.3		
Total %	0.8	1.6	0.3	2.7	5.6	18.1	0.9	24.7	11.7	2.8	14.5	29	0.4	34.4	8.9	43.6	

Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	8	12	0	20	51	174	7	232	79	19	108	206	1	243	58	302	760
05:15 PM	4	15	1	20	39	132	7	178	97	16	113	226	1	245	76	322	746
05:30 PM	10	16	2	28	48	153	6	207	126	23	124	273	2	272	63	337	845
05:45 PM	3	14	4	21	42	108	8	158	93	24	111	228	1	275	67	343	750
Total Volume	25	57	7	89	180	567	28	775	395	82	456	933	5	1035	264	1304	3101
% App. Total	28.1	64	7.9		23.2	73.2	3.6		42.3	8.8	48.9		0.4	79.4	20.2		
PHF	.625	.891	.438	.795	.882	.815	.875	.835	.784	.854	.919	.854	.625	.941	.868	.950	.917

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	8	12	0	20	51	174	7	232	79	19	108	206	1	243	58	302
+15 mins.	4	15	1	20	39	132	7	178	97	16	113	226	1	245	76	322
+30 mins.	10	16	2	28	48	153	6	207	126	23	124	273	2	272	63	337
+45 mins.	3	14	4	21	42	108	8	158	93	24	111	228	1	275	67	343
Total Volume	25	57	7	89	180	567	28	775	395	82	456	933	5	1035	264	1304
% App. Total	28.1	64	7.9		23.2	73.2	3.6		42.3	8.8	48.9		0.4	79.4	20.2	
PHF	.625	.891	.438	.795	.882	.815	.875	.835	.784	.854	.919	.854	.625	.941	.868	.950

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

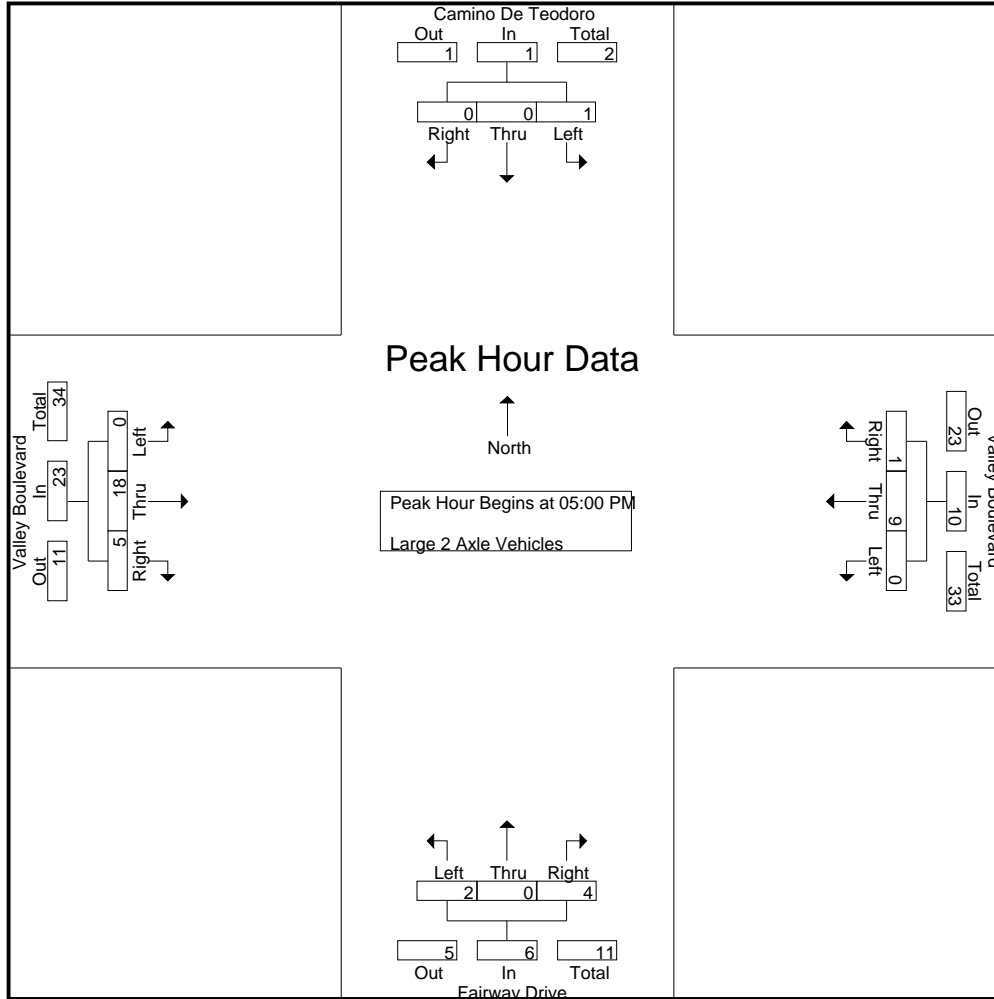
Groups Printed- Large 2 Axle Vehicles

Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	0	1	0	4	0	4	0	0	1	1	0	7	1	8	14
04:15 PM	0	1	0	1	0	6	0	6	1	0	2	3	0	4	1	5	15
04:30 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	6	3	9	12
04:45 PM	0	0	0	0	1	3	0	4	1	0	0	1	0	6	0	6	11
Total	1	1	0	2	2	15	0	17	2	0	3	5	0	23	5	28	52
05:00 PM	0	0	0	0	0	1	0	1	2	0	2	4	0	3	0	3	8
05:15 PM	1	0	0	1	0	3	0	3	0	0	1	1	0	8	3	11	16
05:30 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	5	1	6	9
05:45 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	2	1	3	7
Total	1	0	0	1	0	9	1	10	2	0	4	6	0	18	5	23	40
Grand Total	2	1	0	3	2	24	1	27	4	0	7	11	0	41	10	51	92
Apprch %	66.7	33.3	0		7.4	88.9	3.7		36.4	0	63.6		0	80.4	19.6		
Total %	2.2	1.1	0	3.3	2.2	26.1	1.1	29.3	4.3	0	7.6	12	0	44.6	10.9	55.4	

Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	1	0	1	2	0	2	4	0	3	0	3	8
05:15 PM	1	0	0	1	0	3	0	3	0	0	1	1	0	8	3	11	16
05:30 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	5	1	6	9
05:45 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	2	1	3	7
Total Volume	1	0	0	1	0	9	1	10	2	0	4	6	0	18	5	23	40
% App. Total	100	0	0		0	90	10		33.3	0	66.7		0	78.3	21.7		
PHF	.250	.000	.000	.250	.000	.750	.250	.625	.250	.000	.500	.375	.000	.563	.417	.523	.625

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	2	0	2	4	0	3	0	3
+15 mins.	1	0	0	1	0	3	0	3	0	0	1	1	0	8	3	11
+30 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	5	1	6
+45 mins.	0	0	0	0	0	3	1	4	0	0	0	0	0	2	1	3
Total Volume	1	0	0	1	0	9	1	10	2	0	4	6	0	18	5	23
% App. Total	100	0	0		0	90	10		33.3	0	66.7		0	78.3	21.7	
PHF	.250	.000	.000	.250	.000	.750	.250	.625	.250	.000	.500	.375	.000	.563	.417	.523

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

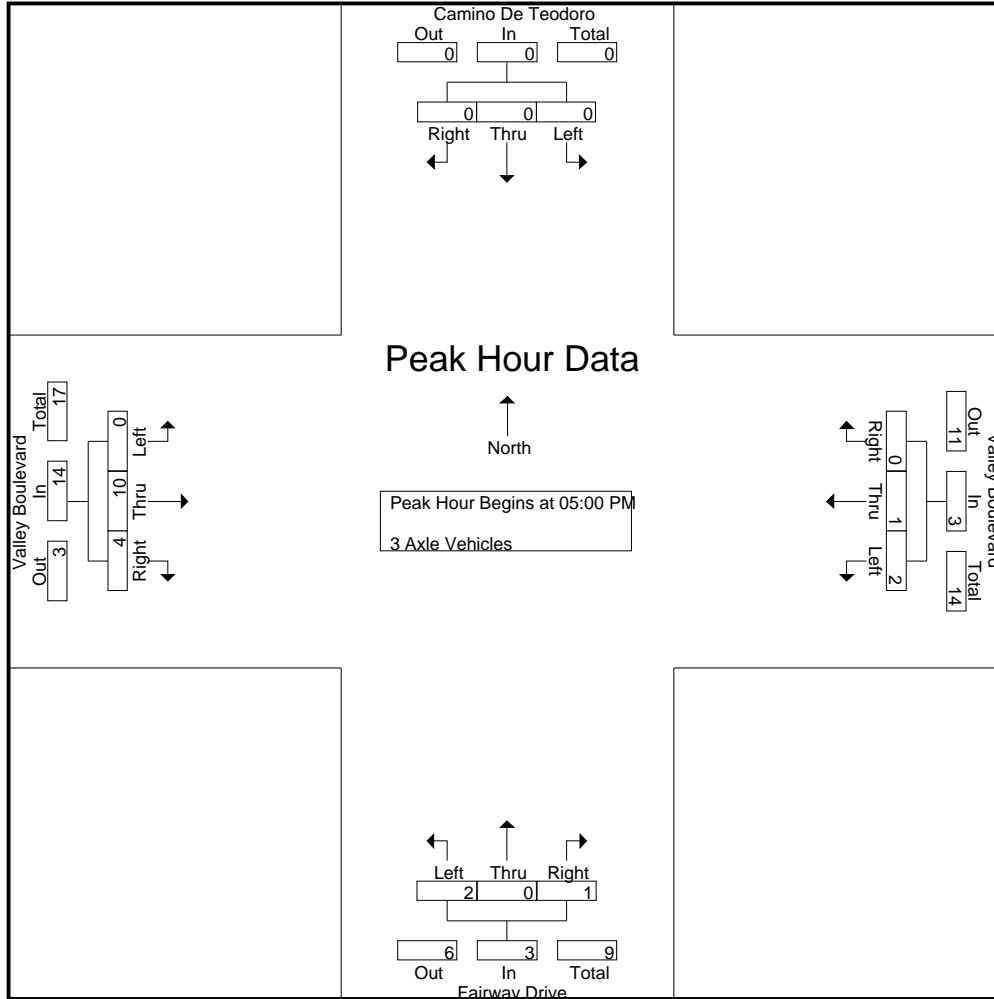
Groups Printed- 3 Axle Vehicles

Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	2	2	4	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	2	3
04:45 PM	0	0	0	0	0	4	0	4	1	0	0	1	0	2	0	2	7
Total	0	0	0	0	1	5	0	6	1	0	1	2	0	8	3	11	19
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	4	2	6	7
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	1	6	7
05:30 PM	0	0	0	0	1	0	0	1	2	0	0	2	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	2	3
Total	0	0	0	0	2	1	0	3	2	0	1	3	0	10	4	14	20
Grand Total	0	0	0	0	3	6	0	9	3	0	2	5	0	18	7	25	39
Apprch %	0	0	0		33.3	66.7	0		60	0	40		0	72	28		
Total %	0	0	0		7.7	15.4	0	23.1	7.7	0	5.1	12.8	0	46.2	17.9	64.1	

Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	4	2	6	7
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	1	6	7
05:30 PM	0	0	0	0	1	0	0	1	2	0	0	2	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	2	3
Total Volume	0	0	0	0	2	1	0	3	2	0	1	3	0	10	4	14	20
% App. Total	0	0	0		66.7	33.3	0		66.7	0	33.3		0	71.4	28.6		
PHF	.000	.000	.000	.000	.500	.250	.000	.750	.250	.000	.250	.375	.000	.500	.500	.583	.714

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	4	2	6
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	5	1	6
+30 mins.	0	0	0	0	1	0	0	1	2	0	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	2
Total Volume	0	0	0	0	2	1	0	3	2	0	1	3	0	10	4	14
% App. Total	0	0	0	0	66.7	33.3	0		66.7	0	33.3		0	71.4	28.6	
PHF	.000	.000	.000	.000	.500	.250	.000	.750	.250	.000	.250	.375	.000	.500	.500	.583

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

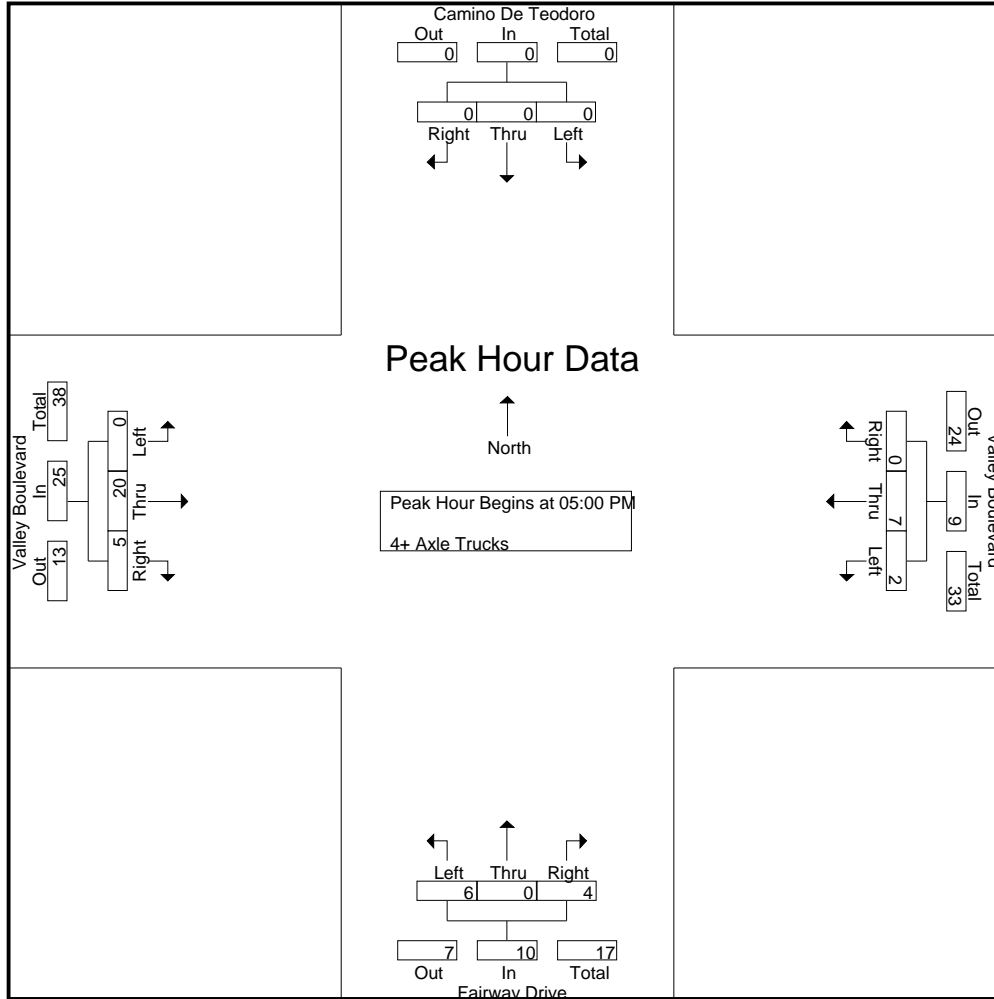
Groups Printed- 4+ Axle Trucks

Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	2	3	0	5	0	0	4	4	0	1	1	2	11
04:15 PM	0	0	0	0	1	2	0	3	0	0	1	1	0	3	0	3	7
04:30 PM	0	0	0	0	2	1	0	3	0	0	3	3	0	1	1	2	8
04:45 PM	0	0	0	0	1	6	0	7	1	0	0	1	0	8	3	11	19
Total	0	0	0	0	6	12	0	18	1	0	8	9	0	13	5	18	45
05:00 PM	0	0	0	0	2	3	0	5	1	0	0	1	0	5	0	5	11
05:15 PM	0	0	0	0	0	2	0	2	2	0	2	4	0	4	1	5	11
05:30 PM	0	0	0	0	0	2	0	2	2	0	0	2	0	5	4	9	13
05:45 PM	0	0	0	0	0	0	0	0	1	0	2	3	0	6	0	6	9
Total	0	0	0	0	2	7	0	9	6	0	4	10	0	20	5	25	44
Grand Total	0	0	0	0	8	19	0	27	7	0	12	19	0	33	10	43	89
Apprch %	0	0	0		29.6	70.4	0		36.8	0	63.2		0	76.7	23.3		
Total %	0	0	0		9	21.3	0	30.3	7.9	0	13.5	21.3	0	37.1	11.2	48.3	

Start Time	Camino De Teodoro Southbound				Valley Boulevard Westbound				Fairway Drive Northbound				Valley Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	2	3	0	5	1	0	0	1	0	5	0	5	11
05:15 PM	0	0	0	0	0	2	0	2	2	0	2	4	0	4	1	5	11
05:30 PM	0	0	0	0	0	2	0	2	2	0	0	2	0	5	4	9	13
05:45 PM	0	0	0	0	0	0	0	0	1	0	2	3	0	6	0	6	9
Total Volume	0	0	0	0	2	7	0	9	6	0	4	10	0	20	5	25	44
% App. Total	0	0	0		22.2	77.8	0		60	0	40		0	80	20		
PHF	.000	.000	.000	.000	.250	.583	.000	.450	.750	.000	.500	.625	.000	.833	.313	.694	.846

City of Walnut
 N/S: Camino De Teodoro/Fairway Drive
 E/W: Valley Boulevard
 Weather: Clear

File Name : 07_WNT_Cam De Teo_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	2	3	0	5	1	0	0	1	0	5	0	5
+15 mins.	0	0	0	0	0	2	0	2	2	0	2	4	0	4	1	5
+30 mins.	0	0	0	0	0	2	0	2	2	0	0	2	0	5	4	9
+45 mins.	0	0	0	0	0	0	0	0	1	0	2	3	0	6	0	6
Total Volume	0	0	0	0	2	7	0	9	6	0	4	10	0	20	5	25
% App. Total	0	0	0	0	22.2	77.8	0	0	60	0	40	0	0	80	20	0
PHF	.000	.000	.000	.000	.250	.583	.000	.450	.750	.000	.500	.625	.000	.833	.313	.694

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

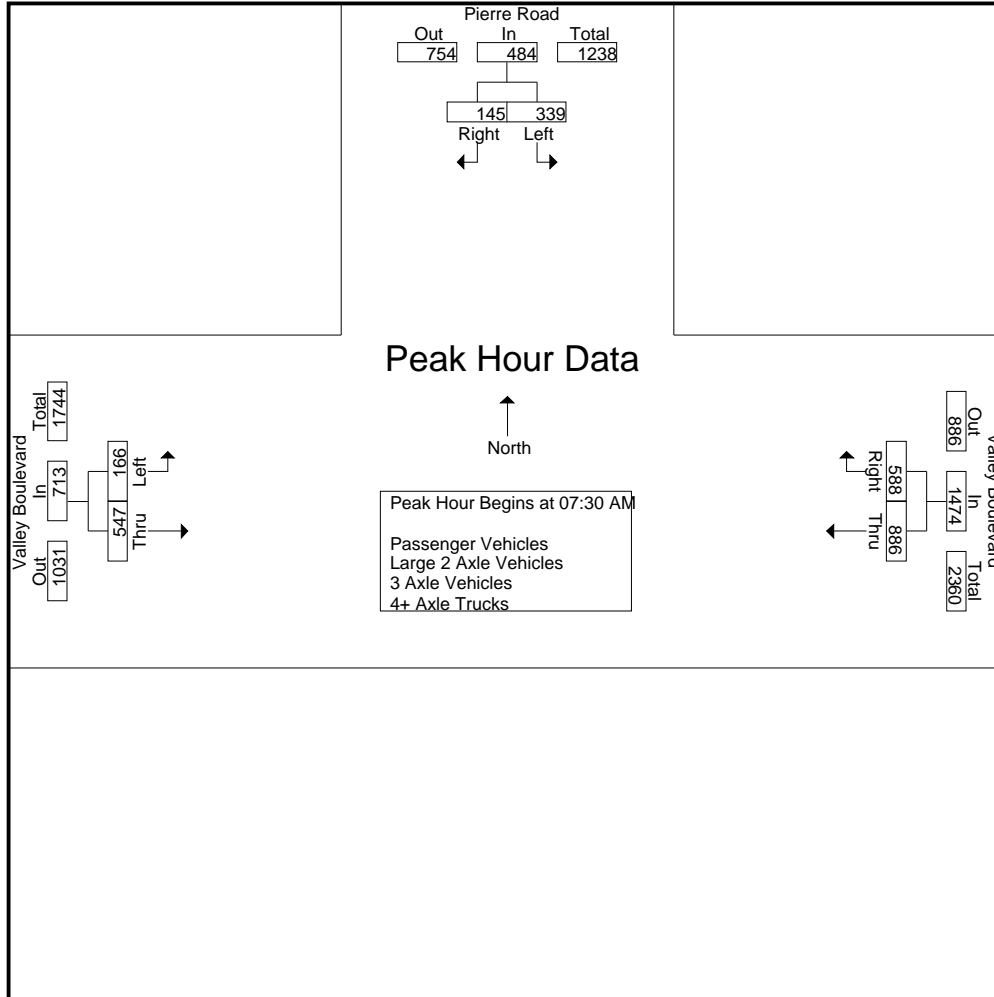
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	19	12	31	201	37	238	11	70	81	350
07:15 AM	47	13	60	223	73	296	29	91	120	476
07:30 AM	30	21	51	224	91	315	30	105	135	501
07:45 AM	80	40	120	243	165	408	30	135	165	693
Total	176	86	262	891	366	1257	100	401	501	2020
08:00 AM	91	32	123	197	188	385	67	165	232	740
08:15 AM	138	52	190	222	144	366	39	142	181	737
08:30 AM	53	23	76	240	44	284	6	132	138	498
08:45 AM	39	15	54	225	35	260	11	120	131	445
Total	321	122	443	884	411	1295	123	559	682	2420
Grand Total	497	208	705	1775	777	2552	223	960	1183	4440
Apprch %	70.5	29.5		69.6	30.4		18.9	81.1		
Total %	11.2	4.7	15.9	40	17.5	57.5	5	21.6	26.6	
Passenger Vehicles	491	206	697	1693	770	2463	221	902	1123	4283
% Passenger Vehicles	98.8	99	98.9	95.4	99.1	96.5	99.1	94	94.9	96.5
Large 2 Axle Vehicles	3	2	5	42	6	48	2	27	29	82
% Large 2 Axle Vehicles	0.6	1	0.7	2.4	0.8	1.9	0.9	2.8	2.5	1.8
3 Axle Vehicles	2	0	2	18	1	19	0	8	8	29
% 3 Axle Vehicles	0.4	0	0.3	1	0.1	0.7	0	0.8	0.7	0.7
4+ Axle Trucks	1	0	1	22	0	22	0	23	23	46
% 4+ Axle Trucks	0.2	0	0.1	1.2	0	0.9	0	2.4	1.9	1

Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	30	21	51	224	91	315	30	105	135	501
07:45 AM	80	40	120	243	165	408	30	135	165	693
08:00 AM	91	32	123	197	188	385	67	165	232	740
08:15 AM	138	52	190	222	144	366	39	142	181	737
Total Volume	339	145	484	886	588	1474	166	547	713	2671
% App. Total	70	30		60.1	39.9		23.3	76.7		
PHF	.614	.697	.637	.912	.782	.903	.619	.829	.768	.902

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM			07:30 AM			07:45 AM		
+0 mins.	80	40	120	224	91	315	30	135	165
+15 mins.	91	32	123	243	165	408	67	165	232
+30 mins.	138	52	190	197	188	385	39	142	181
+45 mins.	53	23	76	222	144	366	6	132	138
Total Volume	362	147	509	886	588	1474	142	574	716
% App. Total	71.1	28.9		60.1	39.9		19.8	80.2	
PHF	.656	.707	.670	.912	.782	.903	.530	.870	.772

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Passenger Vehicles

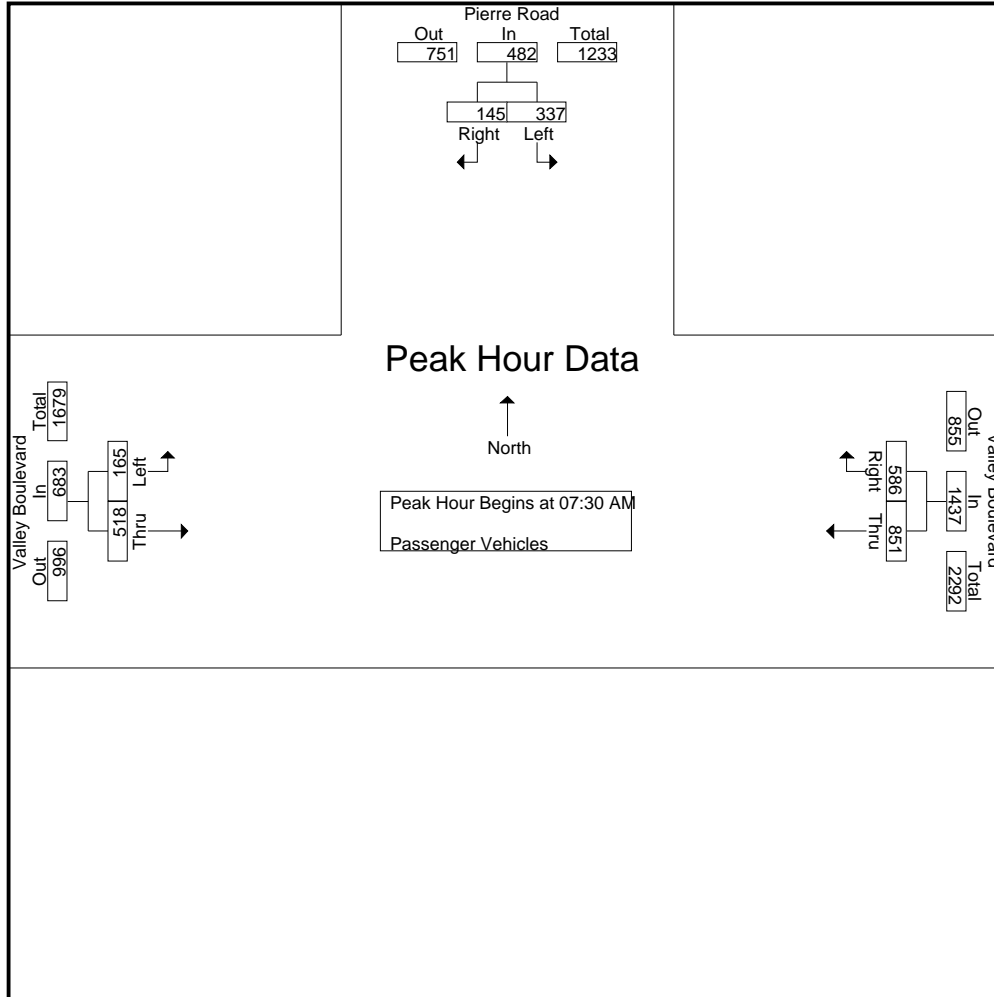
Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	19	12	31	190	35	225	11	63	74	330
07:15 AM	46	12	58	212	70	282	29	86	115	455
07:30 AM	29	21	50	218	91	309	30	104	134	493
07:45 AM	80	40	120	237	165	402	30	130	160	682
Total	174	85	259	857	361	1218	100	383	483	1960
08:00 AM	91	32	123	183	186	369	66	152	218	710
08:15 AM	137	52	189	213	144	357	39	132	171	717
08:30 AM	51	22	73	226	44	270	5	123	128	471
08:45 AM	38	15	53	214	35	249	11	112	123	425
Total	317	121	438	836	409	1245	121	519	640	2323
Grand Total	491	206	697	1693	770	2463	221	902	1123	4283
Apprch %	70.4	29.6		68.7	31.3		19.7	80.3		
Total %	11.5	4.8	16.3	39.5	18	57.5	5.2	21.1	26.2	

Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:30 AM	29	21	50	218	91	309	30	104	134	493
07:45 AM	80	40	120	237	165	402	30	130	160	682
08:00 AM	91	32	123	183	186	369	66	152	218	710
08:15 AM	137	52	189	213	144	357	39	132	171	717
Total Volume	337	145	482	851	586	1437	165	518	683	2602
% App. Total	69.9	30.1		59.2	40.8		24.2	75.8		
PHF	.615	.697	.638	.898	.788	.894	.625	.852	.783	.907

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	29	21	50	218	91	309	30	104	134
+15 mins.	80	40	120	237	165	402	30	130	160
+30 mins.	91	32	123	183	186	369	66	152	218
+45 mins.	137	52	189	213	144	357	39	132	171
Total Volume	337	145	482	851	586	1437	165	518	683
% App. Total	69.9	30.1		59.2	40.8		24.2	75.8	
PHF	.615	.697	.638	.898	.788	.894	.625	.852	.783

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

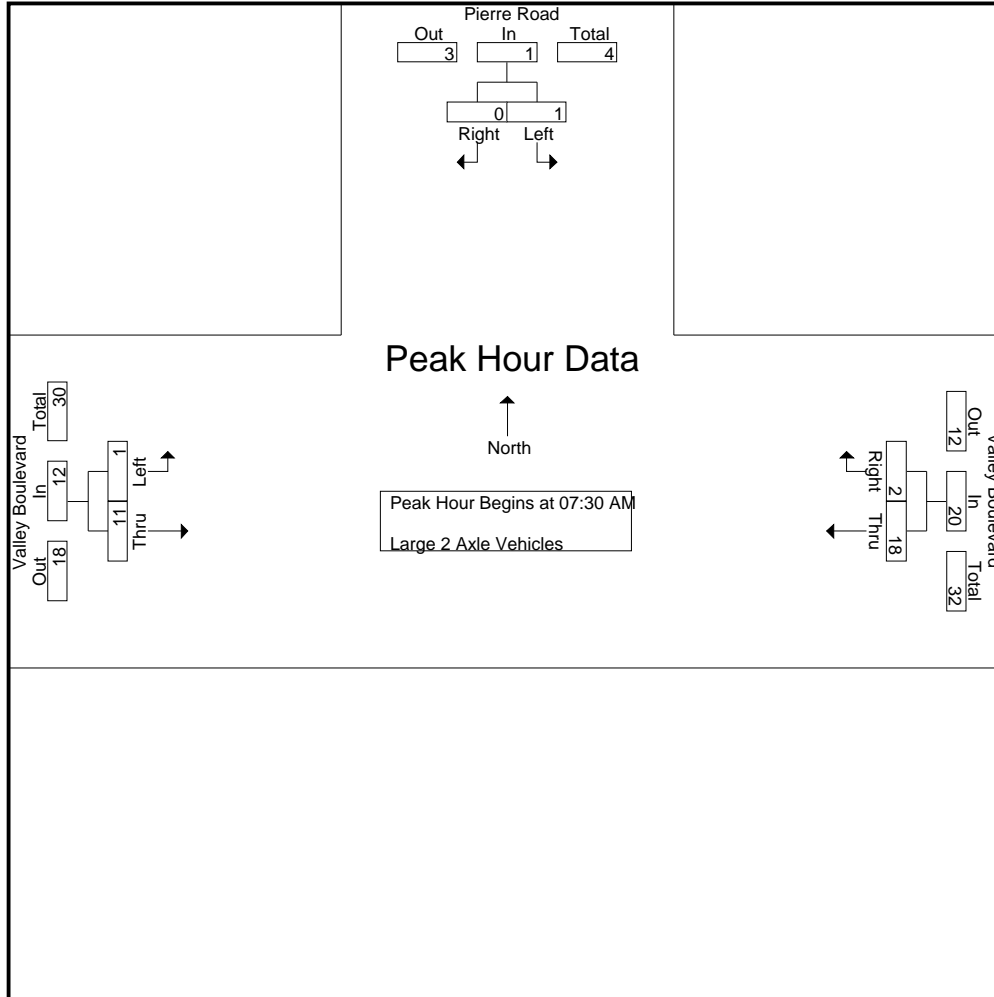
Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	4	1	5	0	4	4	9
07:15 AM	1	1	2	7	3	10	0	4	4	16
07:30 AM	0	0	0	4	0	4	0	0	0	4
07:45 AM	0	0	0	3	0	3	0	2	2	5
Total	1	1	2	18	4	22	0	10	10	34
08:00 AM	0	0	0	6	2	8	1	4	5	13
08:15 AM	1	0	1	5	0	5	0	5	5	11
08:30 AM	0	1	1	6	0	6	1	4	5	12
08:45 AM	1	0	1	7	0	7	0	4	4	12
Total	2	1	3	24	2	26	2	17	19	48
Grand Total	3	2	5	42	6	48	2	27	29	82
Apprch %	60	40		87.5	12.5		6.9	93.1		
Total %	3.7	2.4	6.1	51.2	7.3	58.5	2.4	32.9	35.4	

Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:30 AM	0	0	0	4	0	4	0	0	0	4
07:45 AM	0	0	0	3	0	3	0	2	2	5
08:00 AM	0	0	0	6	2	8	1	4	5	13
08:15 AM	1	0	1	5	0	5	0	5	5	11
Total Volume	1	0	1	18	2	20	1	11	12	33
% App. Total	100	0		90	10		8.3	91.7		
PHF	.250	.000	.250	.750	.250	.625	.250	.550	.600	.635

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	4	0	4	0	0	0
+15 mins.	0	0	0	3	0	3	0	2	2
+30 mins.	0	0	0	6	2	8	1	4	5
+45 mins.	1	0	1	5	0	5	0	5	5
Total Volume	1	0	1	18	2	20	1	11	12
% App. Total	100	0		90	10		8.3	91.7	
PHF	.250	.000	.250	.750	.250	.625	.250	.550	.600

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

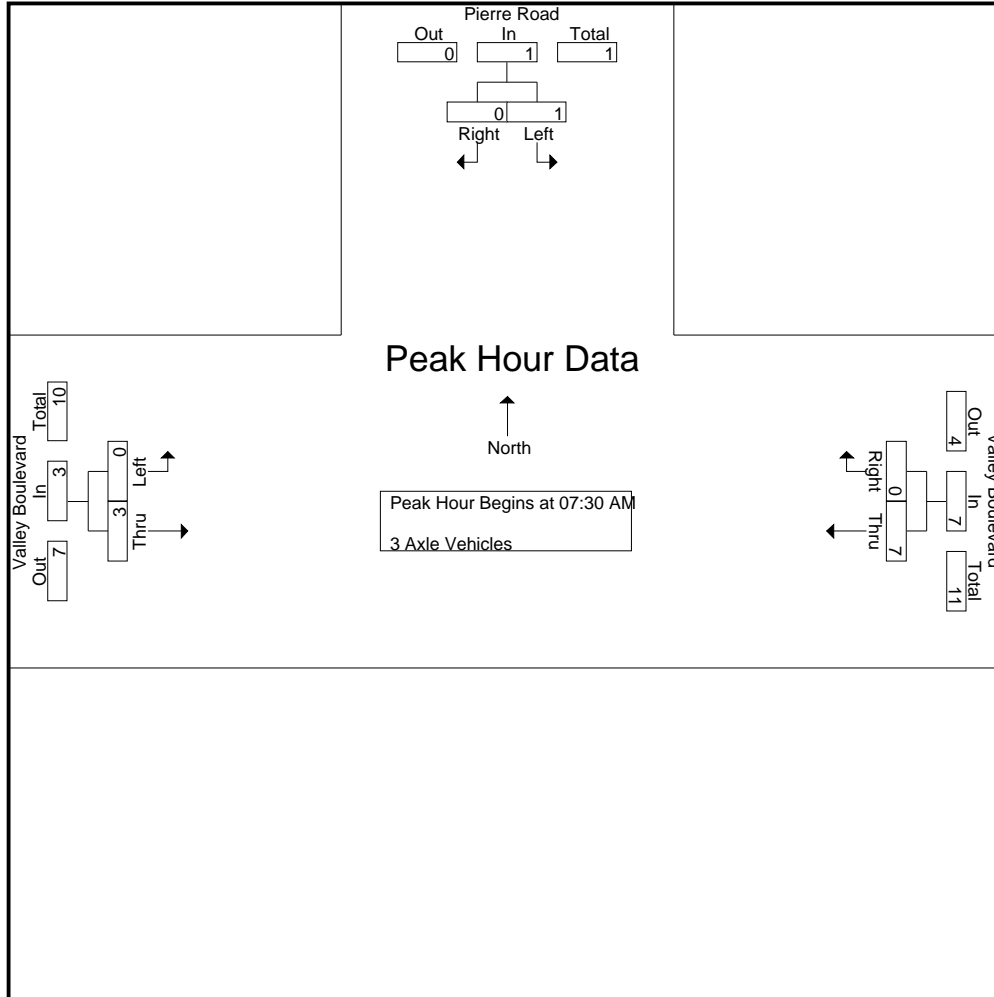
Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	3	1	4	0	0	0	4
07:15 AM	0	0	0	2	0	2	0	1	1	3
07:30 AM	1	0	1	1	0	1	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	6	1	7	0	1	1	9
08:00 AM	0	0	0	3	0	3	0	2	2	5
08:15 AM	0	0	0	3	0	3	0	1	1	4
08:30 AM	1	0	1	5	0	5	0	2	2	8
08:45 AM	0	0	0	1	0	1	0	2	2	3
Total	1	0	1	12	0	12	0	7	7	20
Grand Total	2	0	2	18	1	19	0	8	8	29
Apprch %	100	0		94.7	5.3		0	100		
Total %	6.9	0	6.9	62.1	3.4	65.5	0	27.6	27.6	

Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:30 AM	1	0	1	1	0	1	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	3	0	3	0	2	2	5
08:15 AM	0	0	0	3	0	3	0	1	1	4
Total Volume	1	0	1	7	0	7	0	3	3	11
% App. Total	100	0		100	0		0	100		
PHF	.250	.000	.250	.583	.000	.583	.000	.375	.375	.550

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	1	0	1	1	0	1	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	3	0	3	0	2	2
+45 mins.	0	0	0	3	0	3	0	1	1
Total Volume	1	0	1	7	0	7	0	3	3
% App. Total	100	0		100	0		0	100	
PHF	.250	.000	.250	.583	.000	.583	.000	.375	.375

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

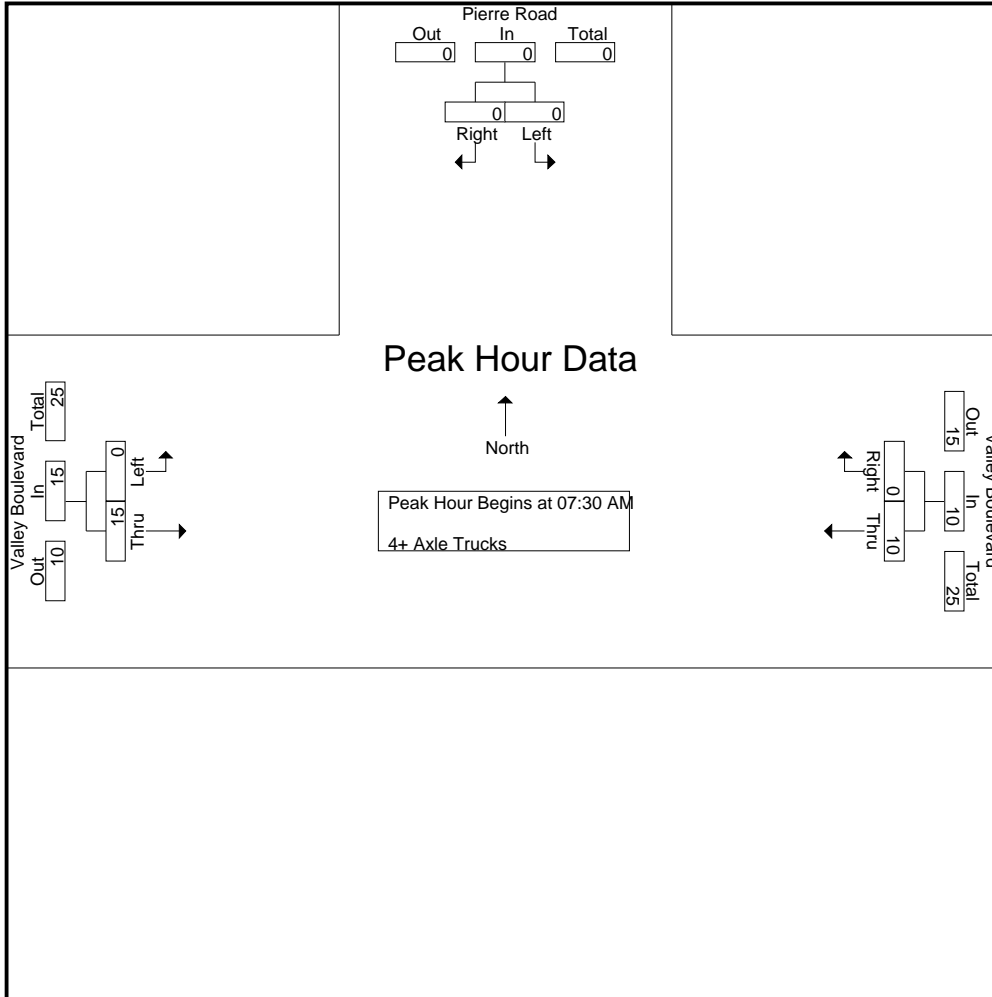
Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	4	0	4	0	3	3	7
07:15 AM	0	0	0	2	0	2	0	0	0	2
07:30 AM	0	0	0	1	0	1	0	1	1	2
07:45 AM	0	0	0	3	0	3	0	3	3	6
Total	0	0	0	10	0	10	0	7	7	17
08:00 AM	0	0	0	5	0	5	0	7	7	12
08:15 AM	0	0	0	1	0	1	0	4	4	5
08:30 AM	1	0	1	3	0	3	0	3	3	7
08:45 AM	0	0	0	3	0	3	0	2	2	5
Total	1	0	1	12	0	12	0	16	16	29
Grand Total	1	0	1	22	0	22	0	23	23	46
Apprch %	100	0		100	0		0	100		
Total %	2.2	0	2.2	47.8	0	47.8	0	50	50	

Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:30 AM	0	0	0	1	0	1	0	1	1	2
07:45 AM	0	0	0	3	0	3	0	3	3	6
08:00 AM	0	0	0	5	0	5	0	7	7	12
08:15 AM	0	0	0	1	0	1	0	4	4	5
Total Volume	0	0	0	10	0	10	0	15	15	25
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.500	.000	.500	.000	.536	.536	.521

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	1	0	1	0	1	1
+15 mins.	0	0	0	3	0	3	0	3	3
+30 mins.	0	0	0	5	0	5	0	7	7
+45 mins.	0	0	0	1	0	1	0	4	4
Total Volume	0	0	0	10	0	10	0	15	15
% App. Total	0	0	0	100	0	500	0	100	536
PHF	.000	.000	.000	.500	.000	.500	.000	.536	.536

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

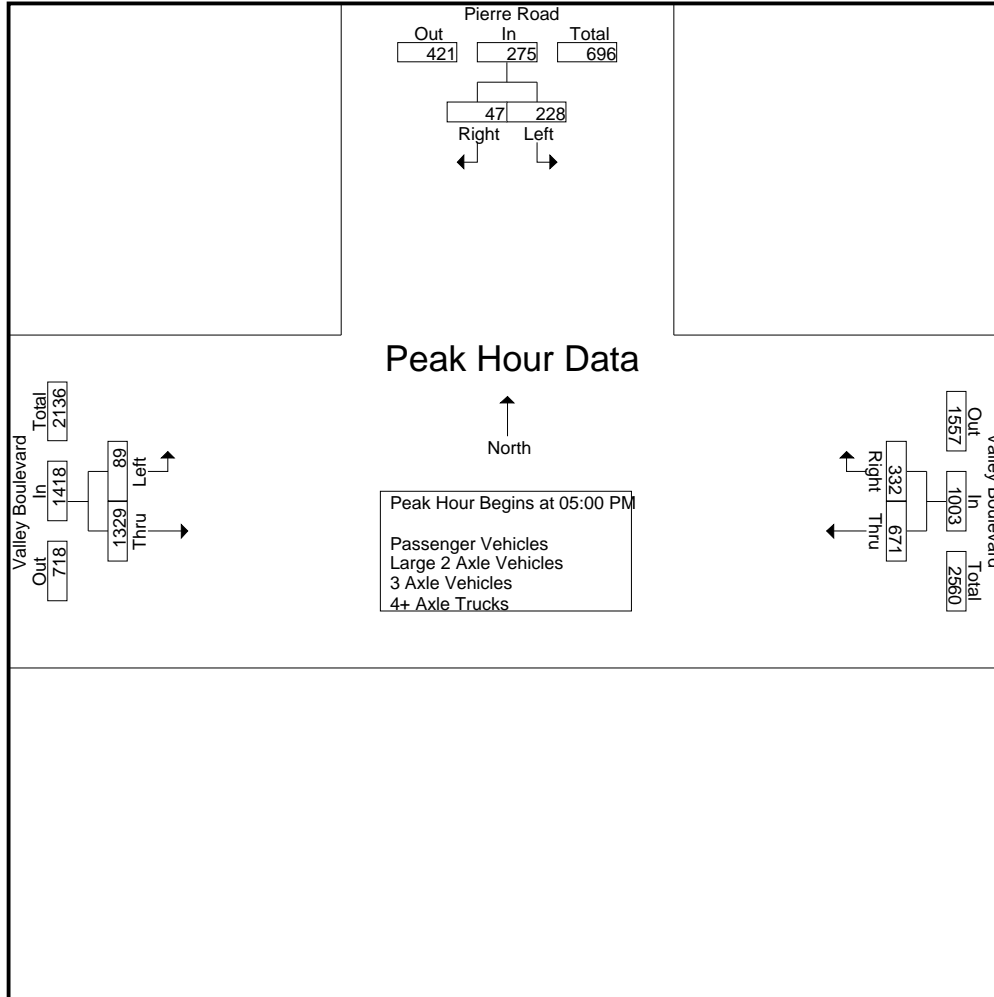
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	59	26	85	138	61	199	7	283	290	574
04:15 PM	50	23	73	188	77	265	20	283	303	641
04:30 PM	49	17	66	172	74	246	17	302	319	631
04:45 PM	46	18	64	139	69	208	22	320	342	614
Total	204	84	288	637	281	918	66	1188	1254	2460
05:00 PM	56	9	65	178	89	267	16	347	363	695
05:15 PM	52	14	66	161	82	243	21	333	354	663
05:30 PM	59	15	74	171	82	253	23	327	350	677
05:45 PM	61	9	70	161	79	240	29	322	351	661
Total	228	47	275	671	332	1003	89	1329	1418	2696
Grand Total	432	131	563	1308	613	1921	155	2517	2672	5156
Apprch %	76.7	23.3		68.1	31.9		5.8	94.2		
Total %	8.4	2.5	10.9	25.4	11.9	37.3	3	48.8	51.8	
Passenger Vehicles	421	129	550	1252	608	1860	155	2423	2578	4988
% Passenger Vehicles	97.5	98.5	97.7	95.7	99.2	96.8	100	96.3	96.5	96.7
Large 2 Axle Vehicles	9	2	11	19	4	23	0	40	40	74
% Large 2 Axle Vehicles	2.1	1.5	2	1.5	0.7	1.2	0	1.6	1.5	1.4
3 Axle Vehicles	0	0	0	10	1	11	0	18	18	29
% 3 Axle Vehicles	0	0	0	0.8	0.2	0.6	0	0.7	0.7	0.6
4+ Axle Trucks	2	0	2	27	0	27	0	36	36	65
% 4+ Axle Trucks	0.5	0	0.4	2.1	0	1.4	0	1.4	1.3	1.3

Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	56	9	65	178	89	267	16	347	363	695
05:15 PM	52	14	66	161	82	243	21	333	354	663
05:30 PM	59	15	74	171	82	253	23	327	350	677
05:45 PM	61	9	70	161	79	240	29	322	351	661
Total Volume	228	47	275	671	332	1003	89	1329	1418	2696
% App. Total	82.9	17.1		66.9	33.1		6.3	93.7		
PHF	.934	.783	.929	.942	.933	.939	.767	.957	.977	.970

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			05:00 PM		
+0 mins.	59	26	85	178	89	267	16	347	363
+15 mins.	50	23	73	161	82	243	21	333	354
+30 mins.	49	17	66	171	82	253	23	327	350
+45 mins.	46	18	64	161	79	240	29	322	351
Total Volume	204	84	288	671	332	1003	89	1329	1418
% App. Total	70.8	29.2		66.9	33.1		6.3	93.7	
PHF	.864	.808	.847	.942	.933	.939	.767	.957	.977

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Passenger Vehicles

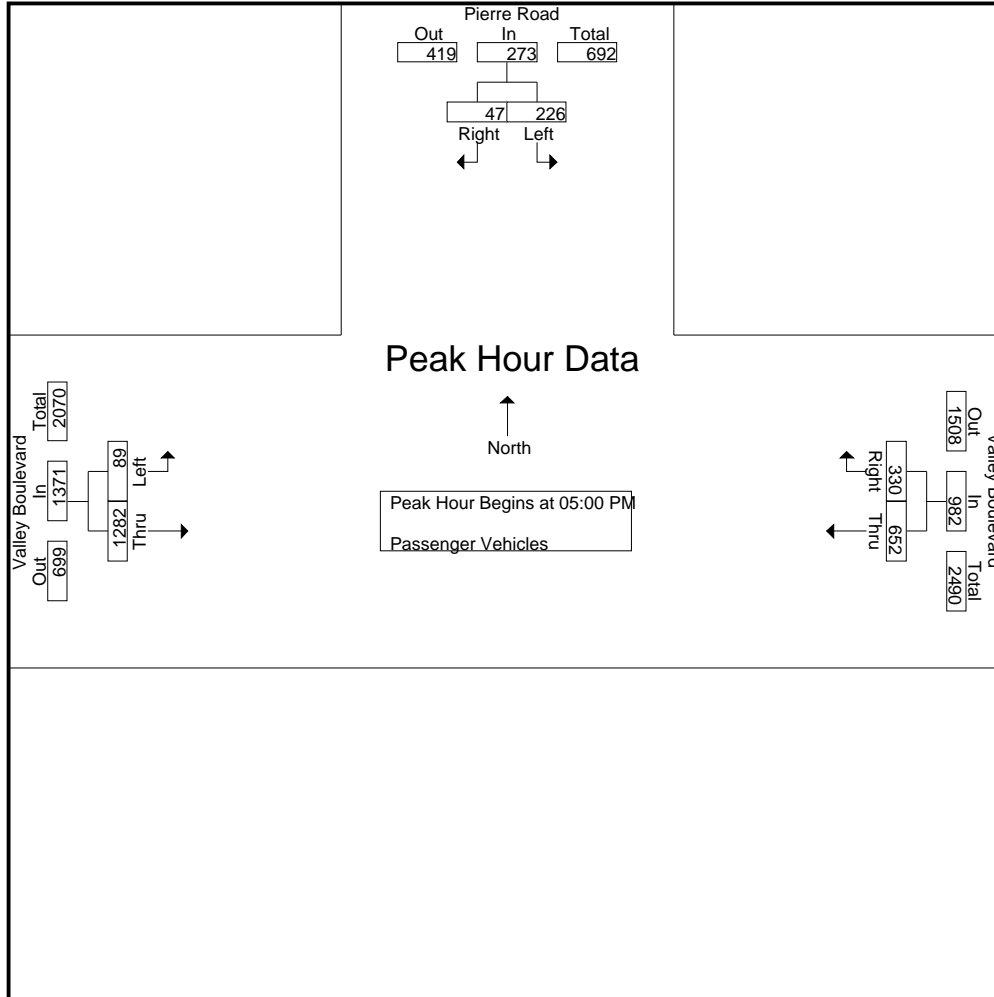
Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	55	24	79	131	61	192	7	269	276	547
04:15 PM	48	23	71	178	77	255	20	273	293	619
04:30 PM	48	17	65	163	73	236	17	290	307	608
04:45 PM	44	18	62	128	67	195	22	309	331	588
Total	195	82	277	600	278	878	66	1141	1207	2362
05:00 PM	55	9	64	171	89	260	16	336	352	676
05:15 PM	51	14	65	155	80	235	21	317	338	638
05:30 PM	59	15	74	169	82	251	23	315	338	663
05:45 PM	61	9	70	157	79	236	29	314	343	649
Total	226	47	273	652	330	982	89	1282	1371	2626
Grand Total	421	129	550	1252	608	1860	155	2423	2578	4988
Apprch %	76.5	23.5		67.3	32.7		6	94		
Total %	8.4	2.6	11	25.1	12.2	37.3	3.1	48.6	51.7	

Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
05:00 PM	55	9	64	171	89	260	16	336	352	676
05:15 PM	51	14	65	155	80	235	21	317	338	638
05:30 PM	59	15	74	169	82	251	23	315	338	663
05:45 PM	61	9	70	157	79	236	29	314	343	649
Total Volume	226	47	273	652	330	982	89	1282	1371	2626
% App. Total	82.8	17.2		66.4	33.6		6.5	93.5		
PHF	.926	.783	.922	.953	.927	.944	.767	.954	.974	.971

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	55	9	64	171	89	260	16	336	352
+15 mins.	51	14	65	155	80	235	21	317	338
+30 mins.	59	15	74	169	82	251	23	315	338
+45 mins.	61	9	70	157	79	236	29	314	343
Total Volume	226	47	273	652	330	982	89	1282	1371
% App. Total	82.8	17.2		66.4	33.6		6.5	93.5	
PHF	.926	.783	.922	.953	.927	.944	.767	.954	.974

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

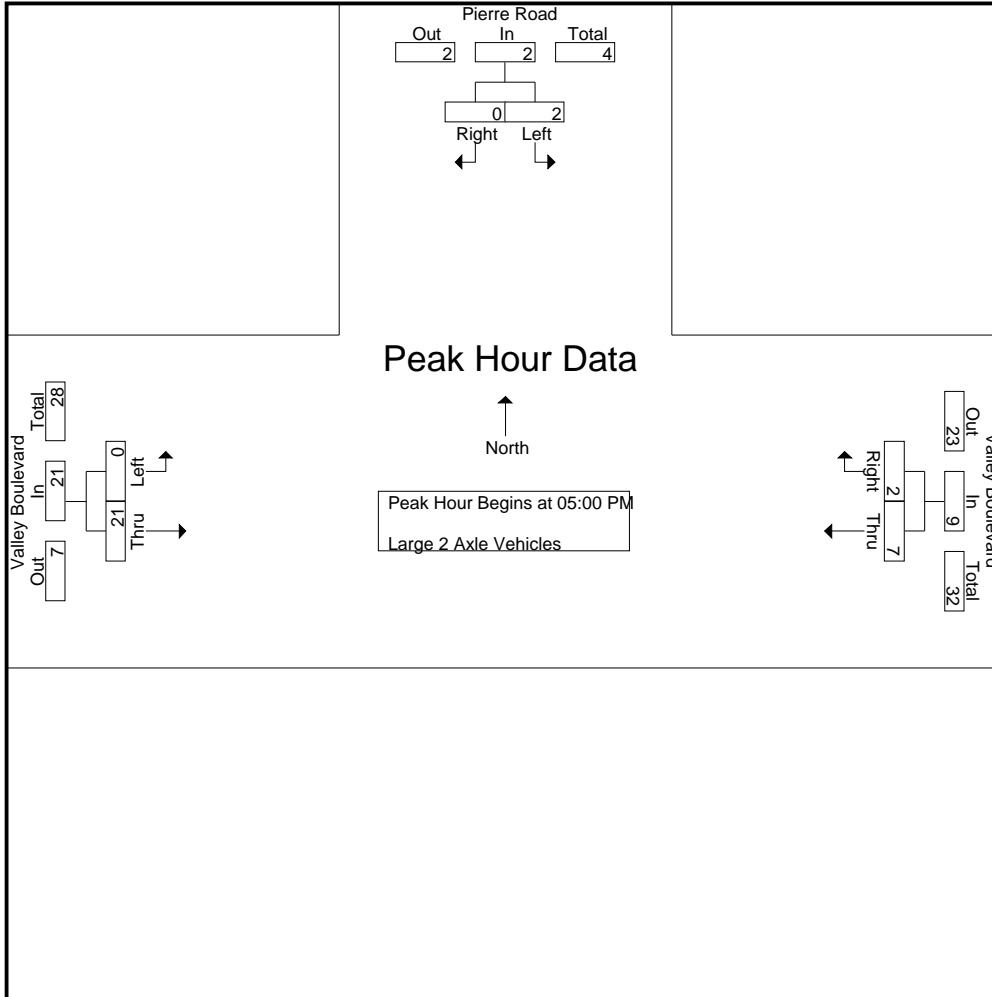
Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	3	2	5	3	0	3	0	5	5	13
04:15 PM	2	0	2	6	0	6	0	3	3	11
04:30 PM	1	0	1	3	0	3	0	6	6	10
04:45 PM	1	0	1	0	2	2	0	5	5	8
Total	7	2	9	12	2	14	0	19	19	42
05:00 PM	1	0	1	3	0	3	0	5	5	9
05:15 PM	1	0	1	3	2	5	0	9	9	15
05:30 PM	0	0	0	0	0	0	0	6	6	6
05:45 PM	0	0	0	1	0	1	0	1	1	2
Total	2	0	2	7	2	9	0	21	21	32
Grand Total	9	2	11	19	4	23	0	40	40	74
Apprch %	81.8	18.2		82.6	17.4		0	100		
Total %	12.2	2.7	14.9	25.7	5.4	31.1	0	54.1	54.1	

Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
05:00 PM	1	0	1	3	0	3	0	5	5	9
05:15 PM	1	0	1	3	2	5	0	9	9	15
05:30 PM	0	0	0	0	0	0	0	6	6	6
05:45 PM	0	0	0	1	0	1	0	1	1	2
Total Volume	2	0	2	7	2	9	0	21	21	32
% App. Total	100	0		77.8	22.2		0	100		
PHF	.500	.000	.500	.583	.250	.450	.000	.583	.583	.533

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	1	0	1	3	0	3	0	5	5
+15 mins.	1	0	1	3	2	5	0	9	9
+30 mins.	0	0	0	0	0	0	0	6	6
+45 mins.	0	0	0	1	0	1	0	1	1
Total Volume	2	0	2	7	2	9	0	21	21
% App. Total	100	0		77.8	22.2		0	100	
PHF	.500	.000	.500	.583	.250	.450	.000	.583	.583

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

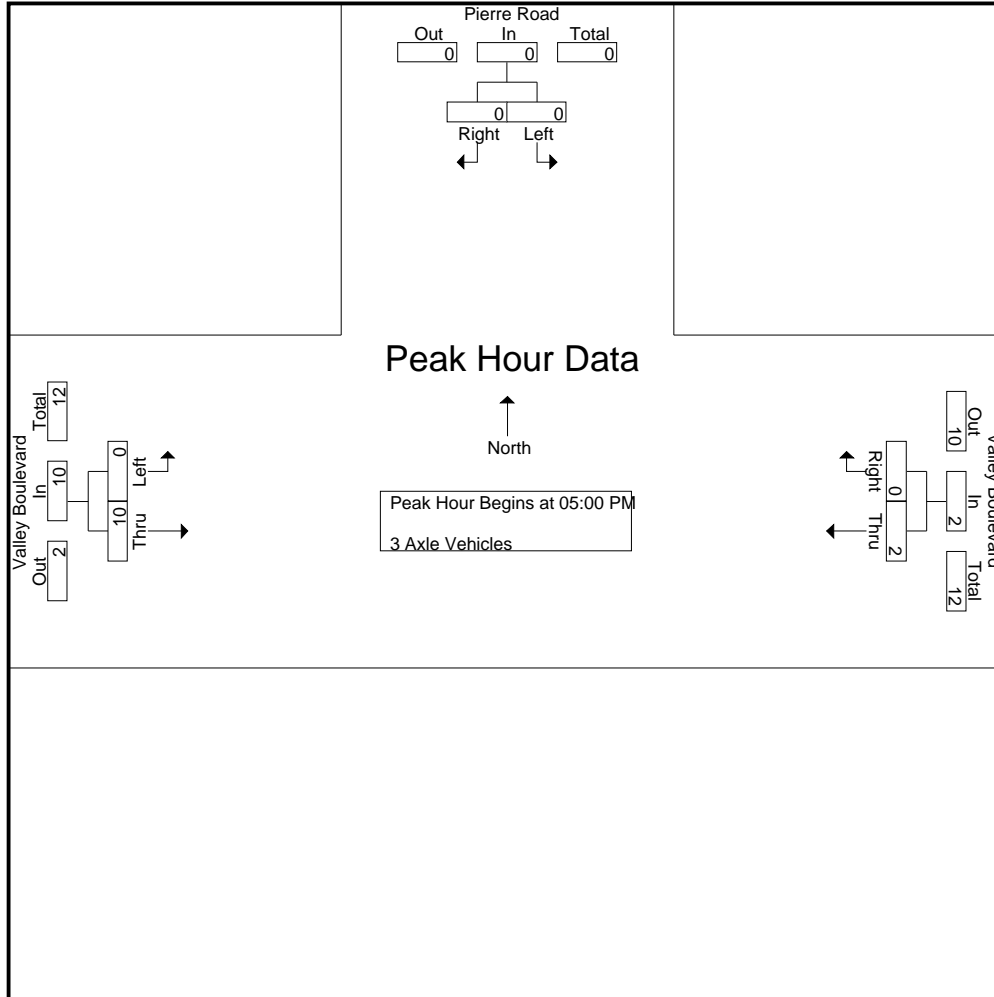
Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	2	0	2	0	3	3	5
04:15 PM	0	0	0	0	0	0	0	3	3	3
04:30 PM	0	0	0	2	1	3	0	2	2	5
04:45 PM	0	0	0	4	0	4	0	0	0	4
Total	0	0	0	8	1	9	0	8	8	17
05:00 PM	0	0	0	0	0	0	0	2	2	2
05:15 PM	0	0	0	1	0	1	0	4	4	5
05:30 PM	0	0	0	1	0	1	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	3	3	3
Total	0	0	0	2	0	2	0	10	10	12
Grand Total	0	0	0	10	1	11	0	18	18	29
Apprch %	0	0		90.9	9.1		0	100		
Total %	0	0		34.5	3.4	37.9	0	62.1	62.1	

Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
05:00 PM	0	0	0	0	0	0	0	2	2	2
05:15 PM	0	0	0	1	0	1	0	4	4	5
05:30 PM	0	0	0	1	0	1	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	3	3	3
Total Volume	0	0	0	2	0	2	0	10	10	12
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.500	.000	.500	.000	.625	.625	.600

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	2	2
+15 mins.	0	0	0	1	0	1	0	4	4
+30 mins.	0	0	0	1	0	1	0	1	1
+45 mins.	0	0	0	0	0	0	0	3	3
Total Volume	0	0	0	2	0	2	0	10	10
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.500	.000	.500	.000	.625	.625

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

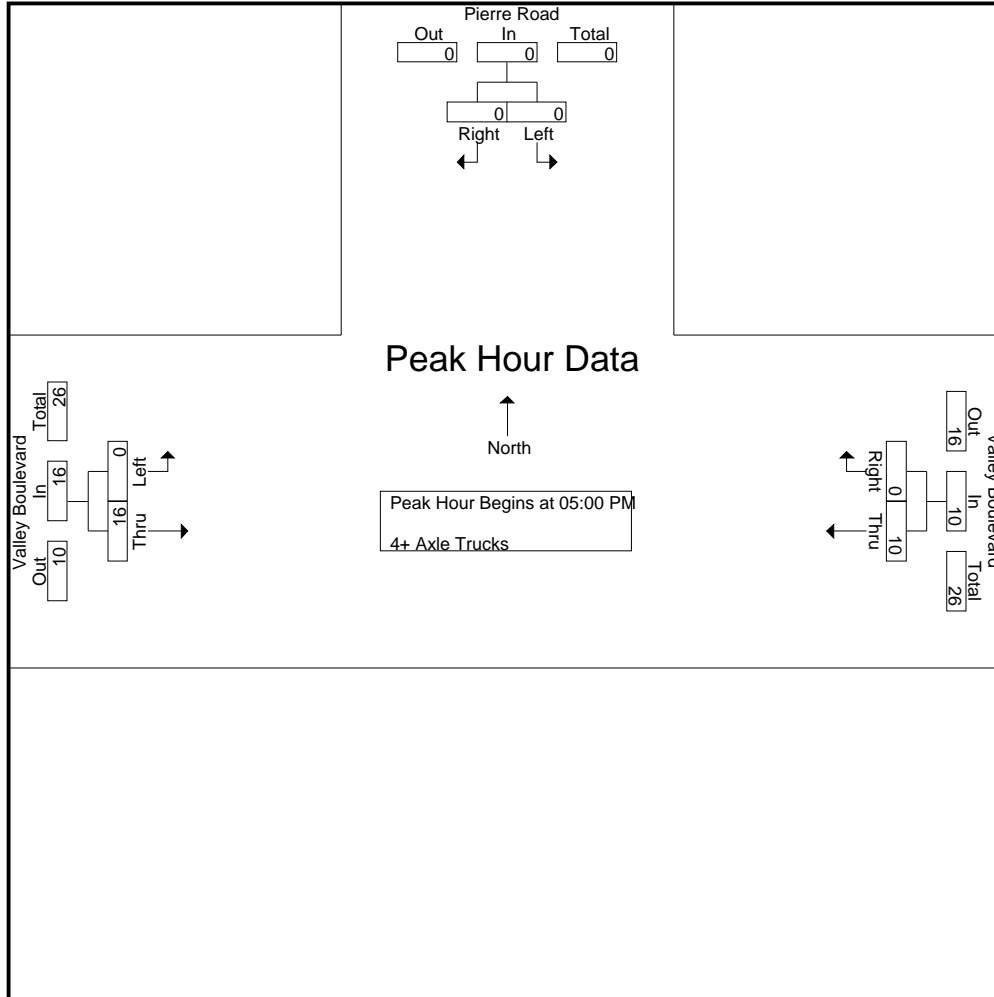
Groups Printed- 4+ Axle Trucks

Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	1	0	1	2	0	2	0	6	6	9
04:15 PM	0	0	0	4	0	4	0	4	4	8
04:30 PM	0	0	0	4	0	4	0	4	4	8
04:45 PM	1	0	1	7	0	7	0	6	6	14
Total	2	0	2	17	0	17	0	20	20	39
05:00 PM	0	0	0	4	0	4	0	4	4	8
05:15 PM	0	0	0	2	0	2	0	3	3	5
05:30 PM	0	0	0	1	0	1	0	5	5	6
05:45 PM	0	0	0	3	0	3	0	4	4	7
Total	0	0	0	10	0	10	0	16	16	26
Grand Total	2	0	2	27	0	27	0	36	36	65
Apprch %	100	0		100	0		0	100		
Total %	3.1	0	3.1	41.5	0	41.5	0	55.4	55.4	

Start Time	Pierre Road Southbound			Valley Boulevard Westbound			Valley Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	4	0	4	0	4	4	8
05:15 PM	0	0	0	2	0	2	0	3	3	5
05:30 PM	0	0	0	1	0	1	0	5	5	6
05:45 PM	0	0	0	3	0	3	0	4	4	7
Total Volume	0	0	0	10	0	10	0	16	16	26
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.625	.000	.625	.000	.800	.800	.813

City of Walnut
 N/S: Pierre Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 08_WNT_Pie_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	4	0	4	0	4	4
+15 mins.	0	0	0	2	0	2	0	3	3
+30 mins.	0	0	0	1	0	1	0	5	5
+45 mins.	0	0	0	3	0	3	0	4	4
Total Volume	0	0	0	10	0	10	0	16	16
% App. Total	0	0	0	100	0		0	100	
PHF	.000	.000	.000	.625	.000	.625	.000	.800	.800

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

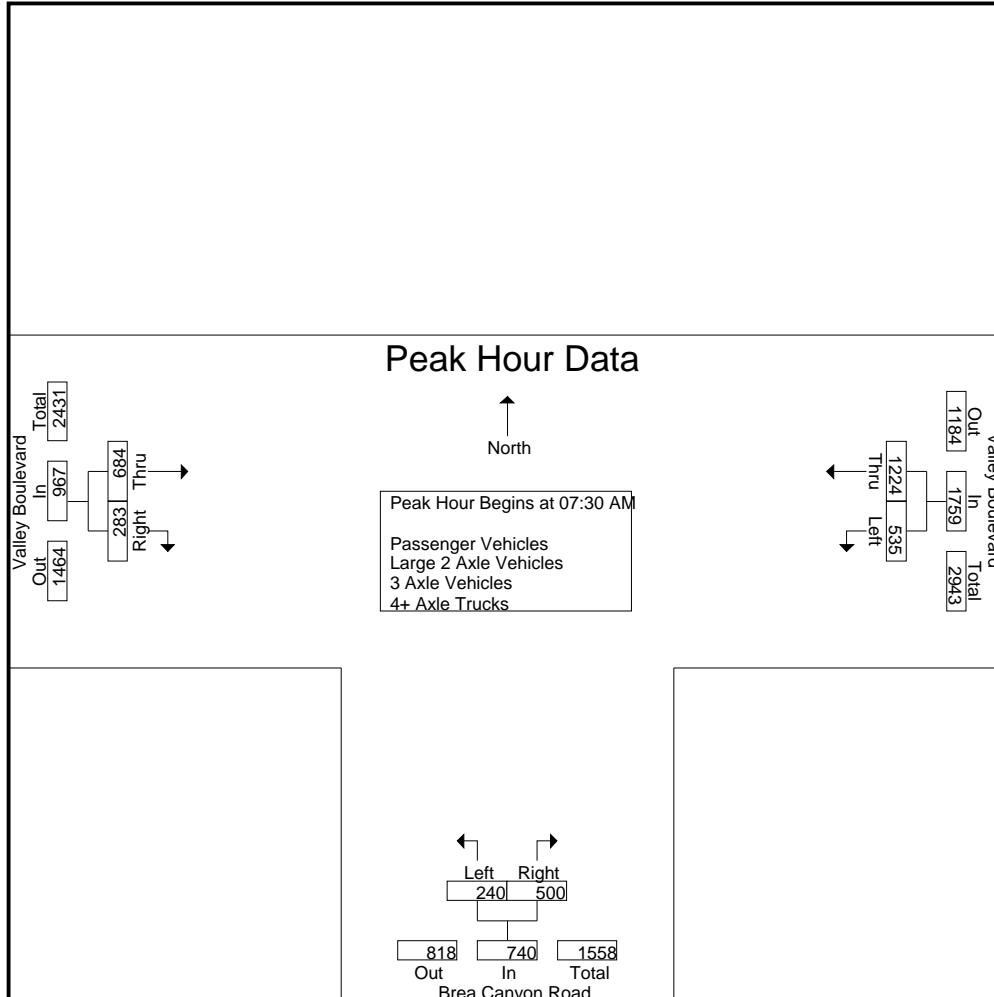
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	108	214	322	38	63	101	75	14	89	512
07:15 AM	112	224	336	45	65	110	119	39	158	604
07:30 AM	132	298	430	37	107	144	117	35	152	726
07:45 AM	142	317	459	62	172	234	163	69	232	925
Total	494	1053	1547	182	407	589	474	157	631	2767
08:00 AM	133	338	471	85	116	201	187	68	255	927
08:15 AM	128	271	399	56	105	161	217	111	328	888
08:30 AM	142	252	394	42	74	116	142	37	179	689
08:45 AM	137	231	368	28	66	94	129	46	175	637
Total	540	1092	1632	211	361	572	675	262	937	3141
Grand Total	1034	2145	3179	393	768	1161	1149	419	1568	5908
Apprch %	32.5	67.5		33.9	66.1		73.3	26.7		
Total %	17.5	36.3	53.8	6.7	13	19.7	19.4	7.1	26.5	
Passenger Vehicles	1011	2081	3092	373	744	1117	1095	403	1498	5707
% Passenger Vehicles	97.8	97	97.3	94.9	96.9	96.2	95.3	96.2	95.5	96.6
Large 2 Axle Vehicles	8	34	42	9	15	24	27	8	35	101
% Large 2 Axle Vehicles	0.8	1.6	1.3	2.3	2	2.1	2.3	1.9	2.2	1.7
3 Axle Vehicles	2	13	15	6	3	9	6	3	9	33
% 3 Axle Vehicles	0.2	0.6	0.5	1.5	0.4	0.8	0.5	0.7	0.6	0.6
4+ Axle Trucks	13	17	30	5	6	11	21	5	26	67
% 4+ Axle Trucks	1.3	0.8	0.9	1.3	0.8	0.9	1.8	1.2	1.7	1.1

Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	132	298	430	37	107	144	117	35	152	726
07:45 AM	142	317	459	62	172	234	163	69	232	925
08:00 AM	133	338	471	85	116	201	187	68	255	927
08:15 AM	128	271	399	56	105	161	217	111	328	888
Total Volume	535	1224	1759	240	500	740	684	283	967	3466
% App. Total	30.4	69.6		32.4	67.6		70.7	29.3		
PHF	.942	.905	.934	.706	.727	.791	.788	.637	.737	.935

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:45 AM		
+0 mins.	132	298	430	37	107	144	163	69	232
+15 mins.	142	317	459	62	172	234	187	68	255
+30 mins.	133	338	471	85	116	201	217	111	328
+45 mins.	128	271	399	56	105	161	142	37	179
Total Volume	535	1224	1759	240	500	740	709	285	994
% App. Total	30.4	69.6		32.4	67.6		71.3	28.7	
PHF	.942	.905	.934	.706	.727	.791	.817	.642	.758

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Passenger Vehicles

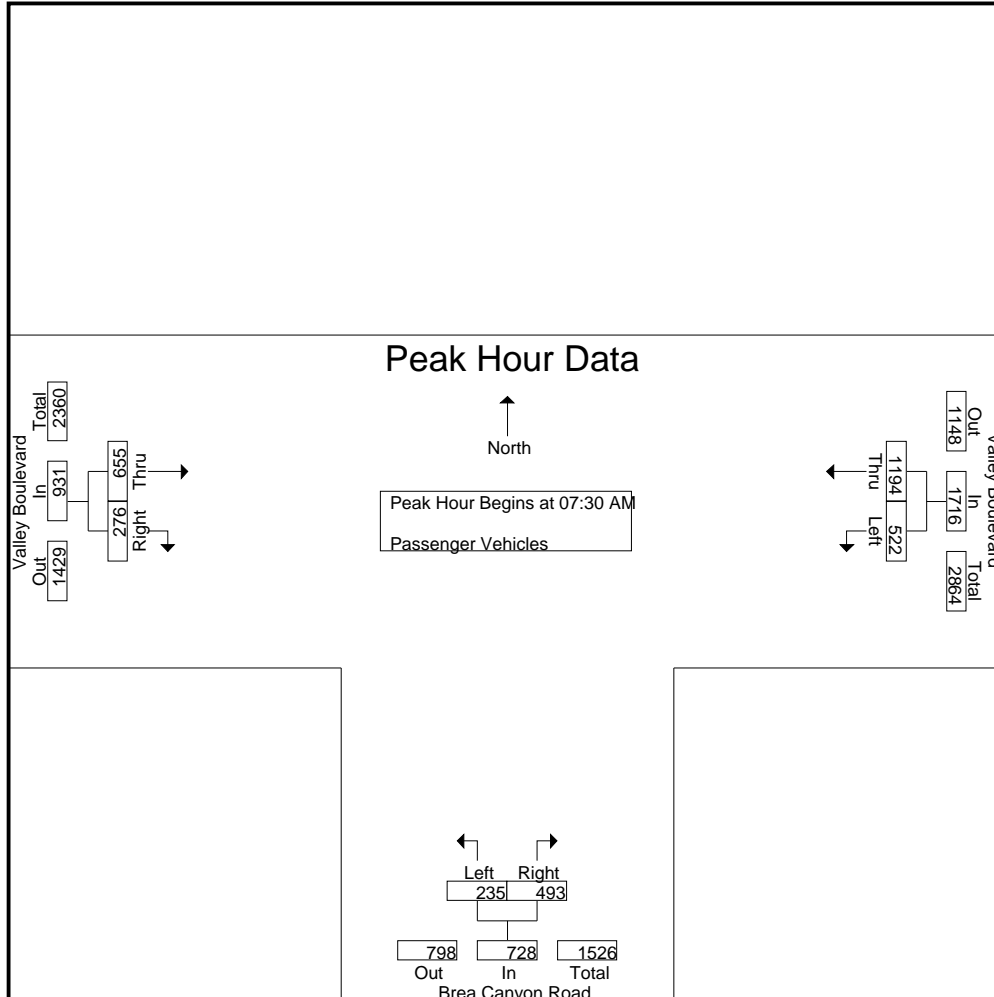
Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	108	204	312	33	59	92	68	14	82	486
07:15 AM	110	219	329	40	64	104	114	37	151	584
07:30 AM	129	293	422	35	104	139	112	35	147	708
07:45 AM	137	312	449	60	169	229	156	69	225	903
Total	484	1028	1512	168	396	564	450	155	605	2681
08:00 AM	130	326	456	84	115	199	179	64	243	898
08:15 AM	126	263	389	56	105	161	208	108	316	866
08:30 AM	138	244	382	37	64	101	135	33	168	651
08:45 AM	133	220	353	28	64	92	123	43	166	611
Total	527	1053	1580	205	348	553	645	248	893	3026
Grand Total	1011	2081	3092	373	744	1117	1095	403	1498	5707
Apprch %	32.7	67.3		33.4	66.6		73.1	26.9		
Total %	17.7	36.5	54.2	6.5	13	19.6	19.2	7.1	26.2	

Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:30 AM	129	293	422	35	104	139	112	35	147	708
07:45 AM	137	312	449	60	169	229	156	69	225	903
08:00 AM	130	326	456	84	115	199	179	64	243	898
08:15 AM	126	263	389	56	105	161	208	108	316	866
Total Volume	522	1194	1716	235	493	728	655	276	931	3375
% App. Total	30.4	69.6		32.3	67.7		70.4	29.6		
PHF	.953	.916	.941	.699	.729	.795	.787	.639	.737	.934

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	129	293	422	35	104	139	112	35	147
+15 mins.	137	312	449	60	169	229	156	69	225
+30 mins.	130	326	456	84	115	199	179	64	243
+45 mins.	126	263	389	56	105	161	208	108	316
Total Volume	522	1194	1716	235	493	728	655	276	931
% App. Total	30.4	69.6		32.3	67.7		70.4	29.6	
PHF	.953	.916	.941	.699	.729	.795	.787	.639	.737

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

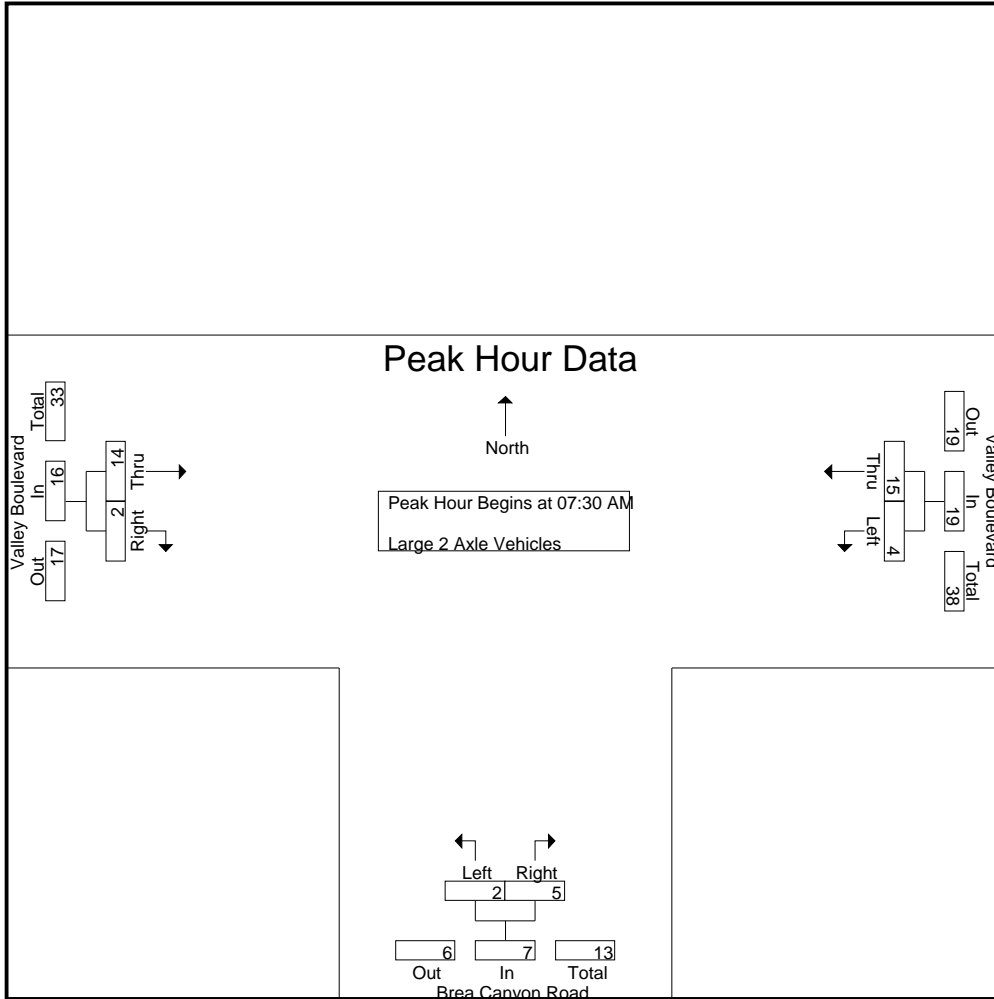
Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	6	6	1	3	4	3	0	3	13
07:15 AM	1	2	3	4	0	4	4	2	6	13
07:30 AM	1	3	4	1	1	2	4	0	4	10
07:45 AM	2	2	4	1	3	4	2	0	2	10
Total	4	13	17	7	7	14	13	2	15	46
08:00 AM	0	7	7	0	1	1	3	0	3	11
08:15 AM	1	3	4	0	0	0	5	2	7	11
08:30 AM	1	4	5	2	6	8	3	1	4	17
08:45 AM	2	7	9	0	1	1	3	3	6	16
Total	4	21	25	2	8	10	14	6	20	55
Grand Total	8	34	42	9	15	24	27	8	35	101
Apprch %	19	81		37.5	62.5		77.1	22.9		
Total %	7.9	33.7	41.6	8.9	14.9	23.8	26.7	7.9	34.7	

Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:30 AM	1	3	4	1	1	2	4	0	4	10
07:45 AM	2	2	4	1	3	4	2	0	2	10
08:00 AM	0	7	7	0	1	1	3	0	3	11
08:15 AM	1	3	4	0	0	0	5	2	7	11
Total Volume	4	15	19	2	5	7	14	2	16	42
% App. Total	21.1	78.9		28.6	71.4		87.5	12.5		
PHF	.500	.536	.679	.500	.417	.438	.700	.250	.571	.955

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	1	3	4	1	1	2	4	0	4
+15 mins.	2	2	4	1	3	4	2	0	2
+30 mins.	0	7	7	0	1	1	3	0	3
+45 mins.	1	3	4	0	0	0	5	2	7
Total Volume	4	15	19	2	5	7	14	2	16
% App. Total	21.1	78.9		28.6	71.4		87.5	12.5	
PHF	.500	.536	.679	.500	.417	.438	.700	.250	.571

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

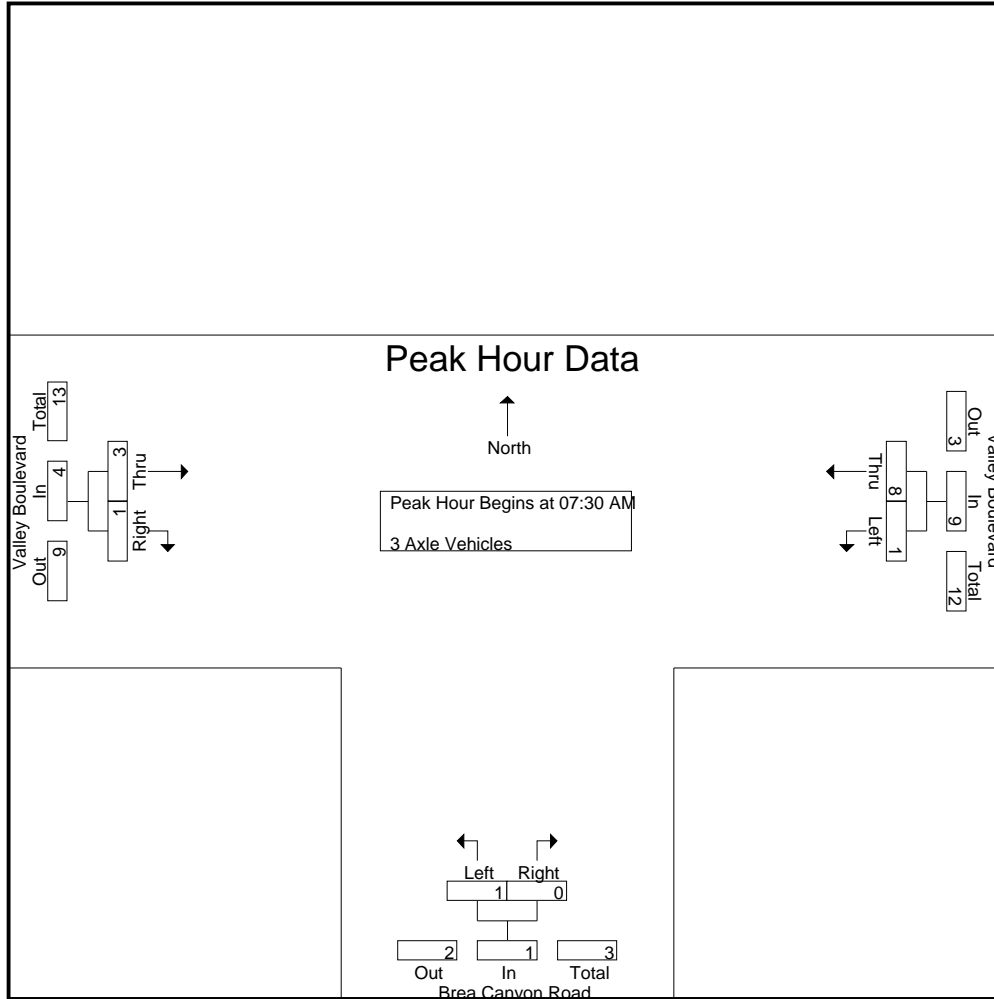
Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	2	1	3	0	0	0	4
07:15 AM	0	1	1	1	1	2	1	0	1	4
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	4	4	3	2	5	2	0	2	11
08:00 AM	1	2	3	1	0	1	2	0	2	6
08:15 AM	0	4	4	0	0	0	0	1	1	5
08:30 AM	0	2	2	2	1	3	1	2	3	8
08:45 AM	1	1	2	0	0	0	1	0	1	3
Total	2	9	11	3	1	4	4	3	7	22
Grand Total	2	13	15	6	3	9	6	3	9	33
Apprch %	13.3	86.7		66.7	33.3		66.7	33.3		
Total %	6.1	39.4	45.5	18.2	9.1	27.3	18.2	9.1	27.3	

Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	1	1	0	0	0	0	0	0	1
08:00 AM	1	2	3	1	0	1	2	0	2	6
08:15 AM	0	4	4	0	0	0	0	1	1	5
Total Volume	1	8	9	1	0	1	3	1	4	14
% App. Total	11.1	88.9		100	0		75	25		
PHF	.250	.500	.563	.250	.000	.250	.375	.250	.500	.583

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	1	1	0	0	0	1	0	1
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	1	2	3	1	0	1	2	0	2
+45 mins.	0	4	4	0	0	0	0	1	1
Total Volume	1	8	9	1	0	1	3	1	4
% App. Total	11.1	88.9		100	0		75	25	
PHF	.250	.500	.563	.250	.000	.250	.375	.250	.500

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 4+ Axle Trucks

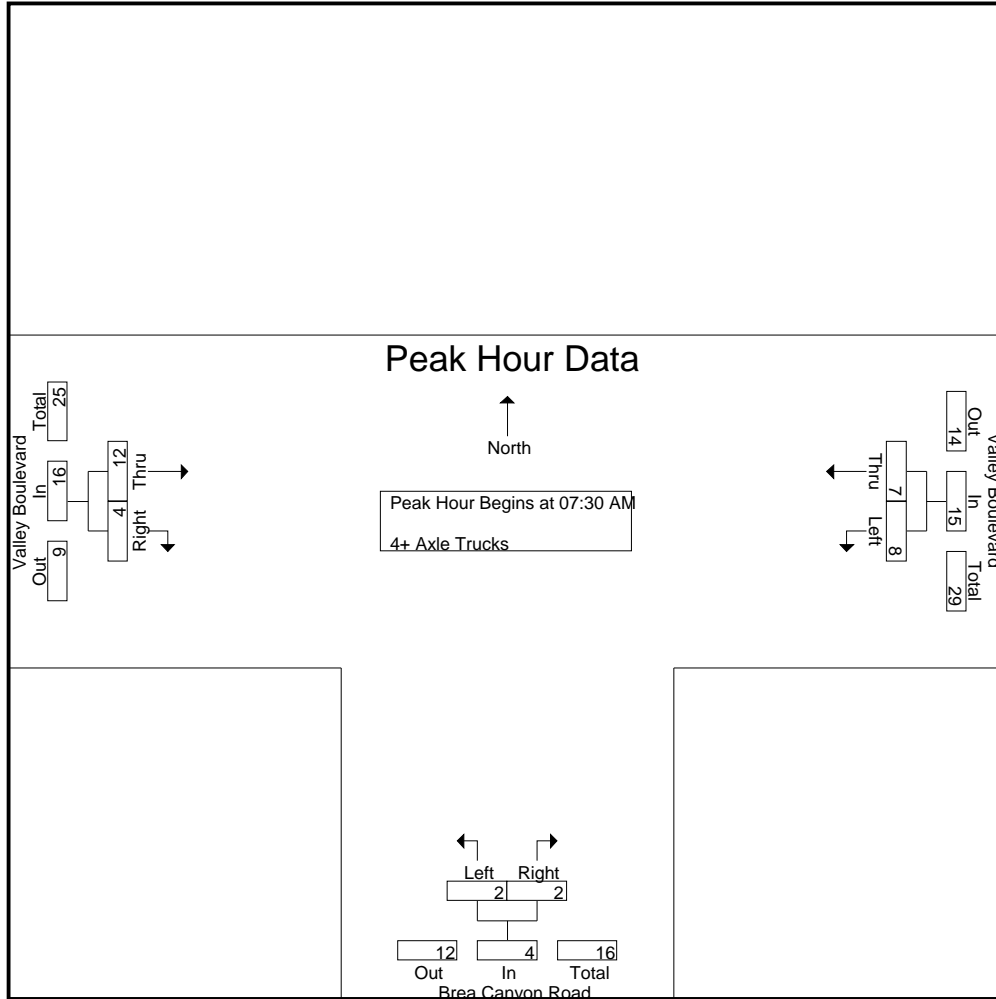
Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	3	3	2	0	2	4	0	4	9
07:15 AM	1	2	3	0	0	0	0	0	0	3
07:30 AM	2	1	3	1	2	3	0	0	0	6
07:45 AM	3	2	5	1	0	1	5	0	5	11
Total	6	8	14	4	2	6	9	0	9	29
08:00 AM	2	3	5	0	0	0	3	4	7	12
08:15 AM	1	1	2	0	0	0	4	0	4	6
08:30 AM	3	2	5	1	3	4	3	1	4	13
08:45 AM	1	3	4	0	1	1	2	0	2	7
Total	7	9	16	1	4	5	12	5	17	38
Grand Total	13	17	30	5	6	11	21	5	26	67
Apprch %	43.3	56.7		45.5	54.5		80.8	19.2		
Total %	19.4	25.4	44.8	7.5	9	16.4	31.3	7.5	38.8	

Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:30 AM	2	1	3	1	2	3	0	0	0	6
07:45 AM	3	2	5	1	0	1	5	0	5	11
08:00 AM	2	3	5	0	0	0	3	4	7	12
08:15 AM	1	1	2	0	0	0	4	0	4	6
Total Volume	8	7	15	2	2	4	12	4	16	35
% App. Total	53.3	46.7		50	50		75	25		
PHF	.667	.583	.750	.500	.250	.333	.600	.250	.571	.729

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val AM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	2	1	3	1	2	3	0	0	0
+15 mins.	3	2	5	1	0	1	5	0	5
+30 mins.	2	3	5	0	0	0	3	4	7
+45 mins.	1	1	2	0	0	0	4	0	4
Total Volume	8	7	15	2	2	4	12	4	16
% App. Total	53.3	46.7		50	50		75	25	
PHF	.667	.583	.750	.500	.250	.333	.600	.250	.571

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

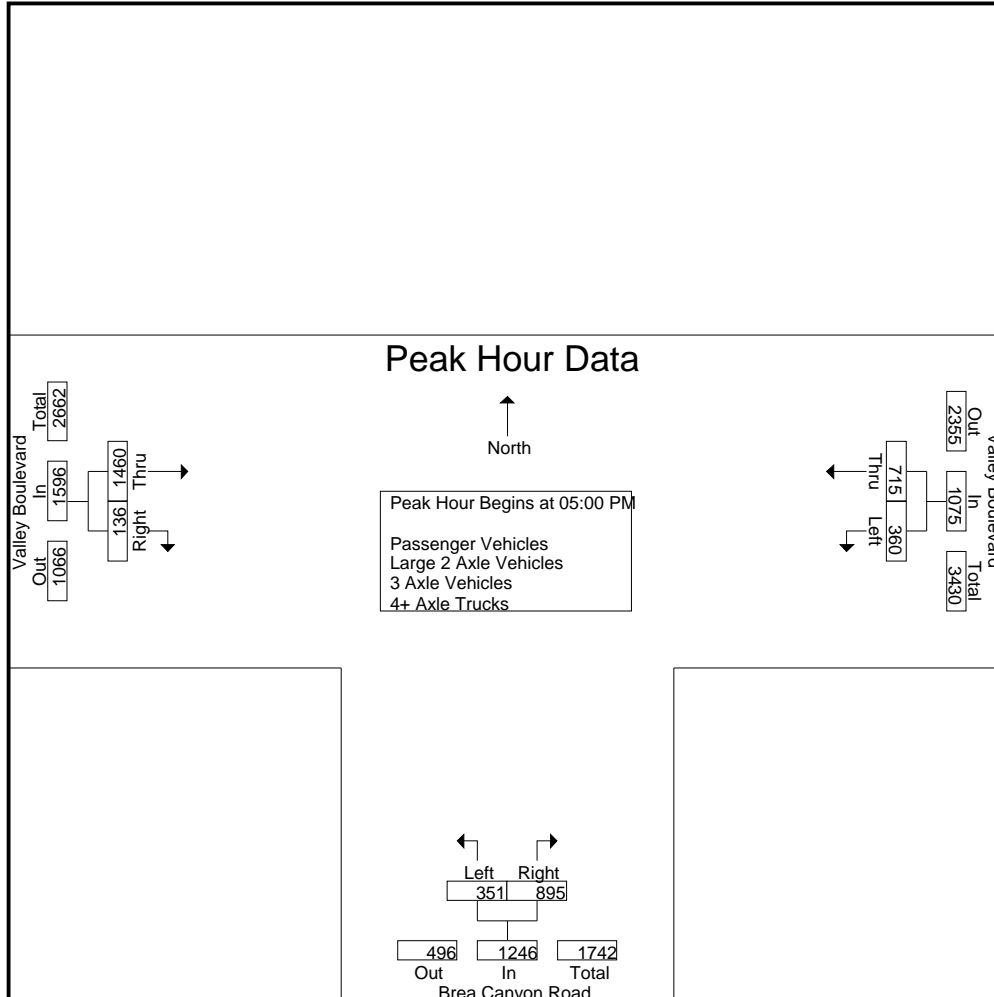
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	98	171	269	50	197	247	308	33	341	857
04:15 PM	100	189	289	53	195	248	344	34	378	915
04:30 PM	125	205	330	50	216	266	315	38	353	949
04:45 PM	80	159	239	63	186	249	346	37	383	871
Total	403	724	1127	216	794	1010	1313	142	1455	3592
05:00 PM	89	178	267	109	273	382	347	30	377	1026
05:15 PM	95	188	283	66	218	284	388	38	426	993
05:30 PM	78	157	235	114	210	324	368	35	403	962
05:45 PM	98	192	290	62	194	256	357	33	390	936
Total	360	715	1075	351	895	1246	1460	136	1596	3917
Grand Total	763	1439	2202	567	1689	2256	2773	278	3051	7509
Apprch %	34.7	65.3		25.1	74.9		90.9	9.1		
Total %	10.2	19.2	29.3	7.6	22.5	30	36.9	3.7	40.6	
Passenger Vehicles	741	1404	2145	539	1666	2205	2698	247	2945	7295
% Passenger Vehicles	97.1	97.6	97.4	95.1	98.6	97.7	97.3	88.8	96.5	97.2
Large 2 Axle Vehicles	11	15	26	8	6	14	37	14	51	91
% Large 2 Axle Vehicles	1.4	1	1.2	1.4	0.4	0.6	1.3	5	1.7	1.2
3 Axle Vehicles	4	4	8	6	5	11	13	4	17	36
% 3 Axle Vehicles	0.5	0.3	0.4	1.1	0.3	0.5	0.5	1.4	0.6	0.5
4+ Axle Trucks	7	16	23	14	12	26	25	13	38	87
% 4+ Axle Trucks	0.9	1.1	1	2.5	0.7	1.2	0.9	4.7	1.2	1.2

Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	89	178	267	109	273	382	347	30	377	1026
05:15 PM	95	188	283	66	218	284	388	38	426	993
05:30 PM	78	157	235	114	210	324	368	35	403	962
05:45 PM	98	192	290	62	194	256	357	33	390	936
Total Volume	360	715	1075	351	895	1246	1460	136	1596	3917
% App. Total	33.5	66.5		28.2	71.8		91.5	8.5		
PHF	.918	.931	.927	.770	.820	.815	.941	.895	.937	.954

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			05:00 PM		
+0 mins.	98	171	269	109	273	382	347	30	377
+15 mins.	100	189	289	66	218	284	388	38	426
+30 mins.	125	205	330	114	210	324	368	35	403
+45 mins.	80	159	239	62	194	256	357	33	390
Total Volume	403	724	1127	351	895	1246	1460	136	1596
% App. Total	35.8	64.2		28.2	71.8		91.5	8.5	
PHF	.806	.883	.854	.770	.820	.815	.941	.895	.937

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Passenger Vehicles

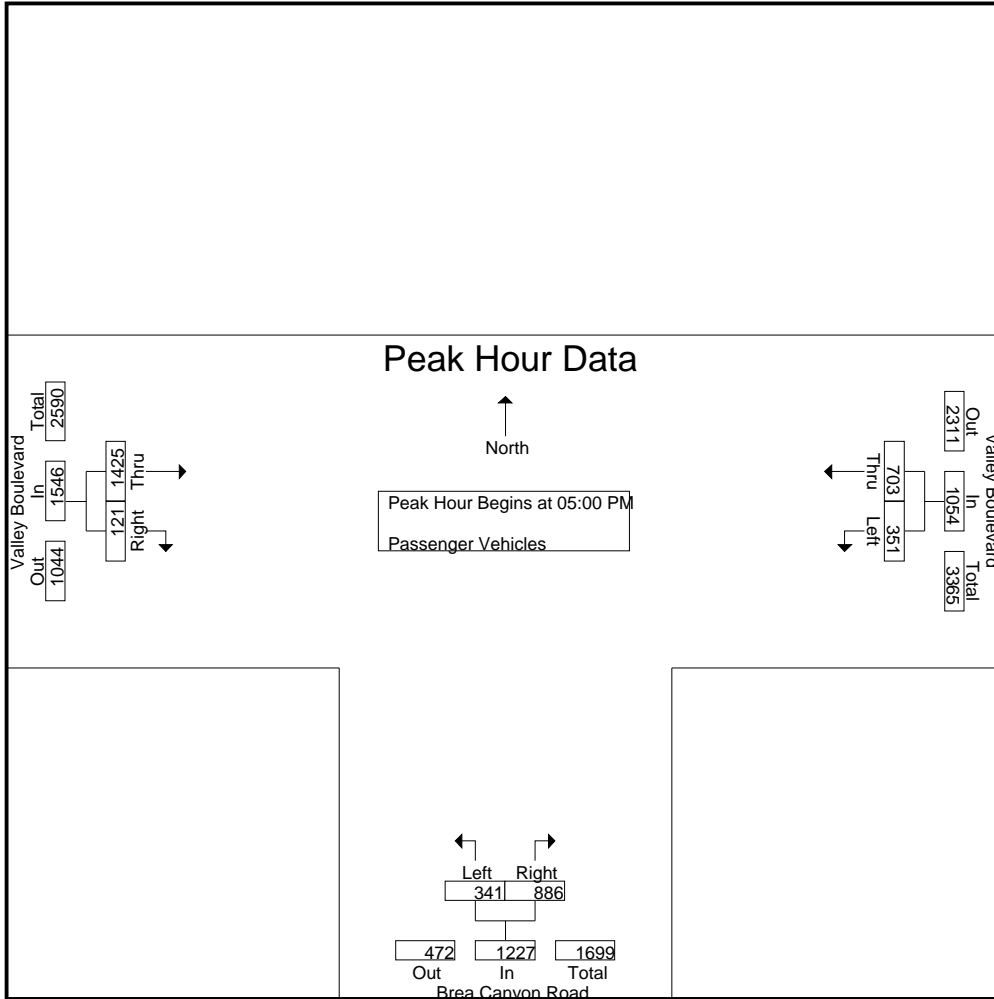
Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	96	168	264	45	190	235	295	29	324	823
04:15 PM	96	183	279	49	192	241	334	30	364	884
04:30 PM	121	198	319	46	214	260	309	34	343	922
04:45 PM	77	152	229	58	184	242	335	33	368	839
Total	390	701	1091	198	780	978	1273	126	1399	3468
05:00 PM	87	174	261	106	270	376	341	27	368	1005
05:15 PM	93	184	277	61	216	277	373	33	406	960
05:30 PM	74	155	229	113	208	321	360	31	391	941
05:45 PM	97	190	287	61	192	253	351	30	381	921
Total	351	703	1054	341	886	1227	1425	121	1546	3827
Grand Total	741	1404	2145	539	1666	2205	2698	247	2945	7295
Apprch %	34.5	65.5		24.4	75.6		91.6	8.4		
Total %	10.2	19.2	29.4	7.4	22.8	30.2	37	3.4	40.4	

Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
05:00 PM	87	174	261	106	270	376	341	27	368	1005
05:15 PM	93	184	277	61	216	277	373	33	406	960
05:30 PM	74	155	229	113	208	321	360	31	391	941
05:45 PM	97	190	287	61	192	253	351	30	381	921
Total Volume	351	703	1054	341	886	1227	1425	121	1546	3827
% App. Total	33.3	66.7		27.8	72.2		92.2	7.8		
PHF	.905	.925	.918	.754	.820	.816	.955	.917	.952	.952

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	87	174	261	106	270	376	341	27	368
+15 mins.	93	184	277	61	216	277	373	33	406
+30 mins.	74	155	229	113	208	321	360	31	391
+45 mins.	97	190	287	61	192	253	351	30	381
Total Volume	351	703	1054	341	886	1227	1425	121	1546
% App. Total	33.3	66.7		27.8	72.2		92.2	7.8	
PHF	.905	.925	.918	.754	.820	.816	.955	.917	.952

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

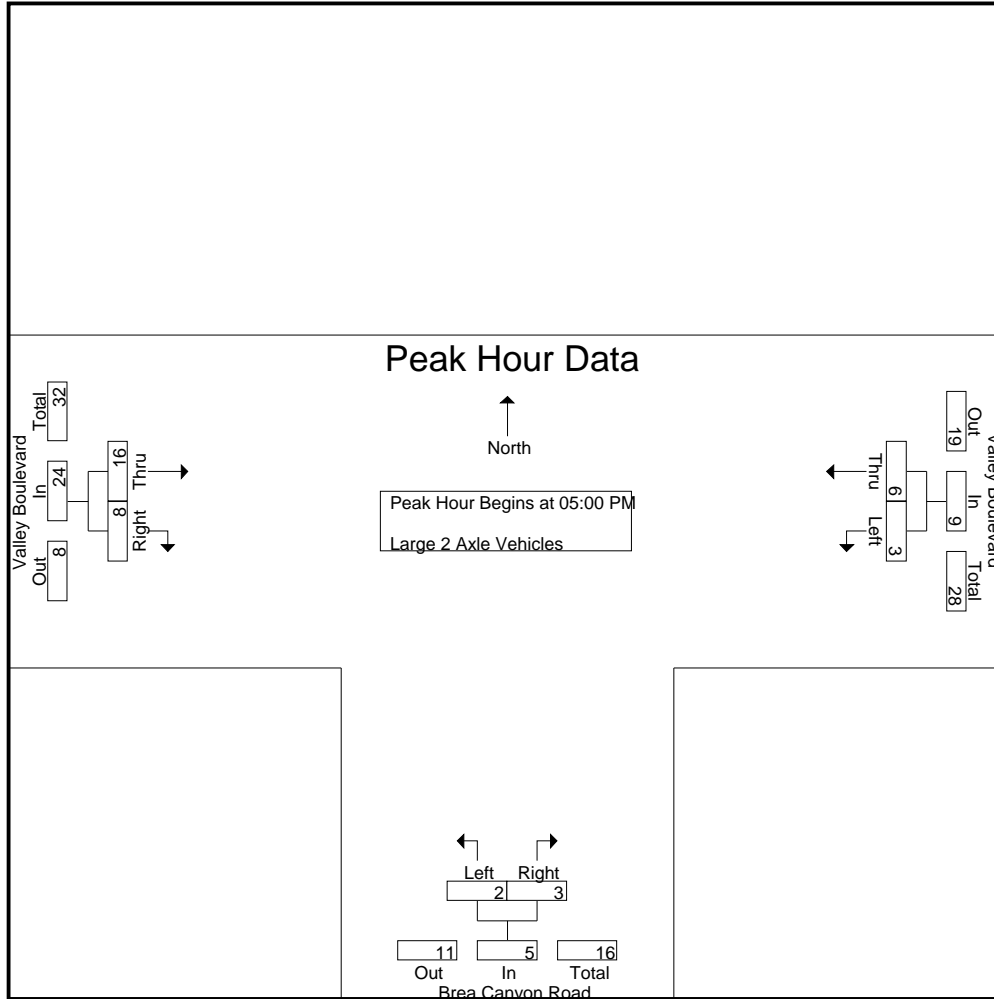
Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	2	1	3	3	2	5	6	1	7	15
04:15 PM	2	3	5	2	0	2	6	1	7	14
04:30 PM	3	4	7	1	0	1	2	3	5	13
04:45 PM	1	1	2	0	1	1	7	1	8	11
Total	8	9	17	6	3	9	21	6	27	53
05:00 PM	1	2	3	2	0	2	2	2	4	9
05:15 PM	1	3	4	0	1	1	9	2	11	16
05:30 PM	1	0	1	0	1	1	3	4	7	9
05:45 PM	0	1	1	0	1	1	2	0	2	4
Total	3	6	9	2	3	5	16	8	24	38
Grand Total	11	15	26	8	6	14	37	14	51	91
Apprch %	42.3	57.7		57.1	42.9		72.5	27.5		
Total %	12.1	16.5	28.6	8.8	6.6	15.4	40.7	15.4	56	

Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
05:00 PM	1	2	3	2	0	2	2	2	4	9
05:15 PM	1	3	4	0	1	1	9	2	11	16
05:30 PM	1	0	1	0	1	1	3	4	7	9
05:45 PM	0	1	1	0	1	1	2	0	2	4
Total Volume	3	6	9	2	3	5	16	8	24	38
% App. Total	33.3	66.7		40	60		66.7	33.3		
PHF	.750	.500	.563	.250	.750	.625	.444	.500	.545	.594

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	1	2	3	2	0	2	2	2	4
+15 mins.	1	3	4	0	1	1	9	2	11
+30 mins.	1	0	1	0	1	1	3	4	7
+45 mins.	0	1	1	0	1	1	2	0	2
Total Volume	3	6	9	2	3	5	16	8	24
% App. Total	33.3	66.7		40	60		66.7	33.3	
PHF	.750	.500	.563	.250	.750	.625	.444	.500	.545

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

Groups Printed- 3 Axle Vehicles

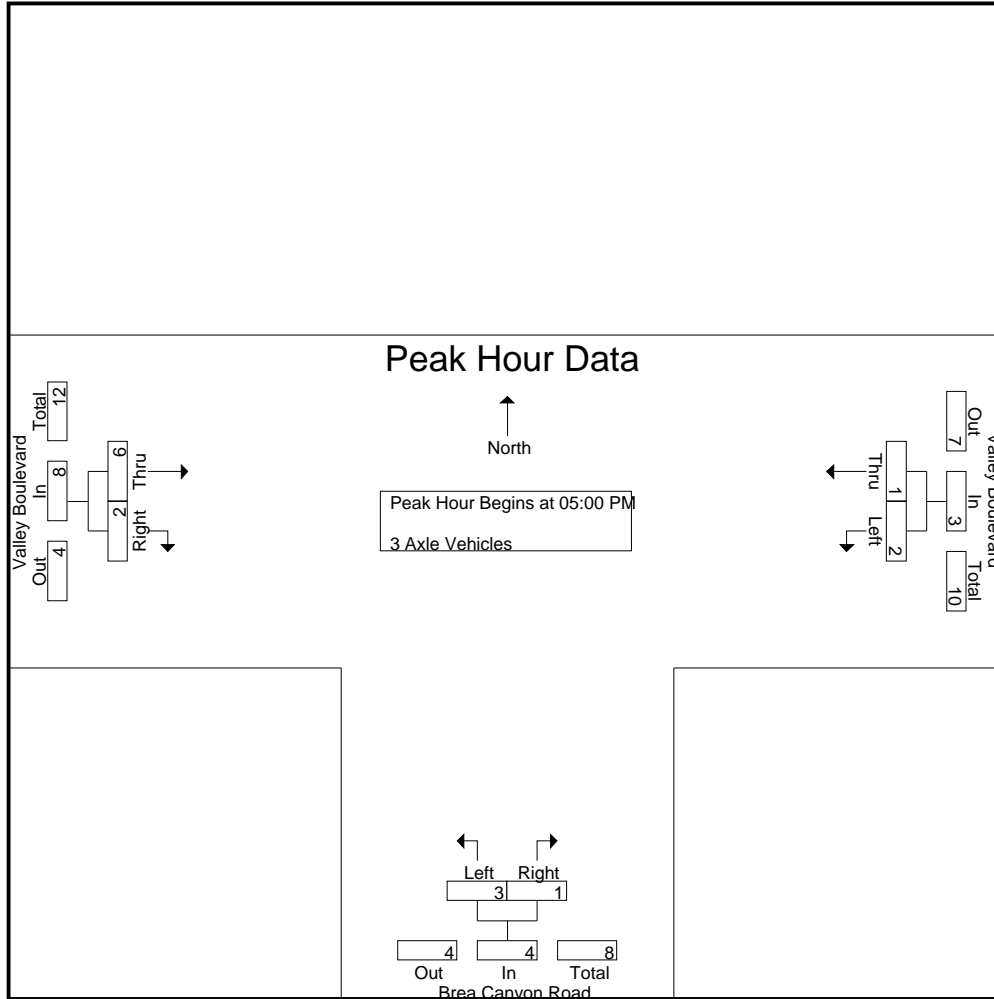
Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	2	2	0	1	1	2	1	3	6
04:15 PM	1	0	1	0	1	1	2	1	3	5
04:30 PM	0	0	0	2	1	3	3	0	3	6
04:45 PM	1	1	2	1	1	2	0	0	0	4
Total	2	3	5	3	4	7	7	2	9	21
05:00 PM	0	0	0	0	1	1	1	0	1	2
05:15 PM	1	0	1	3	0	3	2	2	4	8
05:30 PM	0	1	1	0	0	0	1	0	1	2
05:45 PM	1	0	1	0	0	0	2	0	2	3
Total	2	1	3	3	1	4	6	2	8	15
Grand Total	4	4	8	6	5	11	13	4	17	36
Apprch %	50	50		54.5	45.5		76.5	23.5		
Total %	11.1	11.1	22.2	16.7	13.9	30.6	36.1	11.1	47.2	

Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
05:00 PM	0	0	0	0	1	1	1	0	1	2
05:15 PM	1	0	1	3	0	3	2	2	4	8
05:30 PM	0	1	1	0	0	0	1	0	1	2
05:45 PM	1	0	1	0	0	0	2	0	2	3
Total Volume	2	1	3	3	1	4	6	2	8	15
% App. Total	66.7	33.3		75	25		75	25		
PHF	.500	.250	.750	.250	.250	.333	.750	.250	.500	.469

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	1	1	1	0	1
+15 mins.	1	0	1	3	0	3	2	2	4
+30 mins.	0	1	1	0	0	0	1	0	1
+45 mins.	1	0	1	0	0	0	2	0	2
Total Volume	2	1	3	3	1	4	6	2	8
% App. Total	66.7	33.3		75	25		75	25	
PHF	.500	.250	.750	.250	.250	.333	.750	.250	.500

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 1

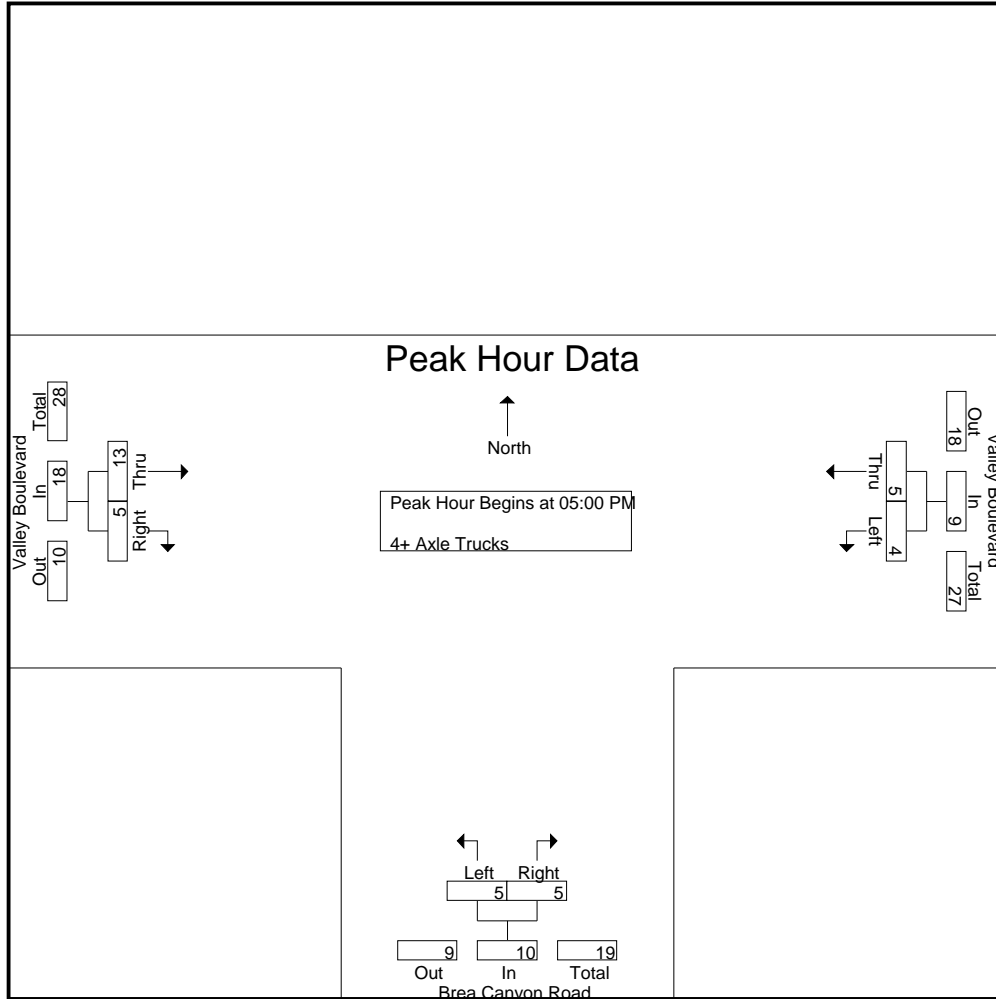
Groups Printed- 4+ Axle Trucks

Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	2	4	6	5	2	7	13
04:15 PM	1	3	4	2	2	4	2	2	4	12
04:30 PM	1	3	4	1	1	2	1	1	2	8
04:45 PM	1	5	6	4	0	4	4	3	7	17
Total	3	11	14	9	7	16	12	8	20	50
05:00 PM	1	2	3	1	2	3	3	1	4	10
05:15 PM	0	1	1	2	1	3	4	1	5	9
05:30 PM	3	1	4	1	1	2	4	0	4	10
05:45 PM	0	1	1	1	1	2	2	3	5	8
Total	4	5	9	5	5	10	13	5	18	37
Grand Total	7	16	23	14	12	26	25	13	38	87
Apprch %	30.4	69.6		53.8	46.2		65.8	34.2		
Total %	8	18.4	26.4	16.1	13.8	29.9	28.7	14.9	43.7	

Start Time	Valley Boulevard Westbound			Brea Canyon Road Northbound			Valley Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
05:00 PM	1	2	3	1	2	3	3	1	4	10
05:15 PM	0	1	1	2	1	3	4	1	5	9
05:30 PM	3	1	4	1	1	2	4	0	4	10
05:45 PM	0	1	1	1	1	2	2	3	5	8
Total Volume	4	5	9	5	5	10	13	5	18	37
% App. Total	44.4	55.6		50	50		72.2	27.8		
PHF	.333	.625	.563	.625	.625	.833	.813	.417	.900	.925

City of Walnut
 N/S: Brea Canyon Road
 E/W: Valley Boulevard
 Weather: Clear

File Name : 09_WNT_Brea_Val PM
 Site Code : 04223854
 Start Date : 9/19/2023
 Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	1	2	3	1	2	3	3	1	4
+15 mins.	0	1	1	2	1	3	4	1	5
+30 mins.	3	1	4	1	1	2	4	0	4
+45 mins.	0	1	1	1	1	2	2	3	5
Total Volume	4	5	9	5	5	10	13	5	18
% App. Total	44.4	55.6		50	50		72.2	27.8	
PHF	.333	.625	.563	.625	.625	.833	.813	.417	.900





























APPENDIX B – LOS CALCULATION SHEETS



Existing LOS Calculation Sheets

Intersection Capacity Utilization
1: Valley Blvd & Lemon Ave

Existing Year (2023)
AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 		 	 			 			 		
Volume (vph)	80	539	131	161	832	51	135	405	174	92	611	210	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	80	670	0	161	883	0	135	579	0	92	611	210	
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.99	0.85	0.95	0.95	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	1805	5024	0	3505	3586	0	1805	3455	0	1805	3618	1615	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			Yes			Yes		
Reference Time (s)	5.3	16.0	0.0	5.5	29.5	0.0	9.0	20.1	0.0	6.1	20.3	15.6	
Adj Reference Time (s)	9.8	20.5	0.0	10.0	34.0	0.0	13.5	24.6	0.0	10.6	24.8	20.1	
Permitted Option													
Adj Saturation A (vph)	120	1675		117	1793		120	1727		120	1809		
Reference Time A (s)	79.8	16.0		82.7	29.5		134.6	20.1		91.7	20.3		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		79.8			82.7			134.6			91.7		
Adj Reference Time (s)		84.3			87.2			139.1			96.2		
Split Option													
Ref Time Combined (s)	5.3	16.0		5.5	29.5		9.0	20.1		6.1	20.3		
Ref Time Separate (s)	5.3	12.9		5.5	27.8		9.0	14.1		6.1	20.3		
Reference Time (s)	16.0	16.0		29.5	29.5		20.1	20.1		20.3	20.3		
Adj Reference Time (s)	20.5	20.5		34.0	34.0		24.6	24.6		24.8	24.8		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	43.9		38.2										
Permitted Option (s)	87.2		139.1										
Split Option (s)	54.5		49.4										
Minimum (s)	43.9		38.2		82.1								
Right Turns													
	SBR												
Adj Reference Time (s)	20.1												
Cross Thru Ref Time (s)	34.0												
Oncoming Left Ref Time (s)	13.5												
Combined (s)	67.6												
Intersection Summary													
Intersection Capacity Utilization			68.4%		ICU Level of Service						C		
Reference Times and Phasing Options do not represent an optimized timing plan.													

Intersection Capacity Utilization
2: Lemon Ave & Paseo Del Prado

Existing Year (2023)

AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↕	
Volume (vph)	48	8	26	35	19	19	42	412	25	21	865	83
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	48	34	0	35	38	0	42	437	0	21	948	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.89	0.85	0.95	0.93	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1805	1682	0	1805	1758	0	1805	3587	0	1805	3570	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	3.2	2.4	0.0	2.3	2.6	0.0	2.8	14.6	0.0	1.4	31.9	0.0
Adj Reference Time (s)	9.5	9.5	0.0	9.5	9.5	0.0	9.5	19.1	0.0	9.5	36.4	0.0
Permitted Option												
Adj Saturation A (vph)	120	1682		120	1758		120	1793		120	1785	
Reference Time A (s)	47.9	2.4		34.9	2.6		41.9	14.6		20.9	31.9	
Adj Saturation B (vph)	0	1682		0	1758		NA	NA		NA	NA	
Reference Time B (s)	11.2	2.4		10.3	2.6		NA	NA		NA	NA	
Reference Time (s)		11.2			10.3			41.9			31.9	
Adj Reference Time (s)		15.7			14.8			46.4			36.4	
Split Option												
Ref Time Combined (s)	3.2	2.4		2.3	2.6		2.8	14.6		1.4	31.9	
Ref Time Seperate (s)	3.2	0.6		2.3	1.3		2.8	13.8		1.4	29.1	
Reference Time (s)	3.2	3.2		2.6	2.6		14.6	14.6		31.9	31.9	
Adj Reference Time (s)	9.5	9.5		9.5	9.5		19.1	19.1		36.4	36.4	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	19.0		45.9									
Permitted Option (s)	15.7		46.4									
Split Option (s)	19.0		55.5									
Minimum (s)	15.7		45.9		61.6							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			51.3%		ICU Level of Service				A			
Reference Times and Phasing Options do not represent an optimized timing plan.												

HCM 6th TWSC
3: Valley Blvd & Paseo Sonrisa

Existing Year (2023)
AM Peak Hour

Intersection										
Int Delay, s/veh	0.3									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations	↘	↑↑↑		↘	↑↑		↘			
Traffic Vol, veh/h	15	786	0	0	1025	28	10	7	0	0
Future Vol, veh/h	15	786	0	0	1025	28	10	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	150	-	-	100	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	854	0	0	1114	30	11	8	0	0

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	1144	0	-	854	0	0	1503 572
Stage 1	-	-	-	-	-	-	1129 -
Stage 2	-	-	-	-	-	-	374 -
Critical Hdwy	4.14	-	-	5.34	-	-	6.29 6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04 -
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67 3.32
Pot Cap-1 Maneuver	606	-	0	460	-	-	139 463
Stage 1	-	-	0	-	-	-	265 -
Stage 2	-	-	0	-	-	-	630 -
Platoon blocked, %		-			-	-	
Mov Cap-1 Maneuver	606	-	-	460	-	-	135 463
Mov Cap-2 Maneuver	-	-	-	-	-	-	135 -
Stage 1	-	-	-	-	-	-	258 -
Stage 2	-	-	-	-	-	-	630 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	25.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	606	-	460	-	-	191
HCM Lane V/C Ratio	0.027	-	-	-	-	0.097
HCM Control Delay (s)	11.1	-	0	-	-	25.9
HCM Lane LOS	B	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	26	10	1	6	3	20	11	3	4	9	8
Future Vol, veh/h	11	26	10	1	6	3	20	11	3	4	9	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	28	11	1	7	3	22	12	3	4	10	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7	7.3	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	59%	23%	10%	19%
Vol Thru, %	32%	55%	60%	43%
Vol Right, %	9%	21%	30%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	47	10	21
LT Vol	20	11	1	4
Through Vol	11	26	6	9
RT Vol	3	10	3	8
Lane Flow Rate	37	51	11	23
Geometry Grp	1	1	1	1
Degree of Util (X)	0.042	0.056	0.012	0.025
Departure Headway (Hd)	4.123	3.965	3.916	3.879
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	867	902	911	921
Service Time	2.153	1.994	1.953	1.912
HCM Lane V/C Ratio	0.043	0.057	0.012	0.025
HCM Control Delay	7.3	7.2	7	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0	0.1

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘ ↑↑↑			↘ ↑↑							↕	
Traffic Vol, veh/h	20	802	0	1	1030	36	0	0	0	5	0	9
Future Vol, veh/h	20	802	0	1	1030	36	0	0	0	5	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	872	0	1	1120	39	0	0	0	5	0	10

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	1159	0	-	872	0	0	1535	2058	580
Stage 1	-	-	-	-	-	-	1142	1142	-
Stage 2	-	-	-	-	-	-	393	916	-
Critical Hdwy	4.14	-	-	5.34	-	-	6.29	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04	5.54	-
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67	4.02	3.32
Pot Cap-1 Maneuver	599	-	0	451	-	-	133	54	458
Stage 1	-	-	0	-	-	-	260	273	-
Stage 2	-	-	0	-	-	-	616	349	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	599	-	-	451	-	-	128	0	458
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	0	-
Stage 1	-	-	-	-	-	-	250	0	-
Stage 2	-	-	-	-	-	-	615	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	21.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	599	-	451	-	-	238
HCM Lane V/C Ratio	0.036	-	0.002	-	-	0.064
HCM Control Delay (s)	11.2	-	13	-	-	21.2
HCM Lane LOS	B	-	B	-	-	C
HCM 95th %tile Q(veh)	0.1	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A





























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	16	5	4	4	0	7	11	11	3	6	1
Future Vol, veh/h	7	16	5	4	4	0	7	11	11	3	6	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	17	5	4	4	0	8	12	12	3	7	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.2	7	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	25%	50%	30%
Vol Thru, %	38%	57%	50%	60%
Vol Right, %	38%	18%	0%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	28	8	10
LT Vol	7	7	4	3
Through Vol	11	16	4	6
RT Vol	11	5	0	1
Lane Flow Rate	32	30	9	11
Geometry Grp	1	1	1	1
Degree of Util (X)	0.034	0.033	0.01	0.012
Departure Headway (Hd)	3.832	3.958	4.131	4.026
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	936	906	867	890
Service Time	1.849	1.975	2.152	2.047
HCM Lane V/C Ratio	0.034	0.033	0.01	0.012
HCM Control Delay	7	7.1	7.2	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0

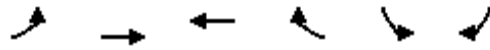
Intersection Capacity Utilization
7: Fairway Dr & Valley Blvd

Existing Year (2023)
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 			 		 	 	
Volume (vph)	7	604	405	309	802	25	418	53	197	31	95	19
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.0
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	7	1009	0	309	827	0	0	471	197	31	114	0
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.95	1.00	0.85	0.95	0.96	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1805	4864	0	3505	3601	0	0	3631	1615	1805	1853	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	0.5	24.9	0.0	10.6	27.6	0.0			14.6			0.0
Adj Reference Time (s)	9.5	29.4	0.0	15.1	32.1	0.0			19.1			0.0
Permitted Option												
Adj Saturation A (vph)	120	1621		117	1801		0	262		120	1853	
Reference Time A (s)	7.0	24.9		158.7	27.6		0.0	215.5		30.9	7.4	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	1853	
Reference Time B (s)	NA	NA		NA	NA		21.9	23.6		10.1	7.4	
Reference Time (s)		24.9			158.7			23.6			10.1	
Adj Reference Time (s)		29.4			163.2			28.1			14.6	
Split Option												
Ref Time Combined (s)	0.5	24.9		10.6	27.6		0.0	15.6		2.1	7.4	
Ref Time Separate (s)	0.5	14.9		10.6	26.7		13.9	3.3		2.1	6.2	
Reference Time (s)	24.9	24.9		27.6	27.6		15.6	15.6		7.4	7.4	
Adj Reference Time (s)	29.4	29.4		32.1	32.1		20.1	20.1		11.9	11.9	
Summary												
Protected Option (s)	44.5		NA									
Permitted Option (s)	163.2		28.1									
Split Option (s)	61.5		31.9									
Minimum (s)	44.5		28.1		72.5							
Right Turns												
Adj Reference Time (s)	19.1											
Cross Thru Ref Time (s)	29.4											
Oncoming Left Ref Time (s)	11.9											
Combined (s)	60.4											
Intersection Summary												
Intersection Capacity Utilization			60.4%		ICU Level of Service						B	
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization
8: Valley Blvd & Pierre Rd

Existing Year (2023)
AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↑↑↑	↑↑↑		↶	↶
Volume (vph)	167	586	922	589	341	145
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.5	4.0	4.5	4.5
Minimum Green (s)	5.0	5.0	5.0	4.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	167	586	1511	0	341	145
Lane Utilization Factor	1.00	0.91	0.91	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.94	0.85	0.95	0.85
Saturated Flow (vph)	1805	5176	4873	0	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	11.1	13.6	37.2	0.0		10.8
Adj Reference Time (s)	15.6	18.1	41.7	0.0		15.3
Permitted Option						
Adj Saturation A (vph)	120	1725	1624		120	
Reference Time A (s)	166.5	13.6	37.2		340.1	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		166.5	37.2			
Adj Reference Time (s)		171.0	41.7			
Split Option						
Ref Time Combined (s)	11.1	13.6	37.2		22.7	
Ref Time Seperate (s)	11.1	13.6	22.7		22.7	
Reference Time (s)	13.6	13.6	37.2		22.7	
Adj Reference Time (s)	18.1	18.1	41.7		27.2	
Summary	EB WB		SB		Combined	
Protected Option (s)	57.3		NA			
Permitted Option (s)	171.0		Err			
Split Option (s)	59.8		27.2			
Minimum (s)	57.3		27.2		84.5	
Right Turns	SBR					
Adj Reference Time (s)	15.3					
Cross Thru Ref Time (s)	41.7					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	57.0					

Intersection Summary

Intersection Capacity Utilization 70.4% ICU Level of Service C
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
9: Brea Canyon Rd & Valley Blvd

Existing Year (2023)
AM Peak Hour





























Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑	↔	↔
Volume (vph)	718	293	554	1254	246	507
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.0	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	4.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	1011	0	554	1254	246	507
Lane Utilization Factor	0.91	1.00	0.97	0.95	0.97	0.89
Turning Factor (vph)	0.96	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	4951	0	3505	3618	3505	2859
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	24.5	0.0	19.0	41.6		21.3
Adj Reference Time (s)	29.0	0.0	23.5	46.1		25.8
Permitted Option						
Adj Saturation A (vph)	1650		117	1809	117	
Reference Time A (s)	24.5		284.5	41.6	126.3	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	24.5			284.5		
Adj Reference Time (s)	29.0			289.0		
Split Option						
Ref Time Combined (s)	24.5		19.0	41.6	8.4	
Ref Time Seperate (s)	17.4		19.0	41.6	8.4	
Reference Time (s)	24.5		41.6	41.6	8.4	
Adj Reference Time (s)	29.0		46.1	46.1	12.9	
Summary						
	EB WB		NB	Combined		
Protected Option (s)	52.5		NA			
Permitted Option (s)	289.0		Err			
Split Option (s)	75.1		12.9			
Minimum (s)	52.5		12.9	65.4		
Right Turns						
	NBR					
Adj Reference Time (s)	25.8					
Cross Thru Ref Time (s)	29.0					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	54.8					

Intersection Summary

Intersection Capacity Utilization 54.5% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.























Intersection Capacity Utilization
1: Valley Blvd & Lemon Ave

Existing Year (2023)
 PM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 		 	 			 			 		
Volume (vph)	126	1253	250	160	568	78	129	464	199	102	465	94	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	126	1503	0	160	646	0	129	663	0	102	465	94	
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.98	0.85	0.95	0.95	0.85	0.95	1.00	0.85	
Saturated Flow (vph)	1805	5046	0	3505	3552	0	1805	3455	0	1805	3618	1615	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00			0.00			0.00			0.00			
Protected Option Allowed	Yes			Yes			Yes			Yes			
Reference Time (s)	8.4	35.7	0.0	5.5	21.8	0.0	8.6	23.0	0.0	6.8	15.4	7.0	
Adj Reference Time (s)	12.9	40.2	0.0	10.0	26.3	0.0	13.1	27.5	0.0	11.3	19.9	11.5	
Permitted Option													
Adj Saturation A (vph)	120	1682		117	1776		120	1727		120	1809		
Reference Time A (s)	125.7	35.7		82.2	21.8		128.6	23.0		101.7	15.4		
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA		
Reference Time (s)		125.7			82.2			128.6			101.7		
Adj Reference Time (s)		130.2			86.7			133.1			106.2		
Split Option													
Ref Time Combined (s)	8.4	35.7		5.5	21.8		8.6	23.0		6.8	15.4		
Ref Time Separate (s)	8.4	29.8		5.5	19.2		8.6	16.1		6.8	15.4		
Reference Time (s)	35.7	35.7		21.8	21.8		23.0	23.0		15.4	15.4		
Adj Reference Time (s)	40.2	40.2		26.3	26.3		27.5	27.5		19.9	19.9		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	50.2		38.8										
Permitted Option (s)	130.2		133.1										
Split Option (s)	66.6		47.5										
Minimum (s)	50.2		38.8		89.0								
Right Turns													
Adj Reference Time (s)	SBR												
Adj Reference Time (s)	11.5												
Cross Thru Ref Time (s)	26.3												
Oncoming Left Ref Time (s)	13.1												
Combined (s)	50.9												
Intersection Summary													
Intersection Capacity Utilization	74.2%		ICU Level of Service						D				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Intersection Capacity Utilization
2: Lemon Ave & Paseo Del Prado

Existing Year (2023)
PM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	107	23	63	93	11	69	15	597	27	14	462	32	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right	No			No			No			No			
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0	
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	107	86	0	93	80	0	15	624	0	14	494	0	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	0.89	0.85	0.95	0.87	0.85	0.95	0.99	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1805	1691	0	1805	1654	0	1805	3594	0	1805	3582	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)	0.00			0.00			0.00			0.00			
Protected Option Allowed	Yes			Yes			Yes			Yes			
Reference Time (s)	7.1	6.1	0.0	6.2	5.8	0.0	1.0	20.8	0.0	0.9	16.5	0.0	
Adj Reference Time (s)	11.6	10.6	0.0	10.7	10.3	0.0	9.5	25.3	0.0	9.5	21.0	0.0	
Permitted Option													
Adj Saturation A (vph)	120	1691		120	1654		120	1797		120	1791		
Reference Time A (s)	106.7	6.1		92.7	5.8		15.0	20.8		14.0	16.5		
Adj Saturation B (vph)	0	1691		0	1654		NA	NA		NA	NA		
Reference Time B (s)	15.1	6.1		14.2	5.8		NA	NA		NA	NA		
Reference Time (s)	15.1			14.2			20.8			16.5			
Adj Reference Time (s)	19.6			18.7			25.3			21.0			
Split Option													
Ref Time Combined (s)	7.1	6.1		6.2	5.8		1.0	20.8		0.9	16.5		
Ref Time Seperate (s)	7.1	1.6		6.2	0.8		1.0	19.9		0.9	15.5		
Reference Time (s)	7.1	7.1		6.2	6.2		20.8	20.8		16.5	16.5		
Adj Reference Time (s)	11.6	11.6		10.7	10.7		25.3	25.3		21.0	21.0		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	21.9		34.8										
Permitted Option (s)	19.6		25.3										
Split Option (s)	22.3		46.4										
Minimum (s)	19.6		25.3		44.9								
Right Turns													
Adj Reference Time (s)													
Cross Thru Ref Time (s)													
Oncoming Left Ref Time (s)													
Combined (s)													
Intersection Summary													
Intersection Capacity Utilization	37.5%		ICU Level of Service						A				
Reference Times and Phasing Options do not represent an optimized timing plan.													

Intersection										
Int Delay, s/veh	0.4									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations	↙	↑↑↑		↙	↑↑		↘			
Traffic Vol, veh/h	27	1442	0	1	737	15	9	17	0	0
Future Vol, veh/h	27	1442	0	1	737	15	9	17	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	150	-	-	100	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	1567	0	1	801	16	10	18	0	0

Major/Minor	Major1		Major2			Minor2		
Conflicting Flow All	817	0	-	1567	0	0	1496	409
Stage 1	-	-	-	-	-	-	811	-
Stage 2	-	-	-	-	-	-	685	-
Critical Hdwy	4.14	-	-	5.34	-	-	6.29	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04	-
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67	3.32
Pot Cap-1 Maneuver	807	-	0	206	-	-	140	592
Stage 1	-	-	0	-	-	-	387	-
Stage 2	-	-	0	-	-	-	432	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	807	-	-	206	-	-	134	592
Mov Cap-2 Maneuver	-	-	-	-	-	-	134	-
Stage 1	-	-	-	-	-	-	373	-
Stage 2	-	-	-	-	-	-	430	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	19.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	807	-	206	-	-	271
HCM Lane V/C Ratio	0.036	-	0.005	-	-	0.104
HCM Control Delay (s)	9.6	-	22.6	-	-	19.8
HCM Lane LOS	A	-	C	-	-	C
HCM 95th %tile Q(veh)	0.1	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	22	15	1	33	5	20	12	4	4	7	24
Future Vol, veh/h	25	22	15	1	33	5	20	12	4	4	7	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	24	16	1	36	5	22	13	4	4	8	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.3	7.5	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	56%	40%	3%	11%
Vol Thru, %	33%	35%	85%	20%
Vol Right, %	11%	24%	13%	69%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	62	39	35
LT Vol	20	25	1	4
Through Vol	12	22	33	7
RT Vol	4	15	5	24
Lane Flow Rate	39	67	42	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.046	0.076	0.048	0.04
Departure Headway (Hd)	4.199	4.037	4.048	3.766
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	847	883	880	942
Service Time	2.255	2.079	2.096	1.826
HCM Lane V/C Ratio	0.046	0.076	0.048	0.04
HCM Control Delay	7.5	7.4	7.3	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.1

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘ ↑↑↑			↘ ↑↑						↔		
Traffic Vol, veh/h	12	1498	0	4	738	12	0	0	0	20	0	31
Future Vol, veh/h	12	1498	0	4	738	12	0	0	0	20	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1628	0	4	802	13	0	0	0	22	0	34

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	815	0	-	1628	0	0		1494	2471	408
Stage 1	-	-	-	-	-	-		817	817	-
Stage 2	-	-	-	-	-	-		677	1654	-
Critical Hdwy	4.14	-	-	5.34	-	-		6.29	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-		5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-		6.04	5.54	-
Follow-up Hdwy	2.22	-	-	3.12	-	-		3.67	4.02	3.32
Pot Cap-1 Maneuver	808	-	0	192	-	-		140	30	593
Stage 1	-	-	0	-	-	-		384	388	-
Stage 2	-	-	0	-	-	-		436	154	-
Platoon blocked, %		-			-	-				
Mov Cap-1 Maneuver	808	-	-	192	-	-		135	0	593
Mov Cap-2 Maneuver	-	-	-	-	-	-		135	0	-
Stage 1	-	-	-	-	-	-		378	0	-
Stage 2	-	-	-	-	-	-		427	0	-

Approach	EB		WB		SB	
HCM Control Delay, s	0.1		0.1		23.1	
HCM LOS					C	

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	808	-	192	-	-	254
HCM Lane V/C Ratio	0.016	-	0.023	-	-	0.218
HCM Control Delay (s)	9.5	-	24.2	-	-	23.1
HCM Lane LOS	A	-	C	-	-	C
HCM 95th %tile Q(veh)	0	-	0.1	-	-	0.8

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A





























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	21	9	12	23	0	13	5	5	1	10	0
Future Vol, veh/h	0	21	9	12	23	0	13	5	5	1	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	10	13	25	0	14	5	5	1	11	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.3	7.2	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	57%	0%	34%	9%
Vol Thru, %	22%	70%	66%	91%
Vol Right, %	22%	30%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	30	35	11
LT Vol	13	0	12	1
Through Vol	5	21	23	10
RT Vol	5	9	0	0
Lane Flow Rate	25	33	38	12
Geometry Grp	1	1	1	1
Degree of Util (X)	0.028	0.035	0.043	0.014
Departure Headway (Hd)	4.049	3.847	4.092	4.094
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	883	930	875	872
Service Time	2.081	1.872	2.115	2.128
HCM Lane V/C Ratio	0.028	0.035	0.043	0.014
HCM Control Delay	7.2	7	7.3	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0

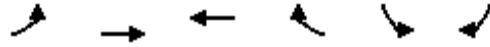
Intersection Capacity Utilization
7: Fairway Dr & Valley Blvd

Existing Year (2023)
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 			 		 		 
Volume (vph)	5	1142	295	190	604	30	420	82	476	27	57	7
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.0
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	5	1437	0	190	634	0	0	502	476	27	64	0
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.99	0.85	0.95	0.96	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1805	5016	0	3505	3592	0	0	3641	1615	1805	1869	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	0.3	34.4	0.0	6.5	21.2	0.0			35.4			0.0
Adj Reference Time (s)	9.5	38.9	0.0	11.0	25.7	0.0			39.9			0.0
Permitted Option												
Adj Saturation A (vph)	120	1672		117	1796		0	274		120	1869	
Reference Time A (s)	5.0	34.4		97.6	21.2		0.0	219.6		26.9	4.1	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	1869	
Reference Time B (s)	NA	NA		NA	NA		22.0	24.5		9.8	4.1	
Reference Time (s)		34.4			97.6			24.5			9.8	
Adj Reference Time (s)		38.9			102.1			29.0			14.3	
Split Option												
Ref Time Combined (s)	0.3	34.4		6.5	21.2		0.0	16.5		1.8	4.1	
Ref Time Separate (s)	0.3	27.3		6.5	20.2		14.0	5.2		1.8	3.7	
Reference Time (s)	34.4	34.4		21.2	21.2		16.5	16.5		4.1	4.1	
Adj Reference Time (s)	38.9	38.9		25.7	25.7		21.0	21.0		9.5	9.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	49.9		NA									
Permitted Option (s)	102.1		29.0									
Split Option (s)	64.6		30.5									
Minimum (s)	49.9		29.0		78.9							
Right Turns												
	NBR											
Adj Reference Time (s)	39.9											
Cross Thru Ref Time (s)	38.9											
Oncoming Left Ref Time (s)	9.5											
Combined (s)	88.2											
Intersection Summary												
Intersection Capacity Utilization			73.5%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization
8: Valley Blvd & Pierre Rd

Existing Year (2023)
PM Peak Hour



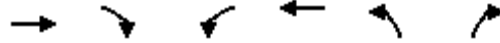
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↑↑↑	↑↑↑		↶	↷
Volume (vph)	89	1382	697	333	229	47
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.5	4.0	4.5	4.5
Minimum Green (s)	5.0	5.0	5.0	4.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	89	1382	1030	0	229	47
Lane Utilization Factor	1.00	0.91	0.91	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.95	0.85	0.95	0.85
Saturated Flow (vph)	1805	5176	4925	0	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	5.9	32.0	25.1	0.0		3.5
Adj Reference Time (s)	10.4	36.5	29.6	0.0		9.5
Permitted Option						
Adj Saturation A (vph)	120	1725	1642		120	
Reference Time A (s)	88.8	32.0	25.1		228.4	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		88.8	25.1			
Adj Reference Time (s)		93.3	29.6			
Split Option						
Ref Time Combined (s)	5.9	32.0	25.1		15.2	
Ref Time Seperate (s)	5.9	32.0	17.0		15.2	
Reference Time (s)	32.0	32.0	25.1		15.2	
Adj Reference Time (s)	36.5	36.5	29.6		19.7	
Summary						
	EB WB		SB		Combined	
Protected Option (s)	40.0		NA			
Permitted Option (s)	93.3		Err			
Split Option (s)	66.1		19.7			
Minimum (s)	40.0		19.7		59.7	
Right Turns						
	SBR					
Adj Reference Time (s)	9.5					
Cross Thru Ref Time (s)	29.6					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	39.1					

Intersection Summary

Intersection Capacity Utilization 49.8% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
9: Brea Canyon Rd & Valley Blvd

Existing Year (2023)
PM Peak Hour

























Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑	↔	↔
Volume (vph)	1500	152	372	729	365	908
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No			No	
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.0	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	4.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	1652	0	372	729	365	908
Lane Utilization Factor	0.91	1.00	0.97	0.95	0.97	0.89
Turning Factor (vph)	0.99	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	5104	0	3505	3618	3505	2859
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	38.8	0.0	12.7	24.2		38.1
Adj Reference Time (s)	43.3	0.0	17.2	28.7		42.6
Permitted Option						
Adj Saturation A (vph)	1701		117	1809	117	
Reference Time A (s)	38.8		191.0	24.2	187.4	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	38.8			191.0		
Adj Reference Time (s)	43.3			195.5		
Split Option						
Ref Time Combined (s)	38.8		12.7	24.2	12.5	
Ref Time Seperate (s)	35.3		12.7	24.2	12.5	
Reference Time (s)	38.8		24.2	24.2	12.5	
Adj Reference Time (s)	43.3		28.7	28.7	17.0	
Summary						
	EB WB		NB	Combined		
Protected Option (s)	60.6		NA			
Permitted Option (s)	195.5		Err			
Split Option (s)	72.0		17.0			
Minimum (s)	60.6		17.0	77.6		
Right Turns						
	NBR					
Adj Reference Time (s)	42.6					
Cross Thru Ref Time (s)	43.3					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	86.0					
Intersection Summary						
Intersection Capacity Utilization	71.6%		ICU Level of Service		C	
Reference Times and Phasing Options do not represent an optimized timing plan.						



Opening Year (2026) Without Project LOS Calculation Sheets

Intersection Capacity Utilization
1: Valley Blvd & Lemon Ave

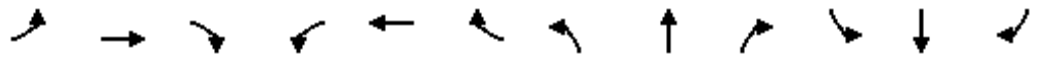
Opening Year (2026) Without Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	81	545	131	161	841	52	135	410	174	94	620	213
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	81	676	0	161	893	0	135	410	174	94	620	213
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1805	5025	0	3505	5130	0	1805	3618	1615	1805	3618	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00			0.00			0.00		
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	5.4	16.1	0.0	5.5	20.9	0.0	9.0	13.6	12.9	6.2	20.6	15.8
Adj Reference Time (s)	9.9	20.6	0.0	10.0	25.4	0.0	13.5	18.1	17.4	10.7	25.1	20.3
Permitted Option												
Adj Saturation A (vph)	120	1675		117	1710		120	1809		120	1809	
Reference Time A (s)	80.8	16.1		82.7	20.9		134.6	13.6		93.7	20.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)	80.8			82.7			134.6			93.7		
Adj Reference Time (s)	85.3			87.2			139.1			98.2		
Split Option												
Ref Time Combined (s)	5.4	16.1		5.5	20.9		9.0	13.6		6.2	20.6	
Ref Time Seperate (s)	5.4	13.0		5.5	19.7		9.0	13.6		6.2	20.6	
Reference Time (s)	16.1	16.1		20.9	20.9		13.6	13.6		20.6	20.6	
Adj Reference Time (s)	20.6	20.6		25.4	25.4		18.1	18.1		25.1	25.1	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	35.3		38.5									
Permitted Option (s)	87.2		139.1									
Split Option (s)	46.0		43.2									
Minimum (s)	35.3		38.5		73.8							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	17.4		20.3									
Cross Thru Ref Time (s)	20.6		25.4									
Oncoming Left Ref Time (s)	10.7		13.5									
Combined (s)	48.8		59.2									
Intersection Summary												
Intersection Capacity Utilization			61.5%		ICU Level of Service				B			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization
2: Lemon Ave & Paseo Del Prado

Opening Year (2026) Without Project

AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Volume (vph)	48	8	26	35	19	19	42	416	25	21	874	83
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	48	34	0	35	38	0	42	441	0	21	957	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.89	0.85	0.95	0.93	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1805	1682	0	1805	1758	0	1805	3587	0	1805	3571	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	3.2	2.4	0.0	2.3	2.6	0.0	2.8	14.8	0.0	1.4	32.2	0.0
Adj Reference Time (s)	9.5	9.5	0.0	9.5	9.5	0.0	9.5	19.3	0.0	9.5	36.7	0.0
Permitted Option												
Adj Saturation A (vph)	120	1682		120	1758		120	1793		120	1785	
Reference Time A (s)	47.9	2.4		34.9	2.6		41.9	14.8		20.9	32.2	
Adj Saturation B (vph)	0	1682		0	1758		NA	NA		NA	NA	
Reference Time B (s)	11.2	2.4		10.3	2.6		NA	NA		NA	NA	
Reference Time (s)		11.2			10.3			41.9			32.2	
Adj Reference Time (s)		15.7			14.8			46.4			36.7	
Split Option												
Ref Time Combined (s)	3.2	2.4		2.3	2.6		2.8	14.8		1.4	32.2	
Ref Time Seperate (s)	3.2	0.6		2.3	1.3		2.8	13.9		1.4	29.4	
Reference Time (s)	3.2	3.2		2.6	2.6		14.8	14.8		32.2	32.2	
Adj Reference Time (s)	9.5	9.5		9.5	9.5		19.3	19.3		36.7	36.7	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	19.0		46.2									
Permitted Option (s)	15.7		46.4									
Split Option (s)	19.0		55.9									
Minimum (s)	15.7		46.2		61.9							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			51.5%		ICU Level of Service				A			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection										
Int Delay, s/veh	0.3									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations	↘ ↑↑↑			↘ ↑↑			↘			
Traffic Vol, veh/h	15	794	0	0	1036	28	10	7	0	0
Future Vol, veh/h	15	794	0	0	1036	28	10	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	150	-	-	100	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	863	0	0	1126	30	11	8	0	0

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	1156	0	-	863	0	0	1518 578
Stage 1	-	-	-	-	-	-	1141 -
Stage 2	-	-	-	-	-	-	377 -
Critical Hdwy	4.14	-	-	5.34	-	-	6.29 6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04 -
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67 3.32
Pot Cap-1 Maneuver	600	-	0	456	-	-	136 459
Stage 1	-	-	0	-	-	-	261 -
Stage 2	-	-	0	-	-	-	628 -
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	600	-	-	456	-	-	132 459
Mov Cap-2 Maneuver	-	-	-	-	-	-	132 -
Stage 1	-	-	-	-	-	-	254 -
Stage 2	-	-	-	-	-	-	628 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	26.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	600	-	456	-	-	187
HCM Lane V/C Ratio	0.027	-	-	-	-	0.099
HCM Control Delay (s)	11.2	-	0	-	-	26.4
HCM Lane LOS	B	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	26	10	1	6	3	20	11	3	4	9	8
Future Vol, veh/h	11	26	10	1	6	3	20	11	3	4	9	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	28	11	1	7	3	22	12	3	4	10	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7	7.3	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	59%	23%	10%	19%
Vol Thru, %	32%	55%	60%	43%
Vol Right, %	9%	21%	30%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	47	10	21
LT Vol	20	11	1	4
Through Vol	11	26	6	9
RT Vol	3	10	3	8
Lane Flow Rate	37	51	11	23
Geometry Grp	1	1	1	1
Degree of Util (X)	0.042	0.056	0.012	0.025
Departure Headway (Hd)	4.123	3.965	3.916	3.879
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	867	902	911	921
Service Time	2.153	1.994	1.953	1.912
HCM Lane V/C Ratio	0.043	0.057	0.012	0.025
HCM Control Delay	7.3	7.2	7	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0	0.1

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↑			↙ ↑↑							↕	
Traffic Vol, veh/h	20	810	0	1	1041	36	0	0	0	5	0	9
Future Vol, veh/h	20	810	0	1	1041	36	0	0	0	5	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	10834	16576	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	880	0	1	1132	39	0	0	0	5	0	10

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	1171	0	-	880	0	0		1550	2078	586
Stage 1	-	-	-	-	-	-		1154	1154	-
Stage 2	-	-	-	-	-	-		396	924	-
Critical Hdwy	4.14	-	-	5.34	-	-		6.29	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-		5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-		6.04	5.54	-
Follow-up Hdwy	2.22	-	-	3.12	-	-		3.67	4.02	3.32
Pot Cap-1 Maneuver	592	-	0	447	-	-		130	53	454
Stage 1	-	-	0	-	-	-		257	270	-
Stage 2	-	-	0	-	-	-		613	346	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	592	-	-	447	-	-		125	0	454
Mov Cap-2 Maneuver	-	-	-	-	-	-		125	0	-
Stage 1	-	-	-	-	-	-		247	0	-
Stage 2	-	-	-	-	-	-		612	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	21.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	592	-	447	-	-	234
HCM Lane V/C Ratio	0.037	-	0.002	-	-	0.065
HCM Control Delay (s)	11.3	-	13.1	-	-	21.5
HCM Lane LOS	B	-	B	-	-	C
HCM 95th %tile Q(veh)	0.1	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A




























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	16	5	4	4	0	7	11	11	3	6	1
Future Vol, veh/h	7	16	5	4	4	0	7	11	11	3	6	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	17	5	4	4	0	8	12	12	3	7	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.2	7	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	25%	50%	30%
Vol Thru, %	38%	57%	50%	60%
Vol Right, %	38%	18%	0%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	28	8	10
LT Vol	7	7	4	3
Through Vol	11	16	4	6
RT Vol	11	5	0	1
Lane Flow Rate	32	30	9	11
Geometry Grp	1	1	1	1
Degree of Util (X)	0.034	0.033	0.01	0.012
Departure Headway (Hd)	3.832	3.958	4.131	4.026
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	936	906	867	890
Service Time	1.849	1.975	2.152	2.047
HCM Lane V/C Ratio	0.034	0.033	0.01	0.012
HCM Control Delay	7	7.1	7.2	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0

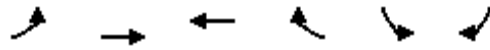
Intersection Capacity Utilization
7: Fairway Dr & Valley Blvd

Opening Year (2026) Without Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 			 			 	
Volume (vph)	7	610	405	309	810	25	422	53	199	31	95	19
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.0
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	7	1015	0	309	835	0	0	475	199	31	114	0
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.95	1.00	0.85	0.95	0.96	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1805	4866	0	3505	3601	0	0	3631	1615	1805	1853	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	0.5	25.0	0.0	10.6	27.8	0.0			14.8			0.0
Adj Reference Time (s)	9.5	29.5	0.0	15.1	32.3	0.0			19.3			0.0
Permitted Option												
Adj Saturation A (vph)	120	1622		117	1801		0	262		120	1853	
Reference Time A (s)	7.0	25.0		158.7	27.8		0.0	217.5		30.9	7.4	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	1853	
Reference Time B (s)	NA	NA		NA	NA		22.0	23.7		10.1	7.4	
Reference Time (s)		25.0			158.7			23.7			10.1	
Adj Reference Time (s)		29.5			163.2			28.2			14.6	
Split Option												
Ref Time Combined (s)	0.5	25.0		10.6	27.8		0.0	15.7		2.1	7.4	
Ref Time Seperate (s)	0.5	15.0		10.6	27.0		14.0	3.3		2.1	6.2	
Reference Time (s)	25.0	25.0		27.8	27.8		15.7	15.7		7.4	7.4	
Adj Reference Time (s)	29.5	29.5		32.3	32.3		20.2	20.2		11.9	11.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	44.6		NA									
Permitted Option (s)	163.2		28.2									
Split Option (s)	61.9		32.1									
Minimum (s)	44.6		28.2		72.8							
Right Turns												
	NBR											
Adj Reference Time (s)	19.3											
Cross Thru Ref Time (s)	29.5											
Oncoming Left Ref Time (s)	11.9											
Combined (s)	60.7											
Intersection Summary												
Intersection Capacity Utilization			60.7%		ICU Level of Service		B					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization
8: Valley Blvd & Pierre Rd

Opening Year (2026) Without Project
AM Peak Hour



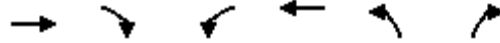
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↑↑↑	↑↑↑↶		↶	↷
Volume (vph)	167	604	956	595	350	145
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.5	4.0	4.5	4.5
Minimum Green (s)	5.0	5.0	5.0	4.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	167	604	1551	0	350	145
Lane Utilization Factor	1.00	0.91	0.91	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.94	0.85	0.95	0.85
Saturated Flow (vph)	1805	5176	4878	0	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	11.1	14.0	38.2	0.0		10.8
Adj Reference Time (s)	15.6	18.5	42.7	0.0		15.3
Permitted Option						
Adj Saturation A (vph)	120	1725	1626		120	
Reference Time A (s)	166.5	14.0	38.2		349.0	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		166.5	38.2			
Adj Reference Time (s)		171.0	42.7			
Split Option						
Ref Time Combined (s)	11.1	14.0	38.2		23.3	
Ref Time Seperate (s)	11.1	14.0	23.5		23.3	
Reference Time (s)	14.0	14.0	38.2		23.3	
Adj Reference Time (s)	18.5	18.5	42.7		27.8	
Summary	EB WB		SB		Combined	
Protected Option (s)	58.3		NA			
Permitted Option (s)	171.0		Err			
Split Option (s)	61.2		27.8			
Minimum (s)	58.3		27.8		86.0	
Right Turns	SBR					
Adj Reference Time (s)	15.3					
Cross Thru Ref Time (s)	42.7					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	57.9					

Intersection Summary

Intersection Capacity Utilization 71.7% ICU Level of Service C
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
9: Brea Canyon Rd & Valley Blvd

Opening Year (2026) Without Project
AM Peak Hour































Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑	↔	↔
Volume (vph)	751	293	571	1300	249	521
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.0	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	4.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	1044	0	571	1300	249	521
Lane Utilization Factor	0.91	1.00	0.97	0.95	0.97	0.89
Turning Factor (vph)	0.96	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	4958	0	3505	3618	3505	2859
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	25.3	0.0	19.5	43.1		21.9
Adj Reference Time (s)	29.8	0.0	24.0	47.6		26.4
Permitted Option						
Adj Saturation A (vph)	1653		117	1809	117	
Reference Time A (s)	25.3		293.2	43.1	127.9	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	25.3			293.2		
Adj Reference Time (s)	29.8			297.7		
Split Option						
Ref Time Combined (s)	25.3		19.5	43.1	8.5	
Ref Time Seperate (s)	18.2		19.5	43.1	8.5	
Reference Time (s)	25.3		43.1	43.1	8.5	
Adj Reference Time (s)	29.8		47.6	47.6	13.0	
Summary	EB WB		NB		Combined	
Protected Option (s)	53.8		NA			
Permitted Option (s)	297.7		Err			
Split Option (s)	77.4		13.0			
Minimum (s)	53.8		13.0		66.8	
Right Turns	NBR					
Adj Reference Time (s)	26.4					
Cross Thru Ref Time (s)	29.8					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	56.1					

Intersection Summary

Intersection Capacity Utilization 55.7% ICU Level of Service B
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
1: Valley Blvd & Lemon Ave






















Opening Year (2026) Without Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 			 		 	 	
Volume (vph)	130	1266	250	160	574	80	129	473	199	103	472	96
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	130	1516	0	160	654	0	129	473	199	103	472	96
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1805	5048	0	3505	5081	0	1805	3618	1615	1805	3618	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00			0.00			
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	8.6	36.0	0.0	5.5	15.4	0.0	8.6	15.7	14.8	6.8	15.7	7.1
Adj Reference Time (s)	13.1	40.5	0.0	10.0	19.9	0.0	13.1	20.2	19.3	11.3	20.2	11.6
Permitted Option												
Adj Saturation A (vph)	120	1683		117	1694		120	1809		120	1809	
Reference Time A (s)	129.6	36.0		82.2	15.4		128.6	15.7		102.7	15.7	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		129.6			82.2			128.6			102.7	
Adj Reference Time (s)		134.1			86.7			133.1			107.2	
Split Option												
Ref Time Combined (s)	8.6	36.0		5.5	15.4		8.6	15.7		6.8	15.7	
Ref Time Seperate (s)	8.6	30.1		5.5	13.6		8.6	15.7		6.8	15.7	
Reference Time (s)	36.0	36.0		15.4	15.4		15.7	15.7		15.7	15.7	
Adj Reference Time (s)	40.5	40.5		19.9	19.9		20.2	20.2		20.2	20.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	50.5		33.2									
Permitted Option (s)	134.1		133.1									
Split Option (s)	60.5		40.3									
Minimum (s)	50.5		33.2		83.8							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	19.3		11.6									
Cross Thru Ref Time (s)	40.5		19.9									
Oncoming Left Ref Time (s)	11.3		13.1									
Combined (s)	71.2		44.7									
Intersection Summary												
Intersection Capacity Utilization			69.8%		ICU Level of Service				C			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization
2: Lemon Ave & Paseo Del Prado

Opening Year (2026) Without Project

PM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	107	23	63	93	11	69	15	603	27	14	467	32	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0	
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	107	86	0	93	80	0	15	630	0	14	499	0	
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Turning Factor (vph)	0.95	0.89	0.85	0.95	0.87	0.85	0.95	0.99	0.85	0.95	0.99	0.85	
Saturated Flow (vph)	1805	1691	0	1805	1654	0	1805	3594	0	1805	3583	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			Yes			Yes		
Reference Time (s)	7.1	6.1	0.0	6.2	5.8	0.0	1.0	21.0	0.0	0.9	16.7	0.0	
Adj Reference Time (s)	11.6	10.6	0.0	10.7	10.3	0.0	9.5	25.5	0.0	9.5	21.2	0.0	
Permitted Option													
Adj Saturation A (vph)	120	1691		120	1654		120	1797		120	1791		
Reference Time A (s)	106.7	6.1		92.7	5.8		15.0	21.0		14.0	16.7		
Adj Saturation B (vph)	0	1691		0	1654		NA	NA		NA	NA		
Reference Time B (s)	15.1	6.1		14.2	5.8		NA	NA		NA	NA		
Reference Time (s)		15.1			14.2			21.0			16.7		
Adj Reference Time (s)		19.6			18.7			25.5			21.2		
Split Option													
Ref Time Combined (s)	7.1	6.1		6.2	5.8		1.0	21.0		0.9	16.7		
Ref Time Seperate (s)	7.1	1.6		6.2	0.8		1.0	20.1		0.9	15.6		
Reference Time (s)	7.1	7.1		6.2	6.2		21.0	21.0		16.7	16.7		
Adj Reference Time (s)	11.6	11.6		10.7	10.7		25.5	25.5		21.2	21.2		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	21.9		35.0										
Permitted Option (s)	19.6		25.5										
Split Option (s)	22.3		46.7										
Minimum (s)	19.6		25.5		45.1								
Right Turns													
Adj Reference Time (s)													
Cross Thru Ref Time (s)													
Oncoming Left Ref Time (s)													
Combined (s)													
Intersection Summary													
Intersection Capacity Utilization			37.6%		ICU Level of Service						A		
Reference Times and Phasing Options do not represent an optimized timing plan.													

Intersection										
Int Delay, s/veh	0.4									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations	↘	↑↑↑		↘	↑↑		↘			
Traffic Vol, veh/h	27	1457	0	1	745	15	9	17	0	0
Future Vol, veh/h	27	1457	0	1	745	15	9	17	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	150	-	-	100	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	1584	0	1	810	16	10	18	0	0

Major/Minor	Major1		Major2			Minor2		
Conflicting Flow All	826	0	-	1584	0	0	1512	413
Stage 1	-	-	-	-	-	-	820	-
Stage 2	-	-	-	-	-	-	692	-
Critical Hdwy	4.14	-	-	5.34	-	-	6.29	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04	-
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67	3.32
Pot Cap-1 Maneuver	800	-	0	202	-	-	137	588
Stage 1	-	-	0	-	-	-	383	-
Stage 2	-	-	0	-	-	-	428	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	800	-	-	202	-	-	131	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	-
Stage 1	-	-	-	-	-	-	369	-
Stage 2	-	-	-	-	-	-	426	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	20.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	800	-	202	-	-	266
HCM Lane V/C Ratio	0.037	-	0.005	-	-	0.106
HCM Control Delay (s)	9.7	-	22.9	-	-	20.1
HCM Lane LOS	A	-	C	-	-	C
HCM 95th %tile Q(veh)	0.1	-	0	-	-	0.4

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	22	15	1	33	5	20	12	4	4	7	24
Future Vol, veh/h	25	22	15	1	33	5	20	12	4	4	7	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	24	16	1	36	5	22	13	4	4	8	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.3	7.5	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	56%	40%	3%	11%
Vol Thru, %	33%	35%	85%	20%
Vol Right, %	11%	24%	13%	69%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	62	39	35
LT Vol	20	25	1	4
Through Vol	12	22	33	7
RT Vol	4	15	5	24
Lane Flow Rate	39	67	42	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.046	0.076	0.048	0.04
Departure Headway (Hd)	4.199	4.037	4.048	3.766
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	847	883	880	942
Service Time	2.255	2.079	2.096	1.826
HCM Lane V/C Ratio	0.046	0.076	0.048	0.04
HCM Control Delay	7.5	7.4	7.3	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.1

HCM 6th TWSC
5: Valley Blvd & Paseo Tesoro

Opening Year (2026) Without Project
PM Peak Hour

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘ ↑↑↑			↘ ↑↑						↔		
Traffic Vol, veh/h	12	1514	0	4	746	12	0	0	0	20	0	31
Future Vol, veh/h	12	1514	0	4	746	12	0	0	0	20	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	10834	16576	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1646	0	4	811	13	0	0	0	22	0	34

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	824	0	-	1646	0	0		1510	2498	412
Stage 1	-	-	-	-	-	-		826	826	-
Stage 2	-	-	-	-	-	-		684	1672	-
Critical Hdwy	4.14	-	-	5.34	-	-		6.29	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-		5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-		6.04	5.54	-
Follow-up Hdwy	2.22	-	-	3.12	-	-		3.67	4.02	3.32
Pot Cap-1 Maneuver	802	-	0	189	-	-		137	28	589
Stage 1	-	-	0	-	-	-		380	385	-
Stage 2	-	-	0	-	-	-		432	151	-
Platoon blocked, %		-			-	-				
Mov Cap-1 Maneuver	802	-	-	189	-	-		132	0	589
Mov Cap-2 Maneuver	-	-	-	-	-	-		132	0	-
Stage 1	-	-	-	-	-	-		374	0	-
Stage 2	-	-	-	-	-	-		423	0	-

Approach	EB		WB		SB	
HCM Control Delay, s	0.1		0.1		23.5	
HCM LOS					C	

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	802	-	189	-	-	250
HCM Lane V/C Ratio	0.016	-	0.023	-	-	0.222
HCM Control Delay (s)	9.6	-	24.5	-	-	23.5
HCM Lane LOS	A	-	C	-	-	C
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	0.8

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A





























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	21	9	12	23	0	13	5	5	1	10	0
Future Vol, veh/h	0	21	9	12	23	0	13	5	5	1	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	10	13	25	0	14	5	5	1	11	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.3	7.2	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	57%	0%	34%	9%
Vol Thru, %	22%	70%	66%	91%
Vol Right, %	22%	30%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	30	35	11
LT Vol	13	0	12	1
Through Vol	5	21	23	10
RT Vol	5	9	0	0
Lane Flow Rate	25	33	38	12
Geometry Grp	1	1	1	1
Degree of Util (X)	0.028	0.035	0.043	0.014
Departure Headway (Hd)	4.049	3.847	4.092	4.094
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	883	930	875	872
Service Time	2.081	1.872	2.115	2.128
HCM Lane V/C Ratio	0.028	0.035	0.043	0.014
HCM Control Delay	7.2	7	7.3	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0

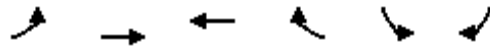
Intersection Capacity Utilization
7: Fairway Dr & Valley Blvd

Opening Year (2026) Without Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 			 	 		 	
Volume (vph)	5	1154	295	190	610	30	424	82	481	27	57	7
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.0
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	5	1449	0	190	640	0	0	506	481	27	64	0
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.99	0.85	0.95	0.96	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1805	5018	0	3505	3592	0	0	3641	1615	1805	1869	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	0.3	34.7	0.0	6.5	21.4	0.0			35.7			0.0
Adj Reference Time (s)	9.5	39.2	0.0	11.0	25.9	0.0			40.2			0.0
Permitted Option												
Adj Saturation A (vph)	120	1673		117	1796		0	274		120	1869	
Reference Time A (s)	5.0	34.7		97.6	21.4		0.0	221.6		26.9	4.1	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	1869	
Reference Time B (s)	NA	NA		NA	NA		22.1	24.7		9.8	4.1	
Reference Time (s)		34.7			97.6			24.7			9.8	
Adj Reference Time (s)		39.2			102.1			29.2			14.3	
Split Option												
Ref Time Combined (s)	0.3	34.7		6.5	21.4		0.0	16.7		1.8	4.1	
Ref Time Seperate (s)	0.3	27.6		6.5	20.4		14.1	5.2		1.8	3.7	
Reference Time (s)	34.7	34.7		21.4	21.4		16.7	16.7		4.1	4.1	
Adj Reference Time (s)	39.2	39.2		25.9	25.9		21.2	21.2		9.5	9.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	50.2		NA									
Permitted Option (s)	102.1		29.2									
Split Option (s)	65.0		30.7									
Minimum (s)	50.2		29.2		79.3							
Right Turns												
	NBR											
Adj Reference Time (s)	40.2											
Cross Thru Ref Time (s)	39.2											
Oncoming Left Ref Time (s)	9.5											
Combined (s)	88.9											
Intersection Summary												
Intersection Capacity Utilization			74.1%		ICU Level of Service		D					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization
8: Valley Blvd & Pierre Rd

Opening Year (2026) Without Project
PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↑↑↑	↑↑↑		↶	↷
Volume (vph)	89	1420	719	339	235	47
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.5	4.0	4.5	4.5
Minimum Green (s)	5.0	5.0	5.0	4.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	89	1420	1058	0	235	47
Lane Utilization Factor	1.00	0.91	0.91	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.95	0.85	0.95	0.85
Saturated Flow (vph)	1805	5176	4927	0	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	5.9	32.9	25.8	0.0		3.5
Adj Reference Time (s)	10.4	37.4	30.3	0.0		9.5
Permitted Option						
Adj Saturation A (vph)	120	1725	1642		120	
Reference Time A (s)	88.8	32.9	25.8		234.3	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		88.8	25.8			
Adj Reference Time (s)		93.3	30.3			
Split Option						
Ref Time Combined (s)	5.9	32.9	25.8		15.6	
Ref Time Seperate (s)	5.9	32.9	17.5		15.6	
Reference Time (s)	32.9	32.9	25.8		15.6	
Adj Reference Time (s)	37.4	37.4	30.3		20.1	
Summary						
	EB WB		SB		Combined	
Protected Option (s)	40.7		NA			
Permitted Option (s)	93.3		Err			
Split Option (s)	67.7		20.1			
Minimum (s)	40.7		20.1		60.8	
Right Turns						
	SBR					
Adj Reference Time (s)	9.5					
Cross Thru Ref Time (s)	30.3					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	39.8					

Intersection Summary

Intersection Capacity Utilization 50.7% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
9: Brea Canyon Rd & Valley Blvd

Opening Year (2026) Without Project
PM Peak Hour



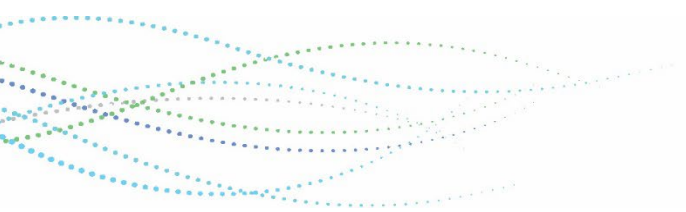
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑	↔	↔
Volume (vph)	1548	152	383	761	369	934
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.0	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	4.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	1700	0	383	761	369	934
Lane Utilization Factor	0.91	1.00	0.97	0.95	0.97	0.89
Turning Factor (vph)	0.99	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	5106	0	3505	3618	3505	2859
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	40.0	0.0	13.1	25.2		39.2
Adj Reference Time (s)	44.5	0.0	17.6	29.7		43.7
Permitted Option						
Adj Saturation A (vph)	1702		117	1809	117	
Reference Time A (s)	40.0		196.7	25.2	189.5	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	40.0			196.7		
Adj Reference Time (s)	44.5			201.2		
Split Option						
Ref Time Combined (s)	40.0		13.1	25.2	12.6	
Ref Time Seperate (s)	36.4		13.1	25.2	12.6	
Reference Time (s)	40.0		25.2	25.2	12.6	
Adj Reference Time (s)	44.5		29.7	29.7	17.1	
Summary	EB WB		NB		Combined	
Protected Option (s)	62.1		NA			
Permitted Option (s)	201.2		Err			
Split Option (s)	74.2		17.1			
Minimum (s)	62.1		17.1		79.2	
Right Turns	NBR					
Adj Reference Time (s)	43.7					
Cross Thru Ref Time (s)	44.5					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	88.2					

Intersection Summary

Intersection Capacity Utilization 73.5% ICU Level of Service D
Reference Times and Phasing Options do not represent an optimized timing plan.



























Opening Year (2026) With Project LOS Calculation Sheets



Intersection Capacity Utilization
1: Valley Blvd & Lemon Ave

Opening Year (2026) With Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	564	131	166	850	53	135	417	184	96	626	220
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	90	695	0	166	903	0	135	417	184	96	626	220
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1805	5029	0	3505	5130	0	1805	3618	1615	1805	3618	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00			0.00			0.00		
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	6.0	16.6	0.0	5.7	21.1	0.0	9.0	13.8	13.7	6.4	20.8	16.3
Adj Reference Time (s)	10.5	21.1	0.0	10.2	25.6	0.0	13.5	18.3	18.2	10.9	25.3	20.8
Permitted Option												
Adj Saturation A (vph)	120	1676		117	1710		120	1809		120	1809	
Reference Time A (s)	89.8	16.6		85.2	21.1		134.6	13.8		95.7	20.8	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		89.8			85.2			134.6			95.7	
Adj Reference Time (s)		94.3			89.7			139.1			100.2	
Split Option												
Ref Time Combined (s)	6.0	16.6		5.7	21.1		9.0	13.8		6.4	20.8	
Ref Time Seperate (s)	6.0	13.5		5.7	19.9		9.0	13.8		6.4	20.8	
Reference Time (s)	16.6	16.6		21.1	21.1		13.8	13.8		20.8	20.8	
Adj Reference Time (s)	21.1	21.1		25.6	25.6		18.3	18.3		25.3	25.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	36.1		38.7									
Permitted Option (s)	94.3		139.1									
Split Option (s)	46.7		43.6									
Minimum (s)	36.1		38.7		74.8							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	18.2		20.8									
Cross Thru Ref Time (s)	21.1		25.6									
Oncoming Left Ref Time (s)	10.9		13.5									
Combined (s)	50.1		59.9									
Intersection Summary												
Intersection Capacity Utilization			62.4%		ICU Level of Service				B			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization
2: Lemon Ave & Paseo Del Prado

Opening Year (2026) With Project
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↕		↗	↕	
Volume (vph)	48	8	26	35	19	24	42	418	25	31	878	83
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	48	34	0	35	43	0	42	443	0	31	961	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.89	0.85	0.95	0.92	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1805	1682	0	1805	1741	0	1805	3587	0	1805	3571	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	3.2	2.4	0.0	2.3	3.0	0.0	2.8	14.8	0.0	2.1	32.3	0.0
Adj Reference Time (s)	9.5	9.5	0.0	9.5	9.5	0.0	9.5	19.3	0.0	9.5	36.8	0.0
Permitted Option												
Adj Saturation A (vph)	120	1682		120	1741		120	1793		120	1785	
Reference Time A (s)	47.9	2.4		34.9	3.0		41.9	14.8		30.9	32.3	
Adj Saturation B (vph)	0	1682		0	1741		NA	NA		NA	NA	
Reference Time B (s)	11.2	2.4		10.3	3.0		NA	NA		NA	NA	
Reference Time (s)		11.2			10.3			41.9			32.3	
Adj Reference Time (s)		15.7			14.8			46.4			36.8	
Split Option												
Ref Time Combined (s)	3.2	2.4		2.3	3.0		2.8	14.8		2.1	32.3	
Ref Time Seperate (s)	3.2	0.6		2.3	1.3		2.8	14.0		2.1	29.5	
Reference Time (s)	3.2	3.2		3.0	3.0		14.8	14.8		32.3	32.3	
Adj Reference Time (s)	9.5	9.5		9.5	9.5		19.3	19.3		36.8	36.8	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	19.0		46.3									
Permitted Option (s)	15.7		46.4									
Split Option (s)	19.0		56.1									
Minimum (s)	15.7		46.3		62.0							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			51.7%		ICU Level of Service		A					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection										
Int Delay, s/veh	0.6									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations	↘ ↑↑↑			↘ ↑↑			↘			
Traffic Vol, veh/h	30	809	0	0	1043	43	17	14	0	0
Future Vol, veh/h	30	809	0	0	1043	43	17	14	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	150	-	-	100	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	879	0	0	1134	47	18	15	0	0

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	1181	0	-	879	0	0	1576 591
Stage 1	-	-	-	-	-	-	1158 -
Stage 2	-	-	-	-	-	-	418 -
Critical Hdwy	4.14	-	-	5.34	-	-	6.29 6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04 -
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67 3.32
Pot Cap-1 Maneuver	587	-	0	448	-	-	126 450
Stage 1	-	-	0	-	-	-	255 -
Stage 2	-	-	0	-	-	-	597 -
Platoon blocked, %		-			-	-	
Mov Cap-1 Maneuver	587	-	-	448	-	-	119 450
Mov Cap-2 Maneuver	-	-	-	-	-	-	119 -
Stage 1	-	-	-	-	-	-	241 -
Stage 2	-	-	-	-	-	-	597 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	29.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	587	-	448	-	-	178
HCM Lane V/C Ratio	0.056	-	-	-	-	0.189
HCM Control Delay (s)	11.5	-	0	-	-	29.9
HCM Lane LOS	B	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	-	0	-	-	0.7

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	30	14	1	8	4	22	16	3	6	19	8
Future Vol, veh/h	11	30	14	1	8	4	22	16	3	6	19	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	33	15	1	9	4	24	17	3	7	21	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.1	7.4	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	54%	20%	8%	18%
Vol Thru, %	39%	55%	62%	58%
Vol Right, %	7%	25%	31%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	55	13	33
LT Vol	22	11	1	6
Through Vol	16	30	8	19
RT Vol	3	14	4	8
Lane Flow Rate	45	60	14	36
Geometry Grp	1	1	1	1
Degree of Util (X)	0.051	0.066	0.016	0.04
Departure Headway (Hd)	4.154	3.973	3.951	3.988
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	860	898	900	894
Service Time	2.192	2.012	1.999	2.029
HCM Lane V/C Ratio	0.052	0.067	0.016	0.04
HCM Control Delay	7.4	7.3	7.1	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0	0.1

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘ ↑↑↑			↘ ↑↑							↕	
Traffic Vol, veh/h	35	817	0	1	1056	46	0	0	0	10	0	16
Future Vol, veh/h	35	817	0	1	1056	46	0	0	0	10	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	10834	16576	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	888	0	1	1148	50	0	0	0	11	0	17

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	1198	0	-	888	0	0	1606	2139	599
Stage 1	-	-	-	-	-	-	1175	1175	-
Stage 2	-	-	-	-	-	-	431	964	-
Critical Hdwy	4.14	-	-	5.34	-	-	6.29	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04	5.54	-
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67	4.02	3.32
Pot Cap-1 Maneuver	578	-	0	443	-	-	121	48	445
Stage 1	-	-	0	-	-	-	250	264	-
Stage 2	-	-	0	-	-	-	588	332	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	578	-	-	443	-	-	113	0	445
Mov Cap-2 Maneuver	-	-	-	-	-	-	113	0	-
Stage 1	-	-	-	-	-	-	234	0	-
Stage 2	-	-	-	-	-	-	587	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	24.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	578	-	443	-	-	209
HCM Lane V/C Ratio	0.066	-	0.002	-	-	0.135
HCM Control Delay (s)	11.7	-	13.1	-	-	24.9
HCM Lane LOS	B	-	B	-	-	C
HCM 95th %tile Q(veh)	0.2	-	0	-	-	0.5

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	16	11	4	4	0	10	11	11	3	6	1
Future Vol, veh/h	7	16	11	4	4	0	10	11	11	3	6	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	17	12	4	4	0	11	12	12	3	7	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.2	7	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	21%	50%	30%
Vol Thru, %	34%	47%	50%	60%
Vol Right, %	34%	32%	0%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	34	8	10
LT Vol	10	7	4	3
Through Vol	11	16	4	6
RT Vol	11	11	0	1
Lane Flow Rate	35	37	9	11
Geometry Grp	1	1	1	1
Degree of Util (X)	0.037	0.04	0.01	0.012
Departure Headway (Hd)	3.879	3.868	4.142	4.041
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	924	927	865	886
Service Time	1.898	1.885	2.164	2.063
HCM Lane V/C Ratio	0.038	0.04	0.01	0.012
HCM Control Delay	7	7	7.2	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0

Intersection Capacity Utilization
7: Fairway Dr & Valley Blvd

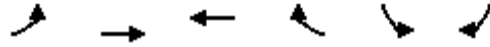
Opening Year (2026) With Project
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗↗	↑↑		↗	↑	↗	↗	↑	↗
Volume (vph)	7	622	405	316	816	25	422	53	215	31	95	19
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.0
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	7	1027	0	316	841	0	0	475	215	31	114	0
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.95	1.00	0.85	0.95	0.96	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1805	4869	0	3505	3601	0	0	3631	1615	1805	1853	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	0.5	25.3	0.0	10.8	28.0	0.0			16.0			0.0
Adj Reference Time (s)	9.5	29.8	0.0	15.3	32.5	0.0			20.5			0.0
Permitted Option												
Adj Saturation A (vph)	120	1623		117	1801		0	262		120	1853	
Reference Time A (s)	7.0	25.3		162.3	28.0		0.0	217.5		30.9	7.4	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	1853	
Reference Time B (s)	NA	NA		NA	NA		22.0	23.7		10.1	7.4	
Reference Time (s)		25.3			162.3			23.7			10.1	
Adj Reference Time (s)		29.8			166.8			28.2			14.6	
Split Option												
Ref Time Combined (s)	0.5	25.3		10.8	28.0		0.0	15.7		2.1	7.4	
Ref Time Seperate (s)	0.5	15.3		10.8	27.2		14.0	3.3		2.1	6.2	
Reference Time (s)	25.3	25.3		28.0	28.0		15.7	15.7		7.4	7.4	
Adj Reference Time (s)	29.8	29.8		32.5	32.5		20.2	20.2		11.9	11.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	45.1		NA									
Permitted Option (s)	166.8		28.2									
Split Option (s)	62.3		32.1									
Minimum (s)	45.1		28.2		73.3							
Right Turns												
	NBR											
Adj Reference Time (s)	20.5											
Cross Thru Ref Time (s)	29.8											
Oncoming Left Ref Time (s)	11.9											
Combined (s)	62.2											
Intersection Summary												
Intersection Capacity Utilization			61.1%		ICU Level of Service				B			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization
8: Valley Blvd & Pierre Rd

Opening Year (2026) With Project
AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↗	↑↑↑	↑↑↑↔		↘	↘
Volume (vph)	167	628	1004	606	361	145
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.5	4.0	4.5	4.5
Minimum Green (s)	5.0	5.0	5.0	4.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	167	628	1610	0	361	145
Lane Utilization Factor	1.00	0.91	0.91	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.94	0.85	0.95	0.85
Saturated Flow (vph)	1805	5176	4883	0	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	11.1	14.6	39.6	0.0		10.8
Adj Reference Time (s)	15.6	19.1	44.1	0.0		15.3
Permitted Option						
Adj Saturation A (vph)	120	1725	1628		120	
Reference Time A (s)	166.5	14.6	39.6		360.0	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		166.5	39.6			
Adj Reference Time (s)		171.0	44.1			
Split Option						
Ref Time Combined (s)	11.1	14.6	39.6		24.0	
Ref Time Seperate (s)	11.1	14.6	24.7		24.0	
Reference Time (s)	14.6	14.6	39.6		24.0	
Adj Reference Time (s)	19.1	19.1	44.1		28.5	
Summary	EB WB		SB		Combined	
Protected Option (s)	59.7		NA			
Permitted Option (s)	171.0		Err			
Split Option (s)	63.1		28.5			
Minimum (s)	59.7		28.5		88.2	
Right Turns	SBR					
Adj Reference Time (s)	15.3					
Cross Thru Ref Time (s)	44.1					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	59.3					

Intersection Summary

Intersection Capacity Utilization 73.5% ICU Level of Service D
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
9: Brea Canyon Rd & Valley Blvd

Opening Year (2026) With Project
AM Peak Hour





























Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑	↔	↔
Volume (vph)	788	295	588	1358	253	530
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.0	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	4.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	1083	0	588	1358	253	530
Lane Utilization Factor	0.91	1.00	0.97	0.95	0.97	0.89
Turning Factor (vph)	0.96	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	4964	0	3505	3618	3505	2859
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	26.2	0.0	20.1	45.0		22.2
Adj Reference Time (s)	30.7	0.0	24.6	49.5		26.7
Permitted Option						
Adj Saturation A (vph)	1655		117	1809	117	
Reference Time A (s)	26.2		301.9	45.0	129.9	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	26.2			301.9		
Adj Reference Time (s)	30.7			306.4		
Split Option						
Ref Time Combined (s)	26.2		20.1	45.0	8.7	
Ref Time Seperate (s)	19.0		20.1	45.0	8.7	
Reference Time (s)	26.2		45.0	45.0	8.7	
Adj Reference Time (s)	30.7		49.5	49.5	13.2	
Summary	EB WB		NB		Combined	
Protected Option (s)	55.3		NA			
Permitted Option (s)	306.4		Err			
Split Option (s)	80.2		13.2			
Minimum (s)	55.3		13.2		68.5	
Right Turns	NBR					
Adj Reference Time (s)	26.7					
Cross Thru Ref Time (s)	30.7					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	57.4					

Intersection Summary
 Intersection Capacity Utilization 57.1% ICU Level of Service B
 Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
1: Valley Blvd & Lemon Ave

Opening Year (2026) With Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	137	1274	250	171	596	82	129	479	203	104	481	107
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	137	1524	0	171	678	0	129	479	203	104	481	107
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1805	5048	0	3505	5082	0	1805	3618	1615	1805	3618	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00			0.00			
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	9.1	36.2	0.0	5.9	16.0	0.0	8.6	15.9	15.1	6.9	16.0	8.0
Adj Reference Time (s)	13.6	40.7	0.0	10.4	20.5	0.0	13.1	20.4	19.6	11.4	20.5	12.5
Permitted Option												
Adj Saturation A (vph)	120	1683		117	1694		120	1809		120	1809	
Reference Time A (s)	136.6	36.2		87.8	16.0		128.6	15.9		103.7	16.0	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		136.6			87.8			128.6			103.7	
Adj Reference Time (s)		141.1			92.3			133.1			108.2	
Split Option												
Ref Time Combined (s)	9.1	36.2		5.9	16.0		8.6	15.9		6.9	16.0	
Ref Time Separate (s)	9.1	30.3		5.9	14.1		8.6	15.9		6.9	16.0	
Reference Time (s)	36.2	36.2		16.0	16.0		15.9	15.9		16.0	16.0	
Adj Reference Time (s)	40.7	40.7		20.5	20.5		20.4	20.4		20.5	20.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	51.1		33.5									
Permitted Option (s)	141.1		133.1									
Split Option (s)	61.2		40.8									
Minimum (s)	51.1		33.5		84.6							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	19.6		12.5									
Cross Thru Ref Time (s)	40.7		20.5									
Oncoming Left Ref Time (s)	11.4		13.1									
Combined (s)	71.7		46.0									
Intersection Summary												
Intersection Capacity Utilization			70.5%		ICU Level of Service				C			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization
2: Lemon Ave & Paseo Del Prado

Opening Year (2026) With Project
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	107	23	63	93	11	80	15	610	27	18	469	32
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	107	86	0	93	91	0	15	637	0	18	501	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.89	0.85	0.95	0.87	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1805	1691	0	1805	1649	0	1805	3595	0	1805	3583	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	7.1	6.1	0.0	6.2	6.6	0.0	1.0	21.3	0.0	1.2	16.8	0.0
Adj Reference Time (s)	11.6	10.6	0.0	10.7	11.1	0.0	9.5	25.8	0.0	9.5	21.3	0.0
Permitted Option												
Adj Saturation A (vph)	120	1691		120	1649		120	1797		120	1791	
Reference Time A (s)	106.7	6.1		92.7	6.6		15.0	21.3		18.0	16.8	
Adj Saturation B (vph)	0	1691		0	1649		NA	NA		NA	NA	
Reference Time B (s)	15.1	6.1		14.2	6.6		NA	NA		NA	NA	
Reference Time (s)		15.1			14.2			21.3			18.0	
Adj Reference Time (s)		19.6			18.7			25.8			22.5	
Split Option												
Ref Time Combined (s)	7.1	6.1		6.2	6.6		1.0	21.3		1.2	16.8	
Ref Time Seperate (s)	7.1	1.6		6.2	0.8		1.0	20.4		1.2	15.7	
Reference Time (s)	7.1	7.1		6.6	6.6		21.3	21.3		16.8	16.8	
Adj Reference Time (s)	11.6	11.6		11.1	11.1		25.8	25.8		21.3	21.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	22.7		35.3									
Permitted Option (s)	19.6		25.8									
Split Option (s)	22.7		47.0									
Minimum (s)	19.6		25.8		45.4							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			37.8%		ICU Level of Service		A					
Reference Times and Phasing Options do not represent an optimized timing plan.												

HCM 6th TWSC
3: Valley Blvd & Paseo Sonrisa

Opening Year (2026) With Project
PM Peak Hour

Intersection										
Int Delay, s/veh	0.8									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations	↘	↑↑↑		↘	↑↑		↘			
Traffic Vol, veh/h	33	1463	0	1	761	21	25	33	0	0
Future Vol, veh/h	33	1463	0	1	761	21	25	33	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	150	-	-	100	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	1590	0	1	827	23	27	36	0	0

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	850	0	-	1590	0	0	1549 425
Stage 1	-	-	-	-	-	-	841 -
Stage 2	-	-	-	-	-	-	708 -
Critical Hdwy	4.14	-	-	5.34	-	-	6.29 6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04 -
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67 3.32
Pot Cap-1 Maneuver	784	-	0	201	-	-	130 578
Stage 1	-	-	0	-	-	-	373 -
Stage 2	-	-	0	-	-	-	420 -
Platoon blocked, %		-			-	-	
Mov Cap-1 Maneuver	784	-	-	201	-	-	123 578
Mov Cap-2 Maneuver	-	-	-	-	-	-	123 -
Stage 1	-	-	-	-	-	-	356 -
Stage 2	-	-	-	-	-	-	418 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	27.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	784	-	201	-	-	223
HCM Lane V/C Ratio	0.046	-	0.005	-	-	0.283
HCM Control Delay (s)	9.8	-	23	-	-	27.4
HCM Lane LOS	A	-	C	-	-	D
HCM 95th %tile Q(veh)	0.1	-	0	-	-	1.1

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	24	17	1	37	7	24	23	4	5	11	24
Future Vol, veh/h	25	24	17	1	37	7	24	23	4	5	11	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	26	18	1	40	8	26	25	4	5	12	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.4	7.6	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	47%	38%	2%	12%
Vol Thru, %	45%	36%	82%	28%
Vol Right, %	8%	26%	16%	60%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	66	45	40
LT Vol	24	25	1	5
Through Vol	23	24	37	11
RT Vol	4	17	7	24
Lane Flow Rate	55	72	49	43
Geometry Grp	1	1	1	1
Degree of Util (X)	0.065	0.081	0.055	0.046
Departure Headway (Hd)	4.223	4.064	4.072	3.849
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	841	875	872	919
Service Time	2.286	2.119	2.132	1.92
HCM Lane V/C Ratio	0.065	0.082	0.056	0.047
HCM Control Delay	7.6	7.5	7.4	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.2	0.1

HCM 6th TWSC
5: Valley Blvd & Paseo Tesoro

Opening Year (2026) With Project
PM Peak Hour

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑		↘	↑↑						↕	
Traffic Vol, veh/h	18	1530	0	4	752	16	0	0	0	31	0	47
Future Vol, veh/h	18	1530	0	4	752	16	0	0	0	31	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	10834	16576	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	1663	0	4	817	17	0	0	0	34	0	51

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	834	0	-	1663	0	0		1539	2537	417
Stage 1	-	-	-	-	-	-		834	834	-
Stage 2	-	-	-	-	-	-		705	1703	-
Critical Hdwy	4.14	-	-	5.34	-	-		6.29	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-		5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-		6.04	5.54	-
Follow-up Hdwy	2.22	-	-	3.12	-	-		3.67	4.02	3.32
Pot Cap-1 Maneuver	795	-	0	185	-	-		132	27	585
Stage 1	-	-	0	-	-	-		376	381	-
Stage 2	-	-	0	-	-	-		421	146	-
Platoon blocked, %		-			-					
Mov Cap-1 Maneuver	795	-	-	185	-	-		126	0	585
Mov Cap-2 Maneuver	-	-	-	-	-	-		126	0	-
Stage 1	-	-	-	-	-	-		367	0	-
Stage 2	-	-	-	-	-	-		412	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0.1	28.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	795	-	185	-	-	239
HCM Lane V/C Ratio	0.025	-	0.024	-	-	0.355
HCM Control Delay (s)	9.6	-	24.9	-	-	28.1
HCM Lane LOS	A	-	C	-	-	D
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	1.5

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A




























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	21	11	12	23	0	20	5	5	1	10	0
Future Vol, veh/h	0	21	11	12	23	0	20	5	5	1	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	12	13	25	0	22	5	5	1	11	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.3	7.3	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	67%	0%	34%	9%
Vol Thru, %	17%	66%	66%	91%
Vol Right, %	17%	34%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	32	35	11
LT Vol	20	0	12	1
Through Vol	5	21	23	10
RT Vol	5	11	0	0
Lane Flow Rate	33	35	38	12
Geometry Grp	1	1	1	1
Degree of Util (X)	0.037	0.037	0.043	0.014
Departure Headway (Hd)	4.104	3.835	4.107	4.104
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	871	932	872	870
Service Time	2.135	1.864	2.134	2.14
HCM Lane V/C Ratio	0.038	0.038	0.044	0.014
HCM Control Delay	7.3	7	7.3	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0

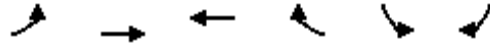
Intersection Capacity Utilization
7: Fairway Dr & Valley Blvd

Opening Year (2026) With Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 			 			 	
Volume (vph)	5	1159	295	207	623	30	424	82	487	27	57	7
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.0
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	5	1454	0	207	653	0	0	506	487	27	64	0
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.99	0.85	0.95	0.96	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1805	5018	0	3505	3593	0	0	3641	1615	1805	1869	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	0.3	34.8	0.0	7.1	21.8	0.0			36.2			0.0
Adj Reference Time (s)	9.5	39.3	0.0	11.6	26.3	0.0			40.7			0.0
Permitted Option												
Adj Saturation A (vph)	120	1673		117	1796		0	274		120	1869	
Reference Time A (s)	5.0	34.8		106.3	21.8		0.0	221.6		26.9	4.1	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	1869	
Reference Time B (s)	NA	NA		NA	NA		22.1	24.7		9.8	4.1	
Reference Time (s)		34.8			106.3			24.7			9.8	
Adj Reference Time (s)		39.3			110.8			29.2			14.3	
Split Option												
Ref Time Combined (s)	0.3	34.8		7.1	21.8		0.0	16.7		1.8	4.1	
Ref Time Separate (s)	0.3	27.7		7.1	20.8		14.1	5.2		1.8	3.7	
Reference Time (s)	34.8	34.8		21.8	21.8		16.7	16.7		4.1	4.1	
Adj Reference Time (s)	39.3	39.3		26.3	26.3		21.2	21.2		9.5	9.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	50.9		NA									
Permitted Option (s)	110.8		29.2									
Split Option (s)	65.6		30.7									
Minimum (s)	50.9		29.2		80.0							
Right Turns												
	NBR											
Adj Reference Time (s)	40.7											
Cross Thru Ref Time (s)	39.3											
Oncoming Left Ref Time (s)	9.5											
Combined (s)	89.5											
Intersection Summary												
Intersection Capacity Utilization			74.5%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization
8: Valley Blvd & Pierre Rd

Opening Year (2026) With Project
PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↑↑↑	↑↑↑↶		↶	↷
Volume (vph)	89	1470	744	347	246	47
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.5	4.0	4.5	4.5
Minimum Green (s)	5.0	5.0	5.0	4.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	89	1470	1091	0	246	47
Lane Utilization Factor	1.00	0.91	0.91	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.95	0.85	0.95	0.85
Saturated Flow (vph)	1805	5176	4929	0	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	5.9	34.1	26.6	0.0		3.5
Adj Reference Time (s)	10.4	38.6	31.1	0.0		9.5
Permitted Option						
Adj Saturation A (vph)	120	1725	1643		120	
Reference Time A (s)	88.8	34.1	26.6		245.3	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		88.8	26.6			
Adj Reference Time (s)		93.3	31.1			
Split Option						
Ref Time Combined (s)	5.9	34.1	26.6		16.4	
Ref Time Seperate (s)	5.9	34.1	18.1		16.4	
Reference Time (s)	34.1	34.1	26.6		16.4	
Adj Reference Time (s)	38.6	38.6	31.1		20.9	
Summary	EB WB		SB		Combined	
Protected Option (s)	41.5		NA			
Permitted Option (s)	93.3		Err			
Split Option (s)	69.6		20.9			
Minimum (s)	41.5		20.9		62.3	
Right Turns	SBR					
Adj Reference Time (s)	9.5					
Cross Thru Ref Time (s)	31.1					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	40.6					

Intersection Summary

Intersection Capacity Utilization 51.9% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
9: Brea Canyon Rd & Valley Blvd

Opening Year (2026) With Project
PM Peak Hour



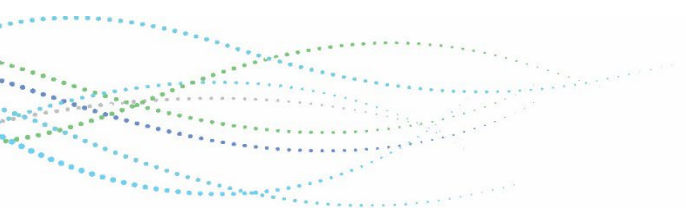
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑	↔	↔
Volume (vph)	1608	156	394	795	371	950
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.0	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	4.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	1764	0	394	795	371	950
Lane Utilization Factor	0.91	1.00	0.97	0.95	0.97	0.89
Turning Factor (vph)	0.99	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	5107	0	3505	3618	3505	2859
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	41.4	0.0	13.5	26.4		39.9
Adj Reference Time (s)	45.9	0.0	18.0	30.9		44.4
Permitted Option						
Adj Saturation A (vph)	1702		117	1809	117	
Reference Time A (s)	41.4		202.3	26.4	190.5	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	41.4			202.3		
Adj Reference Time (s)	45.9			206.8		
Split Option						
Ref Time Combined (s)	41.4		13.5	26.4	12.7	
Ref Time Seperate (s)	37.8		13.5	26.4	12.7	
Reference Time (s)	41.4		26.4	26.4	12.7	
Adj Reference Time (s)	45.9		30.9	30.9	17.2	
Summary						
	EB WB		NB	Combined		
Protected Option (s)	63.9		NA			
Permitted Option (s)	206.8		Err			
Split Option (s)	76.8		17.2			
Minimum (s)	63.9		17.2	81.1		
Right Turns						
	NBR					
Adj Reference Time (s)	44.4					
Cross Thru Ref Time (s)	45.9					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	90.3					

Intersection Summary

Intersection Capacity Utilization 75.3% ICU Level of Service D
Reference Times and Phasing Options do not represent an optimized timing plan.



























Buildout Year (2040) Without Project LOS Calculation Sheets
























Intersection Capacity Utilization
1: Valley Blvd & Lemon Ave

Buildout Year (2040) Without Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	81	571	131	161	882	52	135	430	174	94	651	213
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	81	702	0	161	934	0	135	430	174	94	651	213
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1805	5031	0	3505	5132	0	1805	3618	1615	1805	3618	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00			0.00			0.00		
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	5.4	16.7	0.0	5.5	21.8	0.0	9.0	14.3	12.9	6.2	21.6	15.8
Adj Reference Time (s)	9.9	21.2	0.0	10.0	26.3	0.0	13.5	18.8	17.4	10.7	26.1	20.3
Permitted Option												
Adj Saturation A (vph)	120	1677		117	1711		120	1809		120	1809	
Reference Time A (s)	80.8	16.7		82.7	21.8		134.6	14.3		93.7	21.6	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)	80.8			82.7			134.6			93.7		
Adj Reference Time (s)	85.3			87.2			139.1			98.2		
Split Option												
Ref Time Combined (s)	5.4	16.7		5.5	21.8		9.0	14.3		6.2	21.6	
Ref Time Seperate (s)	5.4	13.6		5.5	20.6		9.0	14.3		6.2	21.6	
Reference Time (s)	16.7	16.7		21.8	21.8		14.3	14.3		21.6	21.6	
Adj Reference Time (s)	21.2	21.2		26.3	26.3		18.8	18.8		26.1	26.1	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	36.2		39.6									
Permitted Option (s)	87.2		139.1									
Split Option (s)	47.6		44.9									
Minimum (s)	36.2		39.6		75.8							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	17.4		20.3									
Cross Thru Ref Time (s)	21.2		26.3									
Oncoming Left Ref Time (s)	10.7		13.5									
Combined (s)	49.4		60.1									
Intersection Summary												
Intersection Capacity Utilization			63.2%		ICU Level of Service				B			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization
2: Lemon Ave & Paseo Del Prado

Buildout Year (2040) Without Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	8	26	35	19	19	42	437	25	21	917	83
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	48	34	0	35	38	0	42	462	0	21	1000	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.89	0.85	0.95	0.93	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1805	1682	0	1805	1758	0	1805	3588	0	1805	3573	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00			0.00			0.00		
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	3.2	2.4	0.0	2.3	2.6	0.0	2.8	15.5	0.0	1.4	33.6	0.0
Adj Reference Time (s)	9.5	9.5	0.0	9.5	9.5	0.0	9.5	20.0	0.0	9.5	38.1	0.0
Permitted Option												
Adj Saturation A (vph)	120	1682		120	1758		120	1794		120	1786	
Reference Time A (s)	47.9	2.4		34.9	2.6		41.9	15.5		20.9	33.6	
Adj Saturation B (vph)	0	1682		0	1758		NA	NA		NA	NA	
Reference Time B (s)	11.2	2.4		10.3	2.6		NA	NA		NA	NA	
Reference Time (s)	11.2			10.3			41.9			33.6		
Adj Reference Time (s)	15.7			14.8			46.4			38.1		
Split Option												
Ref Time Combined (s)	3.2	2.4		2.3	2.6		2.8	15.5		1.4	33.6	
Ref Time Seperate (s)	3.2	0.6		2.3	1.3		2.8	14.6		1.4	30.8	
Reference Time (s)	3.2	3.2		2.6	2.6		15.5	15.5		33.6	33.6	
Adj Reference Time (s)	9.5	9.5		9.5	9.5		20.0	20.0		38.1	38.1	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	19.0		47.6									
Permitted Option (s)	15.7		46.4									
Split Option (s)	19.0		58.0									
Minimum (s)	15.7		46.4		62.1							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			51.7%		ICU Level of Service				A			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection										
Int Delay, s/veh	0.3									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations	↘ ↑↑↑			↘ ↑↑			↘			
Traffic Vol, veh/h	15	833	0	0	1087	28	10	7	0	0
Future Vol, veh/h	15	833	0	0	1087	28	10	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	150	-	-	100	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	-	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	905	0	0	1182	30	11	8	0	0

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	1212	0	-	905	0	0	1591 606
Stage 1	-	-	-	-	-	-	1197 -
Stage 2	-	-	-	-	-	-	394 -
Critical Hdwy	4.14	-	-	5.34	-	-	6.29 6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04 -
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67 3.32
Pot Cap-1 Maneuver	571	-	0	435	-	-	123 440
Stage 1	-	-	0	-	-	-	244 -
Stage 2	-	-	0	-	-	-	615 -
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	571	-	-	435	-	-	120 440
Mov Cap-2 Maneuver	-	-	-	-	-	-	120 -
Stage 1	-	-	-	-	-	-	237 -
Stage 2	-	-	-	-	-	-	615 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	28.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	571	-	435	-	-	171
HCM Lane V/C Ratio	0.029	-	-	-	-	0.108
HCM Control Delay (s)	11.5	-	0	-	-	28.6
HCM Lane LOS	B	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	0	-	-	0.4

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	26	10	1	6	3	20	11	3	4	9	8
Future Vol, veh/h	11	26	10	1	6	3	20	11	3	4	9	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	28	11	1	7	3	22	12	3	4	10	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7	7.3	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	59%	23%	10%	19%
Vol Thru, %	32%	55%	60%	43%
Vol Right, %	9%	21%	30%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	47	10	21
LT Vol	20	11	1	4
Through Vol	11	26	6	9
RT Vol	3	10	3	8
Lane Flow Rate	37	51	11	23
Geometry Grp	1	1	1	1
Degree of Util (X)	0.042	0.056	0.012	0.025
Departure Headway (Hd)	4.123	3.965	3.916	3.879
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	867	902	911	921
Service Time	2.153	1.994	1.953	1.912
HCM Lane V/C Ratio	0.043	0.057	0.012	0.025
HCM Control Delay	7.3	7.2	7	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0	0.1

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘ ↑↑↑			↘ ↑↑							↕	
Traffic Vol, veh/h	20	850	0	1	1092	36	0	0	0	5	0	9
Future Vol, veh/h	20	850	0	1	1092	36	0	0	0	5	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	924	0	1	1187	39	0	0	0	5	0	10

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	1226	0	-	924	0	0	1623	2177	613
Stage 1	-	-	-	-	-	-	1209	1209	-
Stage 2	-	-	-	-	-	-	414	968	-
Critical Hdwy	4.14	-	-	5.34	-	-	6.29	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04	5.54	-
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67	4.02	3.32
Pot Cap-1 Maneuver	564	-	0	426	-	-	118	46	435
Stage 1	-	-	0	-	-	-	240	254	-
Stage 2	-	-	0	-	-	-	600	330	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	564	-	-	426	-	-	113	0	435
Mov Cap-2 Maneuver	-	-	-	-	-	-	113	0	-
Stage 1	-	-	-	-	-	-	231	0	-
Stage 2	-	-	-	-	-	-	599	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	22.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	564	-	426	-	-	216
HCM Lane V/C Ratio	0.039	-	0.003	-	-	0.07
HCM Control Delay (s)	11.6	-	13.5	-	-	22.9
HCM Lane LOS	B	-	B	-	-	C
HCM 95th %tile Q(veh)	0.1	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A





























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	16	5	4	4	0	7	11	11	3	6	1
Future Vol, veh/h	7	16	5	4	4	0	7	11	11	3	6	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	17	5	4	4	0	8	12	12	3	7	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.2	7	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	25%	50%	30%
Vol Thru, %	38%	57%	50%	60%
Vol Right, %	38%	18%	0%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	28	8	10
LT Vol	7	7	4	3
Through Vol	11	16	4	6
RT Vol	11	5	0	1
Lane Flow Rate	32	30	9	11
Geometry Grp	1	1	1	1
Degree of Util (X)	0.034	0.033	0.01	0.012
Departure Headway (Hd)	3.832	3.958	4.131	4.026
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	936	906	867	890
Service Time	1.849	1.975	2.152	2.047
HCM Lane V/C Ratio	0.034	0.033	0.01	0.012
HCM Control Delay	7	7.1	7.2	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0

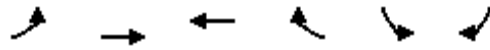
Intersection Capacity Utilization
7: Fairway Dr & Valley Blvd

Buildout Year (2040) Without Project
AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 		 	 			 	 		 		
Volume (vph)	7	640	405	309	850	25	443	53	209	31	95	19	
Pedestrians													
Ped Button													
Pedestrian Timing (s)													
Free Right			No			No			No			No	
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.0	
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120	
Volume Combined (vph)	7	1045	0	309	875	0	0	496	209	31	114	0	
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Factor (vph)	0.95	0.94	0.85	0.95	1.00	0.85	0.95	0.96	0.85	0.95	0.97	0.85	
Saturated Flow (vph)	1805	4875	0	3505	3602	0	0	3630	1615	1805	1853	0	
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00		
Protected Option Allowed		Yes			Yes			No			No		
Reference Time (s)	0.5	25.7	0.0	10.6	29.1	0.0			15.5			0.0	
Adj Reference Time (s)	9.5	30.2	0.0	15.1	33.6	0.0			20.0			0.0	
Permitted Option													
Adj Saturation A (vph)	120	1625		117	1801		0	261		120	1853		
Reference Time A (s)	7.0	25.7		158.7	29.1		0.0	228.0		30.9	7.4		
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	1853		
Reference Time B (s)	NA	NA		NA	NA		22.7	24.4		10.1	7.4		
Reference Time (s)		25.7			158.7			24.4			10.1		
Adj Reference Time (s)		30.2			163.2			28.9			14.6		
Split Option													
Ref Time Combined (s)	0.5	25.7		10.6	29.1		0.0	16.4		2.1	7.4		
Ref Time Separate (s)	0.5	15.8		10.6	28.3		14.7	3.3		2.1	6.2		
Reference Time (s)	25.7	25.7		29.1	29.1		16.4	16.4		7.4	7.4		
Adj Reference Time (s)	30.2	30.2		33.6	33.6		20.9	20.9		11.9	11.9		
Summary													
	EB WB		NB SB		Combined								
Protected Option (s)	45.3		NA										
Permitted Option (s)	163.2		28.9										
Split Option (s)	63.9		32.8										
Minimum (s)	45.3		28.9		74.2								
Right Turns													
Adj Reference Time (s)	NBR												
Adj Reference Time (s)	20.0												
Cross Thru Ref Time (s)	30.2												
Oncoming Left Ref Time (s)	11.9												
Combined (s)	62.1												
Intersection Summary													
Intersection Capacity Utilization			61.8%		ICU Level of Service						B		
Reference Times and Phasing Options do not represent an optimized timing plan.													

Intersection Capacity Utilization
8: Valley Blvd & Pierre Rd

Buildout Year (2040) Without Project
AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	167	633	1001	595	350	145
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.5	4.0	4.5	4.5
Minimum Green (s)	5.0	5.0	5.0	4.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	167	633	1596	0	350	145
Lane Utilization Factor	1.00	0.91	0.91	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.94	0.85	0.95	0.85
Saturated Flow (vph)	1805	5176	4886	0	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	11.1	14.7	39.2	0.0		10.8
Adj Reference Time (s)	15.6	19.2	43.7	0.0		15.3
Permitted Option						
Adj Saturation A (vph)	120	1725	1629		120	
Reference Time A (s)	166.5	14.7	39.2		349.0	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		166.5	39.2			
Adj Reference Time (s)		171.0	43.7			
Split Option						
Ref Time Combined (s)	11.1	14.7	39.2		23.3	
Ref Time Seperate (s)	11.1	14.7	24.6		23.3	
Reference Time (s)	14.7	14.7	39.2		23.3	
Adj Reference Time (s)	19.2	19.2	43.7		27.8	
Summary	EB WB		SB		Combined	
Protected Option (s)	59.3		NA			
Permitted Option (s)	171.0		Err			
Split Option (s)	62.9		27.8			
Minimum (s)	59.3		27.8		87.1	
Right Turns	SBR					
Adj Reference Time (s)	15.3					
Cross Thru Ref Time (s)	43.7					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	59.0					

Intersection Summary

Intersection Capacity Utilization 72.6% ICU Level of Service C
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
9: Brea Canyon Rd & Valley Blvd

Buildout Year (2040) Without Project
AM Peak Hour





























Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑	↔	↔
Volume (vph)	786	293	571	1362	261	546
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.0	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	4.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	1079	0	571	1362	261	546
Lane Utilization Factor	0.91	1.00	0.97	0.95	0.97	0.89
Turning Factor (vph)	0.96	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	4965	0	3505	3618	3505	2859
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	26.1	0.0	19.5	45.2		22.9
Adj Reference Time (s)	30.6	0.0	24.0	49.7		27.4
Permitted Option						
Adj Saturation A (vph)	1655		117	1809	117	
Reference Time A (s)	26.1		293.2	45.2	134.0	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	26.1			293.2		
Adj Reference Time (s)	30.6			297.7		
Split Option						
Ref Time Combined (s)	26.1		19.5	45.2	8.9	
Ref Time Seperate (s)	19.0		19.5	45.2	8.9	
Reference Time (s)	26.1		45.2	45.2	8.9	
Adj Reference Time (s)	30.6		49.7	49.7	13.4	
Summary	EB WB		NB		Combined	
Protected Option (s)	54.6		NA			
Permitted Option (s)	297.7		Err			
Split Option (s)	80.3		13.4			
Minimum (s)	54.6		13.4		68.1	
Right Turns	NBR					
Adj Reference Time (s)	27.4					
Cross Thru Ref Time (s)	30.6					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	58.0					

Intersection Summary

Intersection Capacity Utilization 56.7% ICU Level of Service B
Reference Times and Phasing Options do not represent an optimized timing plan.






















Intersection Capacity Utilization
1: Valley Blvd & Lemon Ave

Buildout Year (2040) Without Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Volume (vph)	130	1328	250	160	602	80	129	496	199	103	495	96
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	130	1578	0	160	682	0	129	496	199	103	495	96
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1805	5053	0	3505	5085	0	1805	3618	1615	1805	3618	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00		0.00			0.00			0.00			
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	8.6	37.5	0.0	5.5	16.1	0.0	8.6	16.5	14.8	6.8	16.4	7.1
Adj Reference Time (s)	13.1	42.0	0.0	10.0	20.6	0.0	13.1	21.0	19.3	11.3	20.9	11.6
Permitted Option												
Adj Saturation A (vph)	120	1684		117	1695		120	1809		120	1809	
Reference Time A (s)	129.6	37.5		82.2	16.1		128.6	16.5		102.7	16.4	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		129.6			82.2			128.6			102.7	
Adj Reference Time (s)		134.1			86.7			133.1			107.2	
Split Option												
Ref Time Combined (s)	8.6	37.5		5.5	16.1		8.6	16.5		6.8	16.4	
Ref Time Seperate (s)	8.6	31.5		5.5	14.2		8.6	16.5		6.8	16.4	
Reference Time (s)	37.5	37.5		16.1	16.1		16.5	16.5		16.4	16.4	
Adj Reference Time (s)	42.0	42.0		20.6	20.6		21.0	21.0		20.9	20.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	52.0		34.0									
Permitted Option (s)	134.1		133.1									
Split Option (s)	62.6		41.9									
Minimum (s)	52.0		34.0		86.0							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	19.3		11.6									
Cross Thru Ref Time (s)	42.0		20.6									
Oncoming Left Ref Time (s)	11.3		13.1									
Combined (s)	72.6		45.3									
Intersection Summary												
Intersection Capacity Utilization			71.6%		ICU Level of Service				C			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization
2: Lemon Ave & Paseo Del Prado

Buildout Year (2040) Without Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	107	23	63	93	11	69	15	633	27	14	490	32
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	107	86	0	93	80	0	15	660	0	14	522	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.89	0.85	0.95	0.87	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1805	1691	0	1805	1654	0	1805	3595	0	1805	3584	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00			0.00			0.00		
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	7.1	6.1	0.0	6.2	5.8	0.0	1.0	22.0	0.0	0.9	17.5	0.0
Adj Reference Time (s)	11.6	10.6	0.0	10.7	10.3	0.0	9.5	26.5	0.0	9.5	22.0	0.0
Permitted Option												
Adj Saturation A (vph)	120	1691		120	1654		120	1798		120	1792	
Reference Time A (s)	106.7	6.1		92.7	5.8		15.0	22.0		14.0	17.5	
Adj Saturation B (vph)	0	1691		0	1654		NA	NA		NA	NA	
Reference Time B (s)	15.1	6.1		14.2	5.8		NA	NA		NA	NA	
Reference Time (s)		15.1			14.2			22.0			17.5	
Adj Reference Time (s)		19.6			18.7			26.5			22.0	
Split Option												
Ref Time Combined (s)	7.1	6.1		6.2	5.8		1.0	22.0		0.9	17.5	
Ref Time Seperate (s)	7.1	1.6		6.2	0.8		1.0	21.1		0.9	16.4	
Reference Time (s)	7.1	7.1		6.2	6.2		22.0	22.0		17.5	17.5	
Adj Reference Time (s)	11.6	11.6		10.7	10.7		26.5	26.5		22.0	22.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	21.9		36.0									
Permitted Option (s)	19.6		26.5									
Split Option (s)	22.3		48.5									
Minimum (s)	19.6		26.5		46.1							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			38.5%		ICU Level of Service				A			
Reference Times and Phasing Options do not represent an optimized timing plan.												

HCM 6th TWSC
3: Valley Blvd & Paseo Sonrisa

Buildout Year (2040) Without Project
PM Peak Hour

Intersection										
Int Delay, s/veh	0.4									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations	↘ ↑↑↑			↘ ↑↑			↘			
Traffic Vol, veh/h	27	1528	0	1	781	15	9	17	0	0
Future Vol, veh/h	27	1528	0	1	781	15	9	17	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	150	-	-	100	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	1661	0	1	849	16	10	18	0	0

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	865	0	-	1661	0	0	1581 433
Stage 1	-	-	-	-	-	-	859 -
Stage 2	-	-	-	-	-	-	722 -
Critical Hdwy	4.14	-	-	5.34	-	-	6.29 6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04 -
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67 3.32
Pot Cap-1 Maneuver	774	-	0	185	-	-	125 571
Stage 1	-	-	0	-	-	-	365 -
Stage 2	-	-	0	-	-	-	413 -
Platoon blocked, %		-			-	-	
Mov Cap-1 Maneuver	774	-	-	185	-	-	120 571
Mov Cap-2 Maneuver	-	-	-	-	-	-	120 -
Stage 1	-	-	-	-	-	-	351 -
Stage 2	-	-	-	-	-	-	411 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	21.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	774	-	185	-	-	248
HCM Lane V/C Ratio	0.038	-	0.006	-	-	0.114
HCM Control Delay (s)	9.8	-	24.6	-	-	21.4
HCM Lane LOS	A	-	C	-	-	C
HCM 95th %tile Q(veh)	0.1	-	0	-	-	0.4

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	22	15	1	33	5	20	12	4	4	7	24
Future Vol, veh/h	25	22	15	1	33	5	20	12	4	4	7	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	24	16	1	36	5	22	13	4	4	8	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.3	7.5	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	56%	40%	3%	11%
Vol Thru, %	33%	35%	85%	20%
Vol Right, %	11%	24%	13%	69%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	62	39	35
LT Vol	20	25	1	4
Through Vol	12	22	33	7
RT Vol	4	15	5	24
Lane Flow Rate	39	67	42	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.046	0.076	0.048	0.04
Departure Headway (Hd)	4.199	4.037	4.048	3.766
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	847	883	880	942
Service Time	2.255	2.079	2.096	1.826
HCM Lane V/C Ratio	0.046	0.076	0.048	0.04
HCM Control Delay	7.5	7.4	7.3	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.1

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘ ↑↑↑			↘ ↑↑						↕		
Traffic Vol, veh/h	12	1588	0	4	782	12	0	0	0	20	0	31
Future Vol, veh/h	12	1588	0	4	782	12	0	0	0	20	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	10834	16576	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1726	0	4	850	13	0	0	0	22	0	34

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	863	0	-	1726	0	0		1581	2617	432
Stage 1	-	-	-	-	-	-		865	865	-
Stage 2	-	-	-	-	-	-		716	1752	-
Critical Hdwy	4.14	-	-	5.34	-	-		6.29	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-		5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-		6.04	5.54	-
Follow-up Hdwy	2.22	-	-	3.12	-	-		3.67	4.02	3.32
Pot Cap-1 Maneuver	775	-	0	172	-	-		125	24	572
Stage 1	-	-	0	-	-	-		363	369	-
Stage 2	-	-	0	-	-	-		416	138	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	775	-	-	172	-	-		120	0	572
Mov Cap-2 Maneuver	-	-	-	-	-	-		120	0	-
Stage 1	-	-	-	-	-	-		357	0	-
Stage 2	-	-	-	-	-	-		406	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0.1	25.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	775	-	172	-	-	231
HCM Lane V/C Ratio	0.017	-	0.025	-	-	0.24
HCM Control Delay (s)	9.7	-	26.5	-	-	25.4
HCM Lane LOS	A	-	D	-	-	D
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	0.9

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A





























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	21	9	12	23	0	13	5	5	1	10	0
Future Vol, veh/h	0	21	9	12	23	0	13	5	5	1	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	10	13	25	0	14	5	5	1	11	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.3	7.2	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	57%	0%	34%	9%
Vol Thru, %	22%	70%	66%	91%
Vol Right, %	22%	30%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	30	35	11
LT Vol	13	0	12	1
Through Vol	5	21	23	10
RT Vol	5	9	0	0
Lane Flow Rate	25	33	38	12
Geometry Grp	1	1	1	1
Degree of Util (X)	0.028	0.035	0.043	0.014
Departure Headway (Hd)	4.049	3.847	4.092	4.094
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	883	930	875	872
Service Time	2.081	1.872	2.115	2.128
HCM Lane V/C Ratio	0.028	0.035	0.043	0.014
HCM Control Delay	7.2	7	7.3	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0

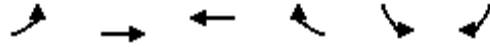
Intersection Capacity Utilization
7: Fairway Dr & Valley Blvd

Buildout Year (2040) Without Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	 				 	 	 	
Volume (vph)	5	1211	295	190	640	30	445	82	505	27	57	7
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.0
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	5	1506	0	190	670	0	0	527	505	27	64	0
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.99	0.85	0.95	0.96	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1805	5024	0	3505	3593	0	0	3640	1615	1805	1869	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	0.3	36.0	0.0	6.5	22.4	0.0			37.5			0.0
Adj Reference Time (s)	9.5	40.5	0.0	11.0	26.9	0.0			42.0			0.0
Permitted Option												
Adj Saturation A (vph)	120	1675		117	1797		0	272		120	1869	
Reference Time A (s)	5.0	36.0		97.6	22.4		0.0	232.2		26.9	4.1	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	1869	
Reference Time B (s)	NA	NA		NA	NA		22.8	25.4		9.8	4.1	
Reference Time (s)		36.0			97.6			25.4			9.8	
Adj Reference Time (s)		40.5			102.1			29.9			14.3	
Split Option												
Ref Time Combined (s)	0.3	36.0		6.5	22.4		0.0	17.4		1.8	4.1	
Ref Time Seperate (s)	0.3	28.9		6.5	21.4		14.8	5.2		1.8	3.7	
Reference Time (s)	36.0	36.0		22.4	22.4		17.4	17.4		4.1	4.1	
Adj Reference Time (s)	40.5	40.5		26.9	26.9		21.9	21.9		9.5	9.5	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	51.5		NA									
Permitted Option (s)	102.1		29.9									
Split Option (s)	67.3		31.4									
Minimum (s)	51.5		29.9		81.4							
Right Turns												
	NBR											
Adj Reference Time (s)	42.0											
Cross Thru Ref Time (s)	40.5											
Oncoming Left Ref Time (s)	9.5											
Combined (s)	92.0											
Intersection Summary												
Intersection Capacity Utilization			76.7%		ICU Level of Service				D			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization
8: Valley Blvd & Pierre Rd

Buildout Year (2040) Without Project
PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↑↑↑	↑↑↑		↷	↷
Volume (vph)	89	1488	754	339	235	47
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.5	4.0	4.5	4.5
Minimum Green (s)	5.0	5.0	5.0	4.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	89	1488	1093	0	235	47
Lane Utilization Factor	1.00	0.91	0.91	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.95	0.85	0.95	0.85
Saturated Flow (vph)	1805	5176	4935	0	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	5.9	34.5	26.6	0.0		3.5
Adj Reference Time (s)	10.4	39.0	31.1	0.0		9.5
Permitted Option						
Adj Saturation A (vph)	120	1725	1645		120	
Reference Time A (s)	88.8	34.5	26.6		234.3	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		88.8	26.6			
Adj Reference Time (s)		93.3	31.1			
Split Option						
Ref Time Combined (s)	5.9	34.5	26.6		15.6	
Ref Time Seperate (s)	5.9	34.5	18.3		15.6	
Reference Time (s)	34.5	34.5	26.6		15.6	
Adj Reference Time (s)	39.0	39.0	31.1		20.1	
Summary	EB WB		SB		Combined	
Protected Option (s)	41.5		NA			
Permitted Option (s)	93.3		Err			
Split Option (s)	70.1		20.1			
Minimum (s)	41.5		20.1		61.6	
Right Turns	SBR					
Adj Reference Time (s)	9.5					
Cross Thru Ref Time (s)	31.1					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	40.6					

Intersection Summary

Intersection Capacity Utilization 51.3% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
9: Brea Canyon Rd & Valley Blvd

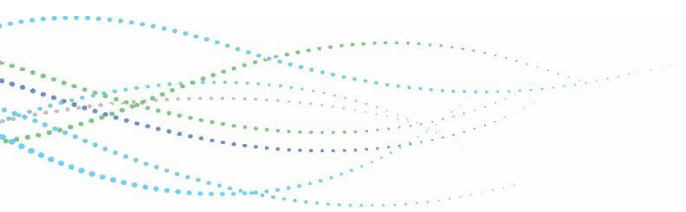
Buildout Year (2040) Without Project
PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑	↔	↔
Volume (vph)	1622	152	383	797	387	978
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.0	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	4.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	1774	0	383	797	387	978
Lane Utilization Factor	0.91	1.00	0.97	0.95	0.97	0.89
Turning Factor (vph)	0.99	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	5109	0	3505	3618	3505	2859
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	41.7	0.0	13.1	26.4		41.1
Adj Reference Time (s)	46.2	0.0	17.6	30.9		45.6
Permitted Option						
Adj Saturation A (vph)	1703		117	1809	117	
Reference Time A (s)	41.7		196.7	26.4	198.7	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	41.7			196.7		
Adj Reference Time (s)	46.2			201.2		
Split Option						
Ref Time Combined (s)	41.7		13.1	26.4	13.2	
Ref Time Seperate (s)	38.1		13.1	26.4	13.2	
Reference Time (s)	41.7		26.4	26.4	13.2	
Adj Reference Time (s)	46.2		30.9	30.9	17.7	
Summary						
	EB	WB	NB	Combined		
Protected Option (s)	63.8		NA			
Permitted Option (s)	201.2		Err			
Split Option (s)	77.1		17.7			
Minimum (s)	63.8		17.7	81.5		
Right Turns						
	NBR					
Adj Reference Time (s)	45.6					
Cross Thru Ref Time (s)	46.2					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	91.7					
Intersection Summary						
Intersection Capacity Utilization			76.4%	ICU Level of Service		D
Reference Times and Phasing Options do not represent an optimized timing plan.						



Buildout Year (2040) With Project LOS Calculation Sheets



Intersection Capacity Utilization
1: Valley Blvd & Lemon Ave

Buildout Year (2040) With Project
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	590	131	166	891	53	135	437	184	96	657	220
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	90	721	0	166	944	0	135	437	184	96	657	220
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1805	5035	0	3505	5132	0	1805	3618	1615	1805	3618	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00				0.00
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	6.0	17.2	0.0	5.7	22.1	0.0	9.0	14.5	13.7	6.4	21.8	16.3
Adj Reference Time (s)	10.5	21.7	0.0	10.2	26.6	0.0	13.5	19.0	18.2	10.9	26.3	20.8
Permitted Option												
Adj Saturation A (vph)	120	1678		117	1711		120	1809		120	1809	
Reference Time A (s)	89.8	17.2		85.2	22.1		134.6	14.5		95.7	21.8	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		89.8			85.2			134.6			95.7	
Adj Reference Time (s)		94.3			89.7			139.1			100.2	
Split Option												
Ref Time Combined (s)	6.0	17.2		5.7	22.1		9.0	14.5		6.4	21.8	
Ref Time Separate (s)	6.0	14.1		5.7	20.8		9.0	14.5		6.4	21.8	
Reference Time (s)	17.2	17.2		22.1	22.1		14.5	14.5		21.8	21.8	
Adj Reference Time (s)	21.7	21.7		26.6	26.6		19.0	19.0		26.3	26.3	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	37.1		39.8									
Permitted Option (s)	94.3		139.1									
Split Option (s)	48.3		45.3									
Minimum (s)	37.1		39.8		76.8							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	18.2		20.8									
Cross Thru Ref Time (s)	21.7		26.6									
Oncoming Left Ref Time (s)	10.9		13.5									
Combined (s)	50.7		60.9									
Intersection Summary												
Intersection Capacity Utilization			64.0%		ICU Level of Service				C			
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization
2: Lemon Ave & Paseo Del Prado

Buildout Year (2040) With Project
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↕		↗	↕	
Volume (vph)	48	8	26	35	19	24	42	439	25	31	921	83
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	48	34	0	35	43	0	42	464	0	31	1004	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.89	0.85	0.95	0.92	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1805	1682	0	1805	1741	0	1805	3588	0	1805	3573	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	3.2	2.4	0.0	2.3	3.0	0.0	2.8	15.5	0.0	2.1	33.7	0.0
Adj Reference Time (s)	9.5	9.5	0.0	9.5	9.5	0.0	9.5	20.0	0.0	9.5	38.2	0.0
Permitted Option												
Adj Saturation A (vph)	120	1682		120	1741		120	1794		120	1786	
Reference Time A (s)	47.9	2.4		34.9	3.0		41.9	15.5		30.9	33.7	
Adj Saturation B (vph)	0	1682		0	1741		NA	NA		NA	NA	
Reference Time B (s)	11.2	2.4		10.3	3.0		NA	NA		NA	NA	
Reference Time (s)		11.2			10.3			41.9			33.7	
Adj Reference Time (s)		15.7			14.8			46.4			38.2	
Split Option												
Ref Time Combined (s)	3.2	2.4		2.3	3.0		2.8	15.5		2.1	33.7	
Ref Time Seperate (s)	3.2	0.6		2.3	1.3		2.8	14.7		2.1	30.9	
Reference Time (s)	3.2	3.2		3.0	3.0		15.5	15.5		33.7	33.7	
Adj Reference Time (s)	9.5	9.5		9.5	9.5		20.0	20.0		38.2	38.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	19.0		47.7									
Permitted Option (s)	15.7		46.4									
Split Option (s)	19.0		58.2									
Minimum (s)	15.7		46.4		62.1							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			51.7%		ICU Level of Service		A					
Reference Times and Phasing Options do not represent an optimized timing plan.												

HCM 6th TWSC
3: Valley Blvd & Paseo Sonrisa

Buildout Year (2040) With Project
AM Peak Hour

Intersection										
Int Delay, s/veh	0.7									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations	↘	↑↑↑		↘	↑↑		↘			
Traffic Vol, veh/h	30	848	0	0	1094	43	17	14	0	0
Future Vol, veh/h	30	848	0	0	1094	43	17	14	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	150	-	-	100	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	922	0	0	1189	47	18	15	0	0

Major/Minor	Major1		Major2		Minor2			
Conflicting Flow All	1236	0	-	922	0	0	1648	618
Stage 1	-	-	-	-	-	-	1213	-
Stage 2	-	-	-	-	-	-	435	-
Critical Hdwy	4.14	-	-	5.34	-	-	6.29	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04	-
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67	3.32
Pot Cap-1 Maneuver	559	-	0	427	-	-	114	432
Stage 1	-	-	0	-	-	-	239	-
Stage 2	-	-	0	-	-	-	585	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	559	-	-	427	-	-	107	432
Mov Cap-2 Maneuver	-	-	-	-	-	-	107	-
Stage 1	-	-	-	-	-	-	225	-
Stage 2	-	-	-	-	-	-	585	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	33
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	559	-	427	-	-	162
HCM Lane V/C Ratio	0.058	-	-	-	-	0.208
HCM Control Delay (s)	11.8	-	0	-	-	33
HCM Lane LOS	B	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	-	0	-	-	0.8

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	30	14	1	8	4	22	16	3	6	19	8
Future Vol, veh/h	11	30	14	1	8	4	22	16	3	6	19	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	33	15	1	9	4	24	17	3	7	21	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.1	7.4	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	54%	20%	8%	18%
Vol Thru, %	39%	55%	62%	58%
Vol Right, %	7%	25%	31%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	55	13	33
LT Vol	22	11	1	6
Through Vol	16	30	8	19
RT Vol	3	14	4	8
Lane Flow Rate	45	60	14	36
Geometry Grp	1	1	1	1
Degree of Util (X)	0.051	0.066	0.016	0.04
Departure Headway (Hd)	4.154	3.973	3.951	3.988
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	860	898	900	894
Service Time	2.192	2.012	1.999	2.029
HCM Lane V/C Ratio	0.052	0.067	0.016	0.04
HCM Control Delay	7.4	7.3	7.1	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0	0.1

HCM 6th TWSC
5: Valley Blvd & Paseo Tesoro

Buildout Year (2040) With Project
AM Peak Hour

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙ ↑↑↑			↙ ↑↑							↕	
Traffic Vol, veh/h	35	857	0	1	1107	46	0	0	0	10	0	16
Future Vol, veh/h	35	857	0	1	1107	46	0	0	0	10	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	10834	16576	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	932	0	1	1203	50	0	0	0	11	0	17

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	1253	0	-	932	0	0	1679	2238	627
Stage 1	-	-	-	-	-	-	1230	1230	-
Stage 2	-	-	-	-	-	-	449	1008	-
Critical Hdwy	4.14	-	-	5.34	-	-	6.29	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04	5.54	-
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67	4.02	3.32
Pot Cap-1 Maneuver	551	-	0	422	-	-	109	42	426
Stage 1	-	-	0	-	-	-	234	248	-
Stage 2	-	-	0	-	-	-	576	316	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	551	-	-	422	-	-	101	0	426
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	0	-
Stage 1	-	-	-	-	-	-	218	0	-
Stage 2	-	-	-	-	-	-	575	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	27.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	551	-	422	-	-	190
HCM Lane V/C Ratio	0.069	-	0.003	-	-	0.149
HCM Control Delay (s)	12	-	13.6	-	-	27.2
HCM Lane LOS	B	-	B	-	-	D
HCM 95th %tile Q(veh)	0.2	-	0	-	-	0.5

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	16	11	4	4	0	10	11	11	3	6	1
Future Vol, veh/h	7	16	11	4	4	0	10	11	11	3	6	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	17	12	4	4	0	11	12	12	3	7	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.2	7	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	21%	50%	30%
Vol Thru, %	34%	47%	50%	60%
Vol Right, %	34%	32%	0%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	34	8	10
LT Vol	10	7	4	3
Through Vol	11	16	4	6
RT Vol	11	11	0	1
Lane Flow Rate	35	37	9	11
Geometry Grp	1	1	1	1
Degree of Util (X)	0.037	0.04	0.01	0.012
Departure Headway (Hd)	3.879	3.868	4.142	4.041
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	924	927	865	886
Service Time	1.898	1.885	2.164	2.063
HCM Lane V/C Ratio	0.038	0.04	0.01	0.012
HCM Control Delay	7	7	7.2	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0

Intersection Capacity Utilization
7: Fairway Dr & Valley Blvd

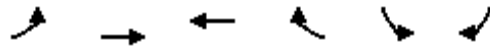
Buildout Year (2040) With Project
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖↗	↑↑		↖	↗	↗	↖	↑	↖
Volume (vph)	7	652	405	316	856	25	443	53	225	31	95	19
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.0
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	7	1057	0	316	881	0	0	496	225	31	114	0
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.95	1.00	0.85	0.95	0.96	0.85	0.95	0.97	0.85
Saturated Flow (vph)	1805	4878	0	3505	3602	0	0	3630	1615	1805	1853	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	0.5	26.0	0.0	10.8	29.3	0.0			16.7			0.0
Adj Reference Time (s)	9.5	30.5	0.0	15.3	33.8	0.0			21.2			0.0
Permitted Option												
Adj Saturation A (vph)	120	1626		117	1801		0	261		120	1853	
Reference Time A (s)	7.0	26.0		162.3	29.3		0.0	228.0		30.9	7.4	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	1853	
Reference Time B (s)	NA	NA		NA	NA		22.7	24.4		10.1	7.4	
Reference Time (s)		26.0			162.3			24.4			10.1	
Adj Reference Time (s)		30.5			166.8			28.9			14.6	
Split Option												
Ref Time Combined (s)	0.5	26.0		10.8	29.3		0.0	16.4		2.1	7.4	
Ref Time Seperate (s)	0.5	16.0		10.8	28.5		14.7	3.3		2.1	6.2	
Reference Time (s)	26.0	26.0		29.3	29.3		16.4	16.4		7.4	7.4	
Adj Reference Time (s)	30.5	30.5		33.8	33.8		20.9	20.9		11.9	11.9	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	45.8		NA									
Permitted Option (s)	166.8		28.9									
Split Option (s)	64.4		32.8									
Minimum (s)	45.8		28.9		74.7							
Right Turns												
	NBR											
Adj Reference Time (s)	21.2											
Cross Thru Ref Time (s)	30.5											
Oncoming Left Ref Time (s)	11.9											
Combined (s)	63.6											
Intersection Summary												
Intersection Capacity Utilization			62.3%		ICU Level of Service		B					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization
8: Valley Blvd & Pierre Rd

Buildout Year (2040) With Project
AM Peak Hour



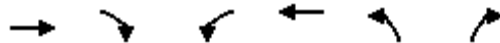
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↑↑↑	↑↑↑↷		↷	↶
Volume (vph)	167	657	1049	606	361	145
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.5	4.0	4.5	4.5
Minimum Green (s)	5.0	5.0	5.0	4.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	167	657	1655	0	361	145
Lane Utilization Factor	1.00	0.91	0.91	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.95	0.85	0.95	0.85
Saturated Flow (vph)	1805	5176	4891	0	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	11.1	15.2	40.6	0.0		10.8
Adj Reference Time (s)	15.6	19.7	45.1	0.0		15.3
Permitted Option						
Adj Saturation A (vph)	120	1725	1630		120	
Reference Time A (s)	166.5	15.2	40.6		360.0	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		166.5	40.6			
Adj Reference Time (s)		171.0	45.1			
Split Option						
Ref Time Combined (s)	11.1	15.2	40.6		24.0	
Ref Time Seperate (s)	11.1	15.2	25.7		24.0	
Reference Time (s)	15.2	15.2	40.6		24.0	
Adj Reference Time (s)	19.7	19.7	45.1		28.5	
Summary	EB WB		SB		Combined	
Protected Option (s)	60.7		NA			
Permitted Option (s)	171.0		Err			
Split Option (s)	64.8		28.5			
Minimum (s)	60.7		28.5		89.2	
Right Turns	SBR					
Adj Reference Time (s)	15.3					
Cross Thru Ref Time (s)	45.1					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	60.4					

Intersection Summary

Intersection Capacity Utilization 74.3% ICU Level of Service D
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
9: Brea Canyon Rd & Valley Blvd

Buildout Year (2040) With Project
AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑	↔	↔
Volume (vph)	823	295	588	1420	265	555
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.0	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	4.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	1118	0	588	1420	265	555
Lane Utilization Factor	0.91	1.00	0.97	0.95	0.97	0.89
Turning Factor (vph)	0.96	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	4971	0	3505	3618	3505	2859
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	27.0	0.0	20.1	47.1		23.3
Adj Reference Time (s)	31.5	0.0	24.6	51.6		27.8
Permitted Option						
Adj Saturation A (vph)	1657		117	1809	117	
Reference Time A (s)	27.0		301.9	47.1	136.1	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	27.0			301.9		
Adj Reference Time (s)	31.5			306.4		
Split Option						
Ref Time Combined (s)	27.0		20.1	47.1	9.1	
Ref Time Seperate (s)	19.9		20.1	47.1	9.1	
Reference Time (s)	27.0		47.1	47.1	9.1	
Adj Reference Time (s)	31.5		51.6	51.6	13.6	
Summary						
	EB WB		NB	Combined		
Protected Option (s)	56.1		NA			
Permitted Option (s)	306.4		Err			
Split Option (s)	83.1		13.6			
Minimum (s)	56.1		13.6	69.7		
Right Turns						
	NBR					
Adj Reference Time (s)	27.8					
Cross Thru Ref Time (s)	31.5					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	59.3					
Intersection Summary						
Intersection Capacity Utilization	58.1%		ICU Level of Service		B	
Reference Times and Phasing Options do not represent an optimized timing plan.						

Intersection Capacity Utilization
1: Valley Blvd & Lemon Ave






















Buildout Year (2040) With Project
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖↗	↑↑↑		↖	↑↑	↗	↖	↑↑	↗
Volume (vph)	137	1336	250	171	624	82	129	502	203	104	504	107
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	137	1586	0	171	706	0	129	502	203	104	504	107
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.98	0.85	0.95	0.98	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Saturated Flow (vph)	1805	5053	0	3505	5085	0	1805	3618	1615	1805	3618	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00		0.00			0.00			0.00		0.00
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	9.1	37.7	0.0	5.9	16.7	0.0	8.6	16.7	15.1	6.9	16.7	8.0
Adj Reference Time (s)	13.6	42.2	0.0	10.4	21.2	0.0	13.1	21.2	19.6	11.4	21.2	12.5
Permitted Option												
Adj Saturation A (vph)	120	1684		117	1695		120	1809		120	1809	
Reference Time A (s)	136.6	37.7		87.8	16.7		128.6	16.7		103.7	16.7	
Adj Saturation B (vph)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		136.6			87.8			128.6			103.7	
Adj Reference Time (s)		141.1			92.3			133.1			108.2	
Split Option												
Ref Time Combined (s)	9.1	37.7		5.9	16.7		8.6	16.7		6.9	16.7	
Ref Time Seperate (s)	9.1	31.7		5.9	14.7		8.6	16.7		6.9	16.7	
Reference Time (s)	37.7	37.7		16.7	16.7		16.7	16.7		16.7	16.7	
Adj Reference Time (s)	42.2	42.2		21.2	21.2		21.2	21.2		21.2	21.2	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	52.5		34.3									
Permitted Option (s)	141.1		133.1									
Split Option (s)	63.3		42.4									
Minimum (s)	52.5		34.3		86.8							
Right Turns												
	NBR		SBR									
Adj Reference Time (s)	19.6		12.5									
Cross Thru Ref Time (s)	42.2		21.2									
Oncoming Left Ref Time (s)	11.4		13.1									
Combined (s)	73.2		46.7									
Intersection Summary												
Intersection Capacity Utilization			72.3%		ICU Level of Service		C					
Reference Times and Phasing Options do not represent an optimized timing plan.												

Intersection Capacity Utilization
2: Lemon Ave & Paseo Del Prado

Buildout Year (2040) With Project
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	107	23	63	93	11	80	15	640	27	18	492	32
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right	No			No			No			No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	107	86	0	93	91	0	15	667	0	18	524	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Turning Factor (vph)	0.95	0.89	0.85	0.95	0.87	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1805	1691	0	1805	1649	0	1805	3596	0	1805	3584	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00			0.00			0.00		
Protected Option Allowed	Yes			Yes			Yes			Yes		
Reference Time (s)	7.1	6.1	0.0	6.2	6.6	0.0	1.0	22.3	0.0	1.2	17.5	0.0
Adj Reference Time (s)	11.6	10.6	0.0	10.7	11.1	0.0	9.5	26.8	0.0	9.5	22.0	0.0
Permitted Option												
Adj Saturation A (vph)	120	1691		120	1649		120	1798		120	1792	
Reference Time A (s)	106.7	6.1		92.7	6.6		15.0	22.3		18.0	17.5	
Adj Saturation B (vph)	0	1691		0	1649		NA	NA		NA	NA	
Reference Time B (s)	15.1	6.1		14.2	6.6		NA	NA		NA	NA	
Reference Time (s)		15.1			14.2			22.3			18.0	
Adj Reference Time (s)		19.6			18.7			26.8			22.5	
Split Option												
Ref Time Combined (s)	7.1	6.1		6.2	6.6		1.0	22.3		1.2	17.5	
Ref Time Seperate (s)	7.1	1.6		6.2	0.8		1.0	21.4		1.2	16.5	
Reference Time (s)	7.1	7.1		6.6	6.6		22.3	22.3		17.5	17.5	
Adj Reference Time (s)	11.6	11.6		11.1	11.1		26.8	26.8		22.0	22.0	
Summary												
	EB WB		NB SB		Combined							
Protected Option (s)	22.7		36.3									
Permitted Option (s)	19.6		26.8									
Split Option (s)	22.7		48.8									
Minimum (s)	19.6		26.8		46.4							
Right Turns												
Adj Reference Time (s)												
Cross Thru Ref Time (s)												
Oncoming Left Ref Time (s)												
Combined (s)												
Intersection Summary												
Intersection Capacity Utilization			38.6%		ICU Level of Service				A			
Reference Times and Phasing Options do not represent an optimized timing plan.												

HCM 6th TWSC
3: Valley Blvd & Paseo Sonrisa

Buildout Year (2040) With Project
PM Peak Hour

Intersection										
Int Delay, s/veh	0.8									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations	↘ ↑↑↑			↘ ↑↑			↘			
Traffic Vol, veh/h	33	1534	0	1	797	21	25	33	0	0
Future Vol, veh/h	33	1534	0	1	797	21	25	33	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	150	-	-	100	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	1667	0	1	866	23	27	36	0	0

Major/Minor	Major1		Major2			Minor2		
Conflicting Flow All	889	0	-	1667	0	0	1619	445
Stage 1	-	-	-	-	-	-	880	-
Stage 2	-	-	-	-	-	-	739	-
Critical Hdwy	4.14	-	-	5.34	-	-	6.29	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04	-
Follow-up Hdwy	2.22	-	-	3.12	-	-	3.67	3.32
Pot Cap-1 Maneuver	758	-	0	184	-	-	118	561
Stage 1	-	-	0	-	-	-	356	-
Stage 2	-	-	0	-	-	-	404	-
Platoon blocked, %		-			-	-		
Mov Cap-1 Maneuver	758	-	-	184	-	-	112	561
Mov Cap-2 Maneuver	-	-	-	-	-	-	112	-
Stage 1	-	-	-	-	-	-	339	-
Stage 2	-	-	-	-	-	-	402	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	30
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	758	-	184	-	-	206
HCM Lane V/C Ratio	0.047	-	0.006	-	-	0.306
HCM Control Delay (s)	10	-	24.7	-	-	30
HCM Lane LOS	A	-	C	-	-	D
HCM 95th %tile Q(veh)	0.1	-	0	-	-	1.2

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	24	17	1	37	7	24	23	4	5	11	24
Future Vol, veh/h	25	24	17	1	37	7	24	23	4	5	11	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	26	18	1	40	8	26	25	4	5	12	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.4	7.6	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	47%	38%	2%	12%
Vol Thru, %	45%	36%	82%	28%
Vol Right, %	8%	26%	16%	60%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	66	45	40
LT Vol	24	25	1	5
Through Vol	23	24	37	11
RT Vol	4	17	7	24
Lane Flow Rate	55	72	49	43
Geometry Grp	1	1	1	1
Degree of Util (X)	0.065	0.081	0.055	0.046
Departure Headway (Hd)	4.223	4.064	4.072	3.849
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	841	875	872	919
Service Time	2.286	2.119	2.132	1.92
HCM Lane V/C Ratio	0.065	0.082	0.056	0.047
HCM Control Delay	7.6	7.5	7.4	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.2	0.1

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘ ↑↑↑			↘ ↑↑							↕	
Traffic Vol, veh/h	18	1604	0	4	788	16	0	0	0	31	0	47
Future Vol, veh/h	18	1604	0	4	788	16	0	0	0	31	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	10834	16576	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	1743	0	4	857	17	0	0	0	34	0	51

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	874	0	-	1743	0	0		1611	2657	437
Stage 1	-	-	-	-	-	-		874	874	-
Stage 2	-	-	-	-	-	-		737	1783	-
Critical Hdwy	4.14	-	-	5.34	-	-		6.29	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-		5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-		6.04	5.54	-
Follow-up Hdwy	2.22	-	-	3.12	-	-		3.67	4.02	3.32
Pot Cap-1 Maneuver	768	-	0	169	-	-		120	22	567
Stage 1	-	-	0	-	-	-		359	365	-
Stage 2	-	-	0	-	-	-		405	133	-
Platoon blocked, %		-			-	-				
Mov Cap-1 Maneuver	768	-	-	169	-	-		114	0	567
Mov Cap-2 Maneuver	-	-	-	-	-	-		114	0	-
Stage 1	-	-	-	-	-	-		350	0	-
Stage 2	-	-	-	-	-	-		395	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0.1	31.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	768	-	169	-	-	220
HCM Lane V/C Ratio	0.025	-	0.026	-	-	0.385
HCM Control Delay (s)	9.8	-	26.9	-	-	31.3
HCM Lane LOS	A	-	D	-	-	D
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	1.7

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	21	11	12	23	0	20	5	5	1	10	0
Future Vol, veh/h	0	21	11	12	23	0	20	5	5	1	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	23	12	13	25	0	22	5	5	1	11	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.3	7.3	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	67%	0%	34%	9%
Vol Thru, %	17%	66%	66%	91%
Vol Right, %	17%	34%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	32	35	11
LT Vol	20	0	12	1
Through Vol	5	21	23	10
RT Vol	5	11	0	0
Lane Flow Rate	33	35	38	12
Geometry Grp	1	1	1	1
Degree of Util (X)	0.037	0.037	0.043	0.014
Departure Headway (Hd)	4.104	3.835	4.107	4.104
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	871	932	872	870
Service Time	2.135	1.864	2.134	2.14
HCM Lane V/C Ratio	0.038	0.038	0.044	0.014
HCM Control Delay	7.3	7	7.3	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0

Intersection Capacity Utilization
7: Fairway Dr & Valley Blvd

Buildout Year (2040) With Project
PM Peak Hour



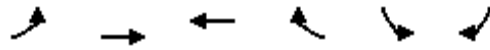
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖↗	↑↑		↖	↖	↗	↖	↑	↗
Volume (vph)	5	1216	295	207	653	30	445	82	511	27	57	7
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.5	4.5	4.5	4.5	4.5	4.0
Minimum Green (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	5	1511	0	207	683	0	0	527	511	27	64	0
Lane Utilization Factor	1.00	0.91	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.97	0.85	0.95	0.99	0.85	0.95	0.96	0.85	0.95	0.98	0.85
Saturated Flow (vph)	1805	5024	0	3505	3594	0	0	3640	1615	1805	1869	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			No			No	
Reference Time (s)	0.3	36.1	0.0	7.1	22.8	0.0			38.0			0.0
Adj Reference Time (s)	9.5	40.6	0.0	11.6	27.3	0.0			42.5			0.0
Permitted Option												
Adj Saturation A (vph)	120	1675		117	1797		0	272		120	1869	
Reference Time A (s)	5.0	36.1		106.3	22.8		0.0	232.2		26.9	4.1	
Adj Saturation B (vph)	NA	NA		NA	NA		0	0		0	1869	
Reference Time B (s)	NA	NA		NA	NA		22.8	25.4		9.8	4.1	
Reference Time (s)		36.1			106.3			25.4			9.8	
Adj Reference Time (s)		40.6			110.8			29.9			14.3	
Split Option												
Ref Time Combined (s)	0.3	36.1		7.1	22.8		0.0	17.4		1.8	4.1	
Ref Time Seperate (s)	0.3	29.0		7.1	21.8		14.8	5.2		1.8	3.7	
Reference Time (s)	36.1	36.1		22.8	22.8		17.4	17.4		4.1	4.1	
Adj Reference Time (s)	40.6	40.6		27.3	27.3		21.9	21.9		9.5	9.5	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	52.2		NA									
Permitted Option (s)	110.8		29.9									
Split Option (s)	67.9		31.4									
Minimum (s)	52.2		29.9		82.1							
Right Turns	NBR											
Adj Reference Time (s)	42.5											
Cross Thru Ref Time (s)	40.6											
Oncoming Left Ref Time (s)	9.5											
Combined (s)	92.6											

Intersection Summary

Intersection Capacity Utilization 77.1% ICU Level of Service D
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
8: Valley Blvd & Pierre Rd

Buildout Year (2040) With Project
PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	89	1538	779	347	246	47
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.5	4.5	4.0	4.5	4.5
Minimum Green (s)	5.0	5.0	5.0	4.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	89	1538	1126	0	246	47
Lane Utilization Factor	1.00	0.91	0.91	1.00	1.00	1.00
Turning Factor (vph)	0.95	1.00	0.95	0.85	0.95	0.85
Saturated Flow (vph)	1805	5176	4936	0	1805	1615
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		Yes	Yes		No	
Reference Time (s)	5.9	35.7	27.4	0.0		3.5
Adj Reference Time (s)	10.4	40.2	31.9	0.0		9.5
Permitted Option						
Adj Saturation A (vph)	120	1725	1645		120	
Reference Time A (s)	88.8	35.7	27.4		245.3	
Adj Saturation B (vph)	NA	NA	NA		NA	
Reference Time B (s)	NA	NA	NA		NA	
Reference Time (s)		88.8	27.4			
Adj Reference Time (s)		93.3	31.9			
Split Option						
Ref Time Combined (s)	5.9	35.7	27.4		16.4	
Ref Time Seperate (s)	5.9	35.7	18.9		16.4	
Reference Time (s)	35.7	35.7	27.4		16.4	
Adj Reference Time (s)	40.2	40.2	31.9		20.9	
Summary						
	EB WB		SB		Combined	
Protected Option (s)	42.3		NA			
Permitted Option (s)	93.3		Err			
Split Option (s)	72.0		20.9			
Minimum (s)	42.3		20.9		63.1	
Right Turns						
	SBR					
Adj Reference Time (s)	9.5					
Cross Thru Ref Time (s)	31.9					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	41.4					

Intersection Summary

Intersection Capacity Utilization 52.6% ICU Level of Service A
Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection Capacity Utilization
9: Brea Canyon Rd & Valley Blvd

Buildout Year (2040) With Project
PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↔	↑↑	↔	↔
Volume (vph)	1682	156	394	831	389	994
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right		No				No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.5	4.0	4.5	4.5	4.5	4.5
Minimum Green (s)	5.0	4.0	5.0	5.0	5.0	5.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	1838	0	394	831	389	994
Lane Utilization Factor	0.91	1.00	0.97	0.95	0.97	0.89
Turning Factor (vph)	0.99	0.85	0.95	1.00	0.95	0.85
Saturated Flow (vph)	5110	0	3505	3618	3505	2859
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)	0.00			0.00	0.00	
Protected Option Allowed	Yes			Yes	No	
Reference Time (s)	43.2	0.0	13.5	27.6		41.7
Adj Reference Time (s)	47.7	0.0	18.0	32.1		46.2
Permitted Option						
Adj Saturation A (vph)	1703		117	1809	117	
Reference Time A (s)	43.2		202.3	27.6	199.8	
Adj Saturation B (vph)	NA		NA	NA	NA	
Reference Time B (s)	NA		NA	NA	NA	
Reference Time (s)	43.2			202.3		
Adj Reference Time (s)	47.7			206.8		
Split Option						
Ref Time Combined (s)	43.2		13.5	27.6	13.3	
Ref Time Seperate (s)	39.5		13.5	27.6	13.3	
Reference Time (s)	43.2		27.6	27.6	13.3	
Adj Reference Time (s)	47.7		32.1	32.1	17.8	
Summary	EB WB		NB		Combined	
Protected Option (s)	65.7		NA			
Permitted Option (s)	206.8		Err			
Split Option (s)	79.7		17.8			
Minimum (s)	65.7		17.8		83.5	
Right Turns	NBR					
Adj Reference Time (s)	46.2					
Cross Thru Ref Time (s)	47.7					
Oncoming Left Ref Time (s)	0.0					
Combined (s)	93.9					

Intersection Summary

Intersection Capacity Utilization 78.2% ICU Level of Service D
Reference Times and Phasing Options do not represent an optimized timing plan.



APPENDIX C – VEHICLE MILES TRAVELED ANALYSIS



SGVCOG VMT Evaluation Tool Report



Project Details

Timestamp of Analysis: November 07, 2023, 09:30:25 AM
Project Name: Project
Project Description: Project

Project Location

jurisdiction:	apn	TAZ	8720-034-002	22380100	8720-034-003	22380100
Walnut	8720-034-004	22380100	8720-034-005	22380100	8720-034-016	22380100
Inside a TPA?	8720-034-017	22380100	8720-034-018	22380100	8720-034-019	22380100
No (Fail)	8720-034-020	22380100	8720-034-024	22380100	8720-034-025	22380100
	8720-034-026	22380100	8720-034-030	22380100	8720-034-031	22380100
	8720-034-032	22380100	8720-034-033	22380100	8720-034-034	22380100
	8720-034-035	22380100	8720-024-058	22380100		



Analysis Details

Data Version: SCAG Regional Travel Demand Model
2016 RTP Base Year 2012
Analysis Methodology: TAZ
Baseline Year: 2023

Project Land Use

Residential:	
Single Family DU:	
Multifamily DU:	
Total DUs:	0
Non-Residential:	
Office KSF:	
Local Serving Retail KSF:	22
Industrial KSF:	392
Residential Affordability (percent of all units):	
Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %
Parking:	
Motor Vehicle Parking:	1097
Bicycle Parking:	55



SGVCOG VMT Evaluation Tool Report

Industrial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Industrial
VMT Without Project 1:	Home-based Work VMT per Worker
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	20.97
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	21.4	21.4	20.5

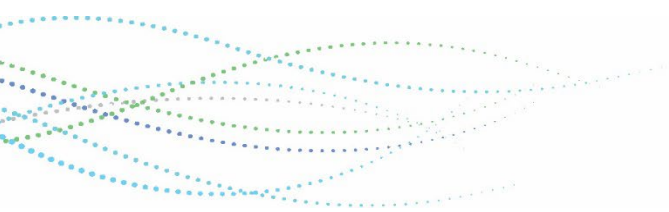
SGVCOG VMT Evaluation Tool Report

Tier 4 TDM Programs

TP04 CTR Marketing and Education

CTR Marketing/Education Percent Expected Participants:	100 %
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*NOTE: the tool did only allow an assessment of 15 percent below baseline rather than the City threshold of below baseline, therefore the impact comparison should be based on the City Average of 20.97 to the Project value of 20.5.



Link-Level Vehicle Miles Traveled Analysis

Travel Demand Model Output with Project Trips Distributed based on TAZ Distribution. VMT analysis based on Citywide VMT Totals

Total VMT 406,585 491,579 491,619

ID	LENGTH	ROAD_NAME	From	To	In City	Daily Traffic Volume				Daily VMT (in Walnut)		
						Existing	Future	No Project	With project	Existing Baseline	Cumulative No Project	Cumulative With Project
112138	0.40	AMAR RD	Nogales	Lemon	Walnut	32,966	38,023	97	96	13,186	15,208	15,209
144095	0.36	AMAR RD	Nogales	Lemon	Walnut	33,994	39,372	97	96	12,238	14,173	14,174
2695504	0.31	AMAR RD	Nogales	Lemon	Walnut	34,745	40,842	97	96	10,771	12,660	12,661
2695508	0.28	AMAR RD	Nogales	Lemon	Walnut	31,014	36,553	97	96	8,684	10,234	10,235
144085	0.60	CREEKSIDE DR	Amar	Lemon	Walnut	1,253	1,993	16	16	752	1,196	1,196
144087	0.58	CREEKSIDE DR	Amar	Lemon	Walnut	2,513	4,018	16	16	1,458	2,330	2,330
112827	0.91	E AMAR RD	Lemon	Meadow Pass Road	Walnut	24,485	28,897	16	16	22,281	26,296	26,296
113025	0.29	E AMAR RD	Meadow Pass Rd	Grand Avenue	Walnut	33,875	39,798	32	32	9,824	11,541	11,541
113095	0.23	E AMAR RD	Meadow Pass Rd	Grand Avenue	Walnut	31,425	37,075	32	32	7,228	8,527	8,527
2695538	0.25	E AMAR RD	Meadow Pass Rd	Grand Avenue	Walnut	31,425	37,075	32	32	7,856	9,269	9,269
112911	1.02	LA PUENTE RD	Nogales	Lemon	Walnut	10,330	14,346	32	32	10,537	14,633	14,633
113046	0.26	LA PUENTE RD	Pierre	Grand Avenue	Walnut	10,885	14,504	65	64	2,830	3,770	3,771
144097	0.14	LA PUENTE RD	Pierre	Grand Avenue	Walnut	8,894	12,503	65	64	1,245	1,749	1,750
2695550	0.13	LA PUENTE RD	Pierre	Grand Avenue	Walnut	12,022	15,958	65	64	1,563	2,074	2,075
2695552	0.21	LA PUENTE RD	Pierre	Grand Avenue	Walnut	10,885	14,504	65	64	2,286	3,045	3,046
112955	0.84	LA PUENTE RD	Pierre	Lemon	Walnut	9,331	12,549	16	16	7,838	10,541	10,541
144096	0.18	LEMON AVE	Amar	Creekside	Walnut	8,486	9,765	97	96	1,527	1,757	1,758
112868	0.11	LEMON AVE	Creekside	La Puente	Walnut	10,907	13,671	97	96	1,200	1,503	1,504
112869	0.38	LEMON AVE	Creekside	La Puente	Walnut	16,228	20,097	97	96	6,167	7,636	7,637
113020	0.17	LEMON AVE	La Puente	Valley	Walnut	22,162	25,555	127	126	3,768	4,343	4,344
2695474	0.13	LEMON AVE	La Puente	Valley	Walnut	17,575	20,422	127	126	2,285	2,654	2,655
112954	0.19	LEMON AVE	La Puente	Valley	Walnut	7,800	9,754	97	96	1,482	1,852	1,853
2695532	0.14	LEMON AVE	La Puente	Valley	Walnut	16,356	18,598	97	96	2,290	2,603	2,604
2676369	0.08	MEADOW PASS RD	Lemon	Amar	Walnut	10,380	11,779	32	32	830	942	942
2695536	0.31	MEADOW PASS RD	Lemon	Amar	Walnut	7,836	9,305	32	32	2,429	2,885	2,885
2761011	0.19	MEADOW PASS RD	Lemon	Amar	Walnut	7,836	9,305	32	32	1,489	1,768	1,768
112870	0.53	MEADOW PASS RD	Lemon	Amar	Walnut	5,595	7,260	16	16	2,965	3,848	3,848
2695564	0.23	N GRAND AVE	City Boundary	Amar/Temple	Walnut	37,864	45,266	32	32	8,709	10,411	10,411
2695558	0.73	N GRAND AVE	La Puente	Valley	Walnut	34,505	41,379	49	48	25,189	30,206	30,207
131502	0.39	NOGALES ST	Amar	Shadow Oak Drive	Walnut	25,019	26,794	16	16	9,757	10,450	10,450
2695500	0.25	NOGALES ST	Shadow Oak	La Puente	Walnut	30,468	32,273	16	16	7,617	8,068	8,068
144088	0.58	SHADOW OAK DR	Nogales	Creekside	Walnut	4,219	5,028	16	16	2,447	2,916	2,916
2695506	0.27	SHADOW OAK DR	Nogales	Creekside	Walnut	2,685	3,586	16	16	725	968	968
112862	0.88	VALLEY BLVD	Fairway	Lemon	Walnut	19,438	21,368	208	206	17,105	18,802	18,804
112573	0.15	VALLEY BLVD	Grand	City Limit	Walnut	22,684	29,097	97	96	3,403	4,364	4,365
2695767	0.40	VALLEY BLVD	Grand	City Limit	Walnut	17,719	23,743	97	96	7,088	9,496	9,497
113022	0.66	VALLEY BLVD	Lemon	Pierre	Walnut	16,310	20,032	576	570	10,765	13,215	13,221
112574	0.57	VALLEY BLVD	Pierre	Grand	Walnut	27,471	33,017	208	206	15,658	18,818	18,820
113038	0.63	VALLEY BLVD	Pierre	Grand	Walnut	14,739	19,038	208	206	9,286	11,992	11,994
112598	0.16	W TEMPLE AVE	Grand	City Limit	Walnut	32,755	40,257	49	48	5,241	6,440	6,441
112695	0.94	W TEMPLE AVE	Grand	City Limit	Walnut	25,082	32,314	49	48	23,577	30,374	30,375
2695556	0.33	W TEMPLE AVE	Grand	City Limit	Walnut	20,768	27,324	49	48	6,853	9,016	9,017
113021	0.74	CARREY RD			Walnut	838	1,493	97	96	620	1,104	1,105
124834	0.61	HEATON MOOR DR			Walnut	4,065	4,771	24	24	2,480	2,910	2,910
2695546	0.24	LA PUENTE RD			Walnut	12,022	15,958	65	64	2,885	3,829	3,830
2695530	0.22	LEMON AVE			Walnut	9,959	12,012	97	96	2,191	2,642	2,643
124835	0.63	LEMON AVE			Walnut	3,688	4,237	24	24	2,323	2,669	2,669
113074	0.40	N GRAND AVE			Walnut	35,170	42,336	49	48	14,068	16,933	16,934
131514	0.85	N GRAND AVE			Walnut	35,850	42,847	32	32	30,473	36,420	36,420
2695560	0.45	N GRAND AVE			Walnut	34,216	41,063	32	32	15,397	18,478	18,478
2695562	0.15	N GRAND AVE			Walnut	34,216	41,063	32	32	5,132	6,159	6,159
112575	0.11	N GRAND AVE			Walnut	43,720	54,135	16	16	4,809	5,955	5,955
2695554	0.09	N GRAND AVE			Walnut	41,404	50,841	16	16	3,726	4,576	4,576
2695498	0.21	NOGALES ST			Walnut	30,672	33,358	16	16	6,441	7,005	7,005
2695502	0.25	NOGALES ST			Walnut	29,946	31,690	16	16	7,487	7,923	7,923
144092	0.37	PIERRE RD			Walnut	4,365	5,314	97	96	1,615	1,965	1,966
2695534	0.18	PIERRE RD			Walnut	3,460	4,429	97	96	623	796	797
2760507	0.76	PIERRE RD			Walnut	156	277	32	32	119	211	211
2695566	0.23	W TEMPLE AVE			Walnut	25,082	32,314	49	48	5,769	7,431	7,432
112423	0.41	LA PUENTE RD	Nogales	Lemon		13,492	17,540	32	32	-	-	-
144094	0.25	NOGALES ST	Shadow Oak	La Puente		35,293	37,470	16	16	-	-	-
110209	0.26	7TH AVE				19,957	23,081	16	16	-	-	-
146234	0.14	7TH AVE				14,512	16,293	16	16	-	-	-
2688858	0.12	7TH AVE				14,512	16,293	16	16	-	-	-
2767783	0.13	7TH AVE				14,512	16,293	16	16	-	-	-
2767785	0.20	7TH AVE				14,512	16,293	16	16	-	-	-
27677841	0.07	7TH AVE				14,512	16,293	16	16	-	-	-
111688	0.10	AMAR RD				44,652	52,818	97	96	-	-	-
111766	0.21	AMAR RD				53,093	63,088	97	96	-	-	-
144093	0.43	AMAR RD				49,693	59,038	97	96	-	-	-
2695368	0.25	AMAR RD				53,038	63,082	97	96	-	-	-
2695374	0.21	AMAR RD				44,161	52,277	97	96	-	-	-
111572	0.38	AMAR RD				29,833	37,072	81	80	-	-	-
110683	0.36	AMAR RD				13,556	18,026	65	64	-	-	-
110857	0.24	AMAR RD				13,914	18,559	65	64	-	-	-
110141	0.15	AMAR RD				17,929	22,099	32	32	-	-	-
110199	0.20	AMAR RD				23,732	29,031	32	32	-	-	-
110468	0.36	AMAR RD				16,543	20,237	32	32	-	-	-
110568	0.37	AMAR RD				15,595	20,045	32	32	-	-	-
2673579	0.15	AMAR RD				19,033	24,022	32	32	-	-	-

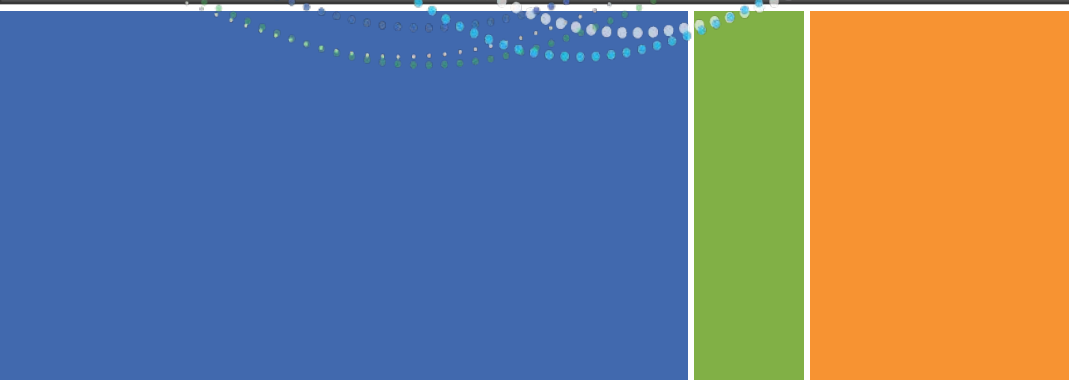
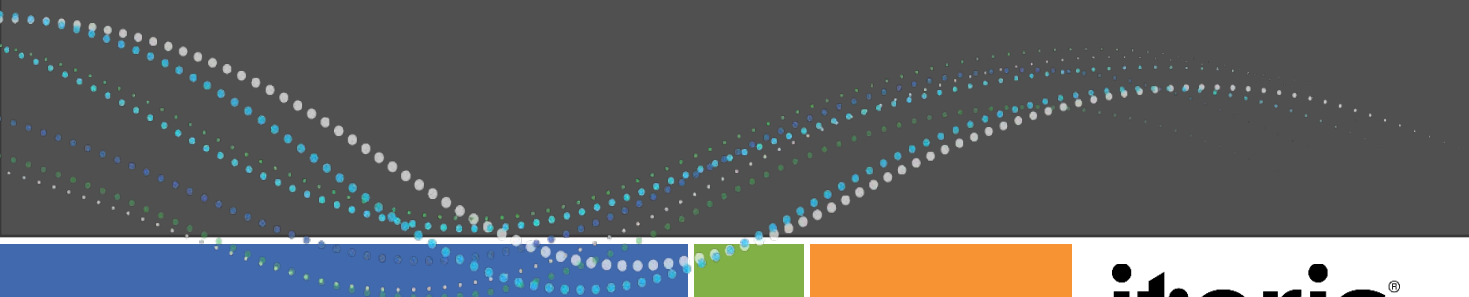
ID	LENGTH	ROAD_NAME	From	To	In City	Daily Traffic Volume				Daily VMT (in Walnut)		
						Existing	Future	No Project	With project	Existing Baseline	Cumulative No Project	Cumulative With Project
2688868	0.21	AMAR RD				17,688	21,415	32	32	-	-	-
111422	0.23	ARENTH AVE				18,130	22,275	16	16	-	-	-
2695257	0.28	ARENTH AVE				30,354	35,068	16	16	-	-	-
2695259	0.44	ARENTH AVE				34,486	39,374	16	16	-	-	-
2695275	0.33	ARENTH AVE				34,486	38,991	16	16	-	-	-
98580	0.12	AVENUE RANCHEROS				51,019	61,795	16	16	-	-	-
112500	0.27	AVENUE RANCHEROS				40,540	49,095	16	16	-	-	-
112888	0.32	BREA CANYON CUT OFF RD				21,763	23,525	16	16	-	-	-
112959	0.72	BREA CANYON CUT OFF RD				20,190	21,978	16	16	-	-	-
113023	0.52	BREA CANYON CUT OFF RD				26,723	30,284	16	16	-	-	-
113113	0.07	BREA CANYON CUT OFF RD				32,715	36,934	16	16	-	-	-
2695454	0.15	BREA CANYON CUT OFF RD				32,715	36,934	16	16	-	-	-
2695456	0.01	BREA CANYON CUT OFF RD				30,842	34,817	16	16	-	-	-
113056	0.40	BREA CANYON RD				23,284	27,640	49	48	-	-	-
2695482	0.45	BREA CANYON RD				23,077	26,741	49	48	-	-	-
2695484	0.27	BREA CANYON RD				23,077	26,741	49	48	-	-	-
131500	0.11	BREA CANYON RD				13,730	16,851	32	32	-	-	-
2695462	0.38	BREA CANYON RD				3,852	4,630	32	32	-	-	-
2695494	0.38	BREA CANYON RD				8,064	9,565	32	32	-	-	-
2695540	0.42	BREA CANYON RD				14,689	16,806	32	32	-	-	-
98825	0.11	BREA CANYON RD				20,624	20,763	16	16	-	-	-
113107	0.12	BREA CANYON RD				20,957	21,983	16	16	-	-	-
2695490	0.38	BREA CANYON RD				20,957	21,983	16	16	-	-	-
146243	0.63	BUSINESS PKY				5,448	5,749	16	16	-	-	-
2695472	0.40	BUSINESS PKY				3,377	3,336	16	16	-	-	-
110684	0.35	CALIFORNIA AVE				3,957	4,447	16	16	-	-	-
144041	0.33	CALIFORNIA AVE				2,011	2,439	16	16	-	-	-
2695293	0.43	CALIFORNIA AVE				3,957	4,447	16	16	-	-	-
112861	0.12	CAMINO DE TEODORO				28,962	32,387	111	110	-	-	-
146242	0.07	CAMINO DE TEODORO				33,447	36,215	111	110	-	-	-
153385	0.13	CAMINO DE TEODORO				27,910	30,488	111	110	-	-	-
2695448	0.06	CAMINO DE TEODORO				33,447	36,215	111	110	-	-	-
141016	0.05	CAMINO DE TEODORO				33,174	36,458	81	80	-	-	-
111915	0.10	COLIMA RD				23,883	28,272	16	16	-	-	-
111968	0.14	COLIMA RD				23,883	28,272	16	16	-	-	-
112309	0.26	COLIMA RD				20,277	22,596	16	16	-	-	-
112887	0.24	COLIMA RD				20,277	22,596	16	16	-	-	-
2695267	0.28	COLIMA RD				20,847	25,307	16	16	-	-	-
2695422	0.17	COLIMA RD				20,847	25,307	16	16	-	-	-
2695424	0.24	COLIMA RD				18,968	23,590	16	16	-	-	-
2695442	0.17	COLIMA RD				20,979	23,431	16	16	-	-	-
2695444	0.46	COLIMA RD				19,661	21,729	16	16	-	-	-
146244	0.49	CURRIER RD				6,817	10,198	16	16	-	-	-
2695492	0.09	CURRIER RD				12,255	11,959	16	16	-	-	-
111383	0.39	E AMAR RD				26,189	32,676	81	80	-	-	-
110877	0.38	E CADWELL ST				21,617	26,333	65	64	-	-	-
2673519	0.15	E CADWELL ST				20,531	25,758	65	64	-	-	-
2695301	0.21	E CADWELL ST				20,738	26,390	65	64	-	-	-
2695303	0.48	E CADWELL ST				16,527	22,299	65	64	-	-	-
2760481	0.15	E CADWELL ST				20,738	26,390	65	64	-	-	-
112303	0.51	E CAMERON AVE				19,116	24,502	16	16	-	-	-
112916	0.94	E CAMERON AVE				11,869	15,944	16	16	-	-	-
110254	0.79	E GALE AVE				10,213	11,254	16	16	-	-	-
110562	0.42	E GALE AVE				16,476	20,346	16	16	-	-	-
110771	0.71	E GALE AVE				22,392	29,604	16	16	-	-	-
111073	0.30	E GALE AVE				8,050	8,507	16	16	-	-	-
2695223	0.32	E GALE AVE				8,050	8,507	16	16	-	-	-
2695229	0.10	E GALE AVE				20,207	27,169	16	16	-	-	-
2695231	0.15	E GALE AVE				20,384	27,346	16	16	-	-	-
112743	0.25	E HOLT AVE				23,126	31,809	16	16	-	-	-
112813	0.29	E HOLT AVE				19,322	26,182	16	16	-	-	-
144144	0.25	E HOLT AVE				23,289	31,439	16	16	-	-	-
109918	0.16	E TEMPLE AVE				12,146	15,323	16	16	-	-	-
2688862	0.21	E TEMPLE AVE				16,935	21,252	16	16	-	-	-
146240	0.98	E WALNUT DR N				562	48	16	16	-	-	-
1410151	0.41	E WALNUT DR N				21,683	22,105	16	16	-	-	-
2669121	0.65	E WALNUT DR N				783	2,493	16	16	-	-	-
1657903	0.07	FAIRWAY DR				27,934	29,446	81	80	-	-	-
98726	0.03	FAIRWAY DR				22,270	23,502	65	64	-	-	-
1656307	0.02	FAIRWAY DR				22,820	23,068	32	32	-	-	-
98724	0.03	FAIRWAY DR				21,683	22,105	16	16	-	-	-
98725	0.42	FAIRWAY DR				15,519	15,849	16	16	-	-	-
2695446	0.13	FAIRWAY DR				21,683	22,105	16	16	-	-	-
141013	0.59	GALE AVE				1,955	3,492	16	16	-	-	-
153387	0.20	GALE AVE				16,077	19,219	16	16	-	-	-
2663182	0.29	GALE AVE				27,917	31,778	16	16	-	-	-
2695243	0.30	GALE AVE				20,820	25,118	16	16	-	-	-
2695245	0.23	GALE AVE				16,077	19,219	16	16	-	-	-
2695251	0.47	GALE AVE				3,108	2,701	16	16	-	-	-
2695273	0.12	GALE AVE				27,917	31,778	16	16	-	-	-
2695426	0.44	GALE AVE				1,955	3,492	16	16	-	-	-
128837	0.10	GOLDEN SPRINGS DR				21,058	24,462	49	48	-	-	-
112498	0.61	GOLDEN SPRINGS DR				5,237	8,210	16	16	-	-	-

ID	LENGTH	ROAD_NAME	From	To	In City	Daily Traffic Volume				Daily VMT (in Walnut)		
						Existing	Future	No Project	With project	Existing Baseline	Cumulative No Project	Cumulative With Project
112515	0.29	GOLDEN SPRINGS DR				8,551	11,905	16	16	-	-	-
112517	0.21	GOLDEN SPRINGS DR				8,551	11,904	16	16	-	-	-
112602	0.26	GOLDEN SPRINGS DR				18,379	21,027	16	16	-	-	-
112603	0.25	GOLDEN SPRINGS DR				18,314	20,963	16	16	-	-	-
146144	0.38	GOLDEN SPRINGS DR				19,029	21,734	16	16	-	-	-
1126801	0.60	GOLDEN SPRINGS DR				21,058	24,462	16	16	-	-	-
2695496	0.45	GOLDEN SPRINGS DR				18,314	20,963	16	16	-	-	-
2695754	0.33	GOLDEN SPRINGS DR				12,153	16,638	16	16	-	-	-
2695769	0.26	GOLDEN SPRINGS DR				16,859	22,512	16	16	-	-	-
2695786	0.26	GOLDEN SPRINGS DR				8,551	11,904	16	16	-	-	-
2695788	0.20	GOLDEN SPRINGS DR				8,132	10,987	16	16	-	-	-
2695790	0.15	GOLDEN SPRINGS DR				8,132	10,987	16	16	-	-	-
133222	0.36	GOLDEN SPRINGS DRE				8,921	9,648	16	16	-	-	-
2695464	0.48	GOLDEN SPRINGS DRE				7,108	8,722	16	16	-	-	-
2695468	0.32	GOLDEN SPRINGS DRE				10,403	14,533	16	16	-	-	-
128848	0.03	GRAND AVE				36,651	45,942	81	80	-	-	-
112678	0.18	GRAND AVE				37,614	45,588	32	32	-	-	-
128853	0.04	GRAND AVE				37,614	45,588	32	32	-	-	-
2762343	0.09	GRAND AVE				34,457	44,299	32	32	-	-	-
2762344	0.09	GRAND AVE				27,920	33,859	32	32	-	-	-
112679	0.21	GRAND AVE				33,595	40,086	16	16	-	-	-
112772	0.29	GRAND AVE				48,902	50,647	16	16	-	-	-
120445	0.27	GRAND AVE				23,233	28,557	16	16	-	-	-
120647	0.38	GRAND AVE				12,165	14,953	16	16	-	-	-
122056	0.56	GRAND AVE				35,453	43,576	16	16	-	-	-
1658166	0.10	GRAND AVE				45,469	47,719	16	16	-	-	-
2674854	0.15	GRAND AVE				34,457	42,353	16	16	-	-	-
2695748	0.28	GRAND AVE				33,596	40,086	16	16	-	-	-
2695752	0.25	GRAND AVE				27,920	34,318	16	16	-	-	-
2695756	0.31	GRAND AVE				43,528	45,263	16	16	-	-	-
2695758	0.16	GRAND AVE				41,339	43,728	16	16	-	-	-
2695760	0.36	GRAND AVE				41,339	43,728	16	16	-	-	-
2695762	0.06	GRAND AVE				41,339	43,728	16	16	-	-	-
2695763	0.15	GRAND AVE				41,339	43,728	16	16	-	-	-
2695846	0.09	GRAND AVE				34,457	42,353	16	16	-	-	-
2695856	0.36	GRAND AVE				12,165	14,953	16	16	-	-	-
2695860	0.21	GRAND AVE				13,827	16,995	16	16	-	-	-
2695862	0.65	GRAND AVE				13,827	16,995	16	16	-	-	-
2695892	0.10	GRAND AVE				19,256	23,668	16	16	-	-	-
2695896	0.24	GRAND AVE				23,233	28,557	16	16	-	-	-
2766588	0.50	GRAND AVE				35,453	43,576	16	16	-	-	-
27665891	0.60	GRAND AVE				35,453	43,576	16	16	-	-	-
111556	0.67	HARBOR BLVD				62,284	67,828	16	16	-	-	-
130977	0.62	HARBOR BLVD				55,041	59,005	16	16	-	-	-
2695233	0.55	HARBOR BLVD				56,334	61,146	16	16	-	-	-
113002	0.09	LEMON AVE				19,373	25,685	111	110	-	-	-
146239	0.07	LEMON AVE				15,153	22,106	111	110	-	-	-
2663172	0.16	LEMON AVE				19,373	26,543	111	110	-	-	-
2663173	0.08	LEMON AVE				19,373	26,236	111	110	-	-	-
2695476	0.07	LEMON AVE				15,153	22,106	111	110	-	-	-
2695478	0.17	LEMON AVE				15,153	22,106	111	110	-	-	-
2767737	0.25	LEMON AVE				15,153	22,106	111	110	-	-	-
2767739	0.06	LEMON AVE				15,153	22,106	111	110	-	-	-
110424	0.20	N CALIFORNIA AVE				11,669	13,189	16	16	-	-	-
110473	0.34	N CALIFORNIA AVE				4,458	4,880	16	16	-	-	-
110557	0.21	N CALIFORNIA AVE				8,169	9,056	16	16	-	-	-
2695291	0.22	N CALIFORNIA AVE				6,736	7,501	16	16	-	-	-
98761	0.05	N CITRUS AVE				13,168	16,488	16	16	-	-	-
98767	0.13	N CITRUS AVE				14,860	19,281	16	16	-	-	-
1658003	0.03	N CITRUS AVE				12,580	15,637	16	16	-	-	-
112734	0.38	N GAREY AVE				19,754	23,113	16	16	-	-	-
112742	0.19	N GAREY AVE				13,025	15,831	16	16	-	-	-
2673499	0.12	N GAREY AVE				11,020	13,327	16	16	-	-	-
2760530	0.34	N GAREY AVE				12,430	15,257	16	16	-	-	-
98633	0.59	N GRAND AVE				36,651	45,942	81	80	-	-	-
2663169	0.60	N GRAND AVE				35,310	43,859	81	80	-	-	-
2695765	0.07	N GRAND AVE				36,106	45,041	81	80	-	-	-
112848	0.39	N GRAND AVE				24,808	27,906	16	16	-	-	-
128988	0.15	N GRAND AVE				29,831	32,561	16	16	-	-	-
2760503	0.53	N GRAND AVE				24,808	27,906	16	16	-	-	-
112582	0.11	N HAMILTON BLVD				3,842	7,452	16	16	-	-	-
2695976	0.08	N HAMILTON BLVD				3,028	6,359	16	16	-	-	-
2696000	0.42	N HAMILTON BLVD				5,373	7,194	16	16	-	-	-
2760514	0.12	N HAMILTON BLVD				3,896	7,612	16	16	-	-	-
114302	0.37	N HARBOR BLVD				41,780	42,893	16	16	-	-	-
114304	0.35	N HARBOR BLVD				44,419	47,814	16	16	-	-	-
114310	0.13	N HARBOR BLVD				45,460	46,908	16	16	-	-	-
2694898	0.15	N HARBOR BLVD				44,418	47,812	16	16	-	-	-
112085	0.22	N HOLLENBECK AVE				11,060	12,378	16	16	-	-	-
112089	0.18	N HOLLENBECK AVE				23,522	27,165	16	16	-	-	-
2697608	0.24	N HOLLENBECK AVE				18,474	21,530	16	16	-	-	-
19309	0.33	ORANGE FWY				120,901	130,616	32	32	-	-	-
19343	0.48	ORANGE FWY				127,130	138,055	32	32	-	-	-

ID	LENGTH	ROAD_NAME	From	To	In City	Daily Traffic Volume				Daily VMT (in Walnut)		
						Existing	Future	No Project	With project	Existing Baseline	Cumulative No Project	Cumulative With Project
19257	0.53	ORANGE FWY				148,687	158,192	24	24	-	-	-
19274	0.53	ORANGE FWY				131,821	140,319	24	24	-	-	-
19356	0.65	ORANGE FWY				134,405	143,017	24	24	-	-	-
20769	0.36	ORANGE FWY				136,294	148,419	24	24	-	-	-
20775	0.29	ORANGE FWY				119,911	131,202	24	24	-	-	-
20840	0.22	ORANGE FWY				127,580	140,062	24	24	-	-	-
20844	0.13	ORANGE FWY				136,700	149,297	24	24	-	-	-
20845	0.27	ORANGE FWY				132,460	144,373	24	24	-	-	-
20866	0.18	ORANGE FWY				133,449	147,752	24	24	-	-	-
20875	0.74	ORANGE FWY				125,958	138,797	24	24	-	-	-
20958	0.36	ORANGE FWY				136,275	163,210	24	24	-	-	-
21137	0.63	ORANGE FWY				146,280	156,670	24	24	-	-	-
25704	1.09	ORANGE FWY				145,193	155,224	24	24	-	-	-
206443	0.28	ORANGE FWY				136,294	148,419	24	24	-	-	-
1657796	0.25	ORANGE FWY				121,985	133,787	24	24	-	-	-
1658170	0.41	ORANGE FWY				145,427	154,978	24	24	-	-	-
1658171	0.30	ORANGE FWY				145,193	154,676	24	24	-	-	-
2670704	0.22	ORANGE FWY				133,449	147,271	24	24	-	-	-
2671736	0.34	ORANGE FWY				129,288	140,090	24	24	-	-	-
2671741	0.29	ORANGE FWY				126,466	138,377	24	24	-	-	-
2768128	0.22	ORANGE FWY				123,597	150,439	24	24	-	-	-
2768129	0.45	ORANGE FWY				123,597	150,439	24	24	-	-	-
2768130	0.20	ORANGE FWY				123,597	150,439	24	24	-	-	-
19258	0.56	ORANGE FWY				131,669	143,073	16	16	-	-	-
19273	0.67	ORANGE FWY				134,801	146,492	16	16	-	-	-
20599	0.27	ORANGE FWY				126,928	151,343	16	16	-	-	-
20639	0.45	ORANGE FWY				137,676	160,682	16	16	-	-	-
20685	0.35	ORANGE FWY				116,551	139,747	16	16	-	-	-
20782	0.26	ORANGE FWY				130,079	157,325	16	16	-	-	-
20819	0.14	ORANGE FWY				128,813	156,710	16	16	-	-	-
20820	0.30	ORANGE FWY				123,597	150,439	16	16	-	-	-
20822	0.34	ORANGE FWY				117,299	144,071	16	16	-	-	-
20832	0.44	ORANGE FWY				129,630	156,152	16	16	-	-	-
20895	0.33	ORANGE FWY				128,817	144,816	16	16	-	-	-
20935	0.64	ORANGE FWY				146,923	159,799	16	16	-	-	-
20956	0.25	ORANGE FWY				131,288	142,468	16	16	-	-	-
21020	0.11	ORANGE FWY				136,040	147,745	16	16	-	-	-
21104	0.41	ORANGE FWY				144,046	156,743	16	16	-	-	-
25702	0.60	ORANGE FWY				144,046	156,743	16	16	-	-	-
128335	0.39	ORANGE FWY				149,328	161,268	16	16	-	-	-
1657800	0.29	ORANGE FWY				124,749	151,156	16	16	-	-	-
1658167	0.30	ORANGE FWY				144,046	156,260	16	16	-	-	-
1658174	0.64	ORANGE FWY				144,046	156,260	16	16	-	-	-
2666350	0.53	ORANGE FWY				127,980	153,041	16	16	-	-	-
2666353	0.21	ORANGE FWY				142,080	168,024	16	16	-	-	-
2671734	0.39	ORANGE FWY				127,221	141,954	16	16	-	-	-
2671737	0.44	ORANGE FWY				129,458	156,134	16	16	-	-	-
2671739	0.23	ORANGE FWY				123,157	149,859	16	16	-	-	-
2761728	0.36	ORANGE FWY				136,294	141,982	16	16	-	-	-
2768131	0.13	ORANGE FWY				107,909	119,877	16	16	-	-	-
21087	0.12	ORANGE FWY				107,909	119,877	8	8	-	-	-
21113	0.27	ORANGE FWY				120,049	130,966	8	8	-	-	-
21115	0.11	ORANGE FWY				121,243	140,517	8	8	-	-	-
2671748	0.26	ORANGE FWY				102,902	119,178	8	8	-	-	-
98821	0.07	PATHFINDER RD				23,646	29,953	49	48	-	-	-
98830	0.11	PATHFINDER RD				25,052	27,017	32	32	-	-	-
111652	0.08	PATHFINDER RD				64,480	70,395	16	16	-	-	-
111666	0.77	PATHFINDER RD				23,760	27,387	16	16	-	-	-
111952	0.33	PATHFINDER RD				23,760	27,387	16	16	-	-	-
2695418	0.37	PATHFINDER RD				26,969	30,524	16	16	-	-	-
2695420	0.27	PATHFINDER RD				32,099	35,529	16	16	-	-	-
19303	0.07	POMONA FWY				121,411	135,235	32	32	-	-	-
18443	0.55	POMONA FWY				131,029	154,906	24	24	-	-	-
18476	0.31	POMONA FWY				121,132	139,632	24	24	-	-	-
18506	0.44	POMONA FWY				116,701	134,011	24	24	-	-	-
18515	0.52	POMONA FWY				86,380	99,274	24	24	-	-	-
18563	0.29	POMONA FWY				198,660	220,013	24	24	-	-	-
18583	0.37	POMONA FWY				86,380	99,274	24	24	-	-	-
18631	0.55	POMONA FWY				175,701	196,037	24	24	-	-	-
18654	0.23	POMONA FWY				189,891	217,222	24	24	-	-	-
18677	0.17	POMONA FWY				180,598	197,345	24	24	-	-	-
18683	0.30	POMONA FWY				187,658	208,614	24	24	-	-	-
18704	0.33	POMONA FWY				118,196	136,609	24	24	-	-	-
18709	0.27	POMONA FWY				102,851	126,478	24	24	-	-	-
18782	0.46	POMONA FWY				113,921	133,426	24	24	-	-	-
18820	0.31	POMONA FWY				119,692	136,032	24	24	-	-	-
18838	0.44	POMONA FWY				124,238	145,314	24	24	-	-	-
18883	0.25	POMONA FWY				102,264	121,471	24	24	-	-	-
19255	1.55	POMONA FWY				125,490	144,223	24	24	-	-	-
19285	0.26	POMONA FWY				116,664	137,925	24	24	-	-	-
19321	0.36	POMONA FWY				110,429	124,793	24	24	-	-	-
19361	0.77	POMONA FWY				93,460	105,842	24	24	-	-	-
85880	0.17	POMONA FWY				130,570	150,741	24	24	-	-	-

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						Existing	Future	No Project	With project	Existing Baseline	Cumulative No Project	Cumulative With Project
128835	0.13	POMONA FWY				189,891	198,465	24	24	-	-	-
186973	0.43	POMONA FWY				118,196	136,609	24	24	-	-	-
1642954	0.15	POMONA FWY				97,061	114,487	24	24	-	-	-
1642955	0.51	POMONA FWY				99,549	120,142	24	24	-	-	-
1642965	0.64	POMONA FWY				100,313	118,637	24	24	-	-	-
1642968	0.52	POMONA FWY				106,440	125,786	24	24	-	-	-
1657790	0.14	POMONA FWY				191,217	200,714	24	24	-	-	-
1657908	0.27	POMONA FWY				120,563	136,465	24	24	-	-	-
1657909	0.30	POMONA FWY				123,559	141,413	24	24	-	-	-
2671720	0.25	POMONA FWY				127,770	144,522	24	24	-	-	-
2671721	1.55	POMONA FWY				123,686	141,719	24	24	-	-	-
2671723	0.13	POMONA FWY				177,561	193,637	24	24	-	-	-
18880	0.26	POMONA FWY				116,228	137,925	16	16	-	-	-
19070	0.23	POMONA FWY				109,996	131,606	16	16	-	-	-
19081	0.12	POMONA FWY				118,475	139,391	16	16	-	-	-
23483	0.28	POMONA FWY				116,295	137,925	16	16	-	-	-
23484	0.60	POMONA FWY				119,929	136,032	16	16	-	-	-
25712	0.26	POMONA FWY				112,637	132,887	16	16	-	-	-
1658149	0.29	POMONA FWY				112,637	129,984	16	16	-	-	-
1658154	0.30	POMONA FWY				109,996	129,666	16	16	-	-	-
2671717	0.22	POMONA FWY				120,454	136,465	16	16	-	-	-
2671718	0.56	POMONA FWY				116,788	134,011	16	16	-	-	-
23499	0.30	POMONA FWY				122,674	141,413	8	8	-	-	-
23513	0.73	POMONA FWY				114,306	133,426	8	8	-	-	-
23515	0.37	POMONA FWY				118,760	139,391	8	8	-	-	-
23528	0.67	POMONA FWY				110,453	124,793	8	8	-	-	-
111750	0.35	S AZUSA AVE				29,443	32,798	16	16	-	-	-
111836	0.16	S AZUSA AVE				29,443	32,798	16	16	-	-	-
111846	0.05	S AZUSA AVE				33,254	35,628	16	16	-	-	-
111852	0.25	S AZUSA AVE				27,851	28,778	16	16	-	-	-
2695370	0.12	S AZUSA AVE				39,695	44,356	16	16	-	-	-
2695376	0.37	S AZUSA AVE				39,695	44,356	16	16	-	-	-
2695378	0.35	S AZUSA AVE				29,567	32,939	16	16	-	-	-
2695404	0.24	S AZUSA AVE				34,092	37,476	16	16	-	-	-
2695406	0.20	S AZUSA AVE				33,254	35,628	16	16	-	-	-
2695410	0.25	S AZUSA AVE				30,819	32,469	16	16	-	-	-
98588	0.10	S CAMPUS DR				11,182	13,899	32	32	-	-	-
98589	0.12	S CAMPUS DR				4,183	7,422	32	32	-	-	-
112489	0.62	S CAMPUS DR				8,076	10,402	32	32	-	-	-
112722	0.30	S CAMPUS DR				12,759	14,624	32	32	-	-	-
2673505	0.26	S CAMPUS DR				3,939	7,174	32	32	-	-	-
112316	0.25	S CITRUS AVE				15,154	18,283	16	16	-	-	-
112318	0.25	S CITRUS AVE				8,281	10,708	16	16	-	-	-
98764	0.14	S CITRUS ST				14,078	17,306	16	16	-	-	-
112302	0.25	S CITRUS ST				13,623	15,890	16	16	-	-	-
2673553	0.41	S CITRUS ST				14,531	17,586	16	16	-	-	-
128839	0.18	S CROFTER DR				19,501	24,747	97	96	-	-	-
2695480	0.33	S CROFTER DR				19,501	24,747	97	96	-	-	-
112760	0.08	S GAREY AVE				13,508	15,810	16	16	-	-	-
98714	0.12	S GRAND AVE				24,477	27,270	16	16	-	-	-
112850	0.25	S GRAND AVE				36,588	37,798	16	16	-	-	-
112854	0.25	S GRAND AVE				38,936	40,898	16	16	-	-	-
128978	0.07	S GRAND AVE				34,822	36,577	16	16	-	-	-
2695526	0.34	S GRAND AVE				34,617	36,372	16	16	-	-	-
112585	0.19	S HAMILTON BLVD				9,773	8,870	16	16	-	-	-
114311	0.18	S HARBOR BLVD				42,082	43,633	16	16	-	-	-
114313	0.24	S HARBOR BLVD				45,148	46,615	16	16	-	-	-
2694890	0.26	S HARBOR BLVD				44,141	45,490	16	16	-	-	-
2694894	0.32	S HARBOR BLVD				37,374	38,392	16	16	-	-	-
112083	0.25	S HOLLENBECK AVE				9,369	10,421	16	16	-	-	-
112383	0.11	S NOGALES ST				44,337	50,002	49	48	-	-	-
141005	0.13	S NOGALES ST				45,491	51,241	49	48	-	-	-
141014	0.11	S NOGALES ST				46,949	52,703	49	48	-	-	-
2695434	0.12	S NOGALES ST				45,366	50,713	49	48	-	-	-
98766	0.17	S NOGALES ST				31,962	33,863	32	32	-	-	-
98772	0.07	S NOGALES ST				34,095	35,590	32	32	-	-	-
98776	0.03	S NOGALES ST				44,685	48,222	32	32	-	-	-
98777	0.03	S NOGALES ST				48,199	52,015	32	32	-	-	-
112308	0.36	S NOGALES ST				30,217	32,754	32	32	-	-	-
112340	0.48	S NOGALES ST				25,834	28,340	32	32	-	-	-
112367	0.02	S NOGALES ST				34,696	36,285	32	32	-	-	-
1657897	0.12	S NOGALES ST				40,627	42,764	32	32	-	-	-
1657898	0.03	S NOGALES ST				38,730	40,333	32	32	-	-	-
2695428	0.14	S NOGALES ST				37,553	39,508	32	32	-	-	-
112405	0.07	S NOGALES ST				41,646	45,214	16	16	-	-	-
2695436	0.29	S NOGALES ST				41,646	45,214	16	16	-	-	-
2695440	0.14	S NOGALES ST				34,306	37,549	16	16	-	-	-
2673513	0.31	S SENTOUS AVE				6,146	7,340	16	16	-	-	-
2673515	0.35	S SENTOUS AVE				8,726	9,634	16	16	-	-	-
144089	0.65	SHADOW OAK DR				446	521	16	16	-	-	-
144090	0.10	SHADOW OAK DR				2,153	2,260	16	16	-	-	-
144091	0.21	SHADOW OAK DR				6,197	6,942	16	16	-	-	-
2695366	0.33	SHADOW OAK DR				6,197	6,942	16	16	-	-	-

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110353	0.17	SHAVER ST				18,258	22,733	32	32	-	-	-
2688876	0.19	SHAVER ST				18,309	22,791	32	32	-	-	-
111382	0.34	VALINDA AVE				23,769	25,645	16	16	-	-	-
144058	0.45	VALINDA AVE				23,781	25,876	16	16	-	-	-
2695360	0.25	VALINDA AVE				25,313	27,429	16	16	-	-	-
2695380	0.23	VALINDA AVE				28,776	31,375	16	16	-	-	-
112406	0.12	VALLEY BLVD				33,482	38,174	97	96	-	-	-
112519	0.24	VALLEY BLVD				16,089	23,538	97	96	-	-	-
112656	1.13	VALLEY BLVD				17,719	23,743	97	96	-	-	-
112724	0.39	VALLEY BLVD				13,068	17,806	97	96	-	-	-
131508	0.27	VALLEY BLVD				15,257	22,473	97	96	-	-	-
2673514	0.55	VALLEY BLVD				30,097	34,603	97	96	-	-	-
2695438	0.27	VALLEY BLVD				33,482	38,174	97	96	-	-	-
2695778	1.08	VALLEY BLVD				15,920	23,707	97	96	-	-	-
98573	0.13	VALLEY BLVD				30,141	44,687	81	80	-	-	-
98575	0.06	VALLEY BLVD				29,374	43,583	81	80	-	-	-
110330	0.38	VALLEY BLVD				31,227	36,160	16	16	-	-	-
110425	0.39	VALLEY BLVD				37,359	44,587	16	16	-	-	-
110528	0.43	VALLEY BLVD				29,483	36,425	16	16	-	-	-
110648	0.21	VALLEY BLVD				31,739	39,245	16	16	-	-	-
110681	0.43	VALLEY BLVD				25,146	31,140	16	16	-	-	-
111225	0.77	VALLEY BLVD				26,745	32,560	16	16	-	-	-
111972	0.33	VALLEY BLVD				24,914	29,637	16	16	-	-	-
144076	0.17	VALLEY BLVD				26,745	32,560	16	16	-	-	-
2695225	0.30	VALLEY BLVD				22,630	27,412	16	16	-	-	-
2695430	0.61	VALLEY BLVD				24,567	29,514	16	16	-	-	-
2760999	0.41	VALLEY BLVD				22,630	27,412	16	16	-	-	-
2760471	0.34	VINELAND AVE				734	1,505	16	16	-	-	-
98574	0.03	W HOLT AVE				30,879	46,127	81	80	-	-	-
112552	0.25	W HOLT AVE				20,086	29,619	81	80	-	-	-
112583	0.41	W HOLT AVE				13,528	23,586	81	80	-	-	-
2695818	0.26	W HOLT AVE				15,354	24,169	81	80	-	-	-
2695820	0.12	W HOLT AVE				15,354	24,169	81	80	-	-	-
2695832	0.35	W HOLT AVE				15,800	25,465	81	80	-	-	-
112584	0.25	W HOLT AVE				15,497	24,519	49	48	-	-	-
112666	0.25	W HOLT AVE				15,614	24,307	49	48	-	-	-
112694	0.12	W HOLT AVE				15,128	23,738	49	48	-	-	-
2673496	0.13	W HOLT AVE				16,041	23,883	49	48	-	-	-
112578	0.27	W ORANGE GROVE AVE				14,059	18,428	16	16	-	-	-
112670	0.28	W ORANGE GROVE AVE				21,304	28,337	16	16	-	-	-
112084	0.26	W PUENTE AVE				2,199	2,999	16	16	-	-	-
112188	0.25	W PUENTE ST				2,644	3,490	16	16	-	-	-



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