



Appendix K1 Traffic Analysis

534 STRUCK AVENUE

TRAFFIC ANALYSIS

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LIST OF ABBREVIATED TERMS

| | |
|----------|--|
| (1) | Reference |
| ADT | Average Daily Traffic |
| CAMUTCD | California Manual on Uniform Traffic Control Devices |
| Caltrans | California Department of Transportation |
| CEQA | California Environmental Quality Act |
| CMP | Congestion Management Program |
| HCM | Highway Capacity Manual |
| ICU | Intersection Capacity Utilization |
| ITE | Institute of Transportation Engineers |
| LOS | Level of Service |
| OCTA | Orange County Transit Authority |
| PHF | Peak Hour Factor |
| Project | 534 Struck Avenue |
| TA | Traffic Analysis |
| TI | Traffic Index |
| v/c | Volume to Capacity |
| vphgpl | Vehicles per Hour Green per Lane |

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1 INTRODUCTION

This report presents the results of the Traffic Analysis (TA) for 534 Struck Avenue development (“Project”), which is located in the City of Orange, as shown on Exhibit 1-1. The purpose of this TA is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project, and where necessary recommend improvements to achieve acceptable operations consistent with the City’s General Plan level of service goals and policies. This TA has been prepared in accordance with the City of Orange’s Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (July 2020) and through consultation with City of Orange staff during the scoping process. (1) The proposed Project does not require a TA based on the City’s Guidelines; however, operations analyses have been conducted based on the City’s guidelines.

1.1 SUMMARY OF FINDINGS

The Project is to construct the following improvements as design features in conjunction with development of the site:

- Project to install stop controls for all egress traffic from each Project driveway. All driveways along truck Avenue will accommodate full access (no turn restrictions).

Additional details and intersection lane geometrics are provided in Section 1.6 *Recommendations* of this report. The Project is not anticipated to require the construction any off-site improvements and would also contribute to improvement needs identified at off-site intersections for future cumulative traffic conditions. As such, the Project Applicant’s responsibility for the Project’s contributions towards off-site intersections is fulfilled through payment into pre-existing fee programs (if applicable).

1.2 PROJECT OVERVIEW

The site is currently occupied by Nursery Supplies, Inc., a manufacturer of plastic nursery planting pots. Site improvements consist of an approximate 40,000 square-foot concrete tilt-up building, 5 open canopy storage areas, 14 silos for plastic granule storage, open storage areas, and parking. The Project site is designated Light Industrial in the City of Orange General Plan and zoned under City of Orange Zoning Map as Industrial Manufacturing (M-2).

A preliminary site plan for the proposed Project is shown on Exhibit 1-2. The Project is proposing to redevelop the site with a 57,900-square foot, 45-foot-tall truck terminal, including 52,900-square feet of warehouse space and 5,000-square feet of office uses. The site also includes a 5,400 square foot maintenance building. The Project would construct 62 passenger car parking stalls (including 3 accessible parking spaces) and 188 trailer parking stalls (for a total of 250 parking stalls) on-site. The building is proposed to include 84 dock doors (cross-dock configuration). Vehicular access to the site would be provided via two driveways along the site’s northern boundary on Struck Avenue. The Project is proposed to operate 24-hours a day, 7 days a week with 3 shifts. The anticipated Opening Year for the proposed Project is 2024.

EXHIBIT 1-1: LOCATION MAP

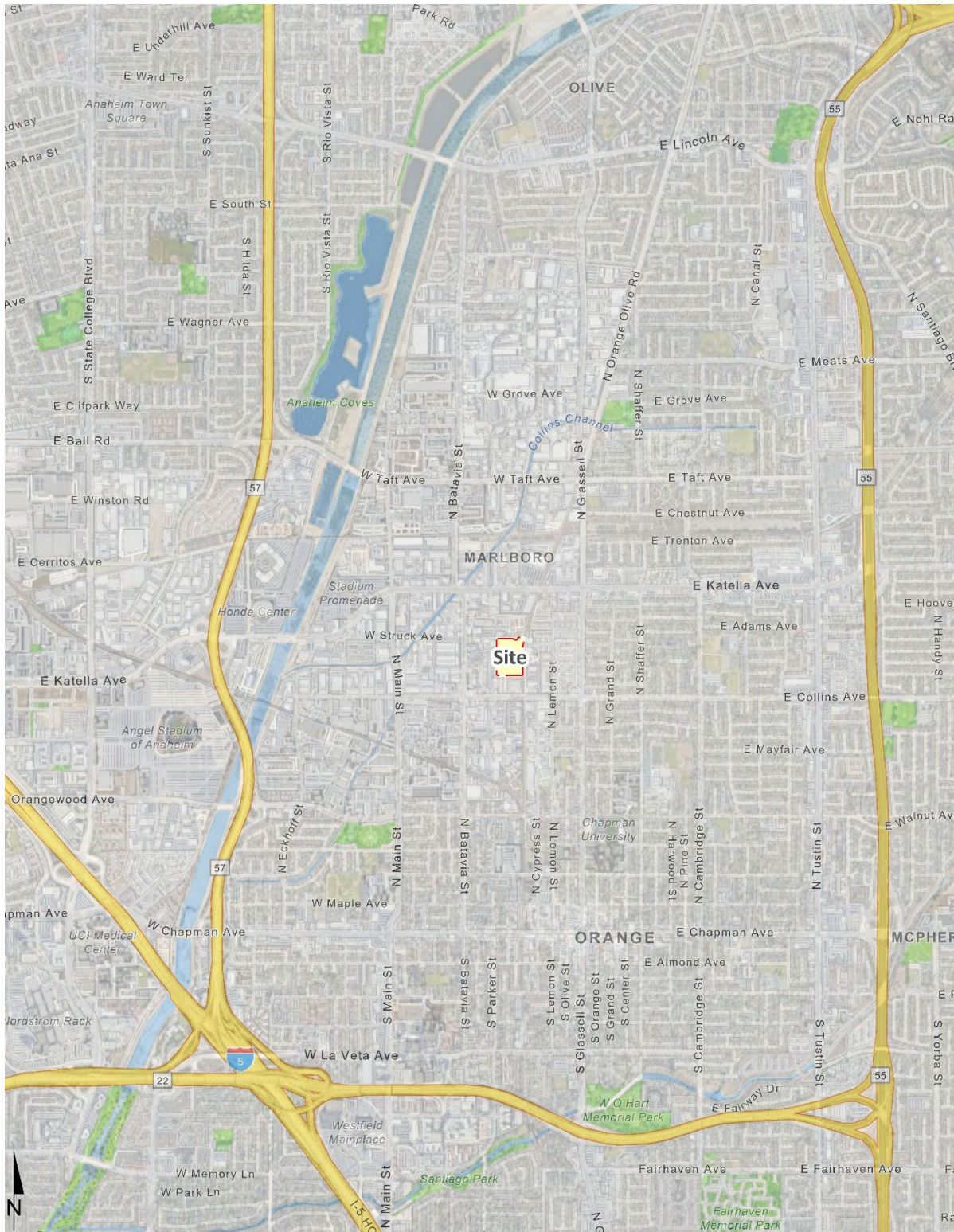
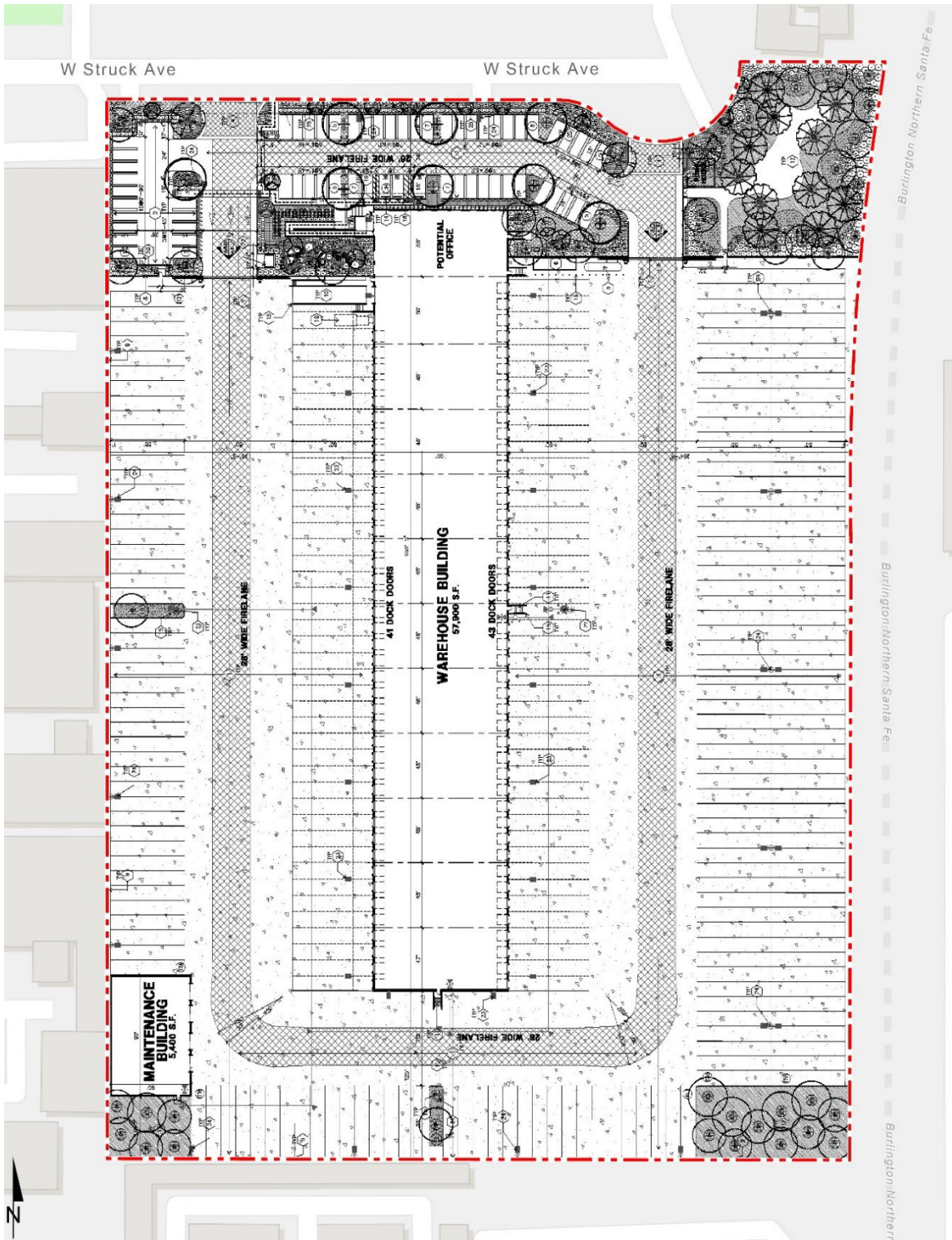


EXHIBIT 1-2: PRELIMINARY SITE PLAN



In order to develop the traffic characteristics of the proposed project, trip-generation statistics developed using surveyed data at other existing uses with similar operations have been used for the proposed Project. The Project is anticipated to generate a total of 396 two-way trips per day with 26 AM peak hour trips and 23 PM peak hour trips (actual vehicles). The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

1.3 ANALYSIS SCENARIOS

For the purposes of this traffic study, potential deficiencies to traffic and circulation have been assessed for each of the following conditions:

- Existing (2022) Conditions
- Opening Year Cumulative (2024) Without Project
- Opening Year Cumulative (2024) With Project

1.3.1 EXISTING (2022) CONDITIONS

Information for Existing (2022) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared.

1.3.2 OPENING YEAR CUMULATIVE (2024) CONDITIONS

The Opening Year Cumulative (2024) traffic conditions analysis determines the potential near-term cumulative circulation system deficiencies. The roadway network is similar to Existing conditions except for new connections to be constructed by the Project. To account for background traffic growth, an ambient growth factor from Existing (2022) conditions of 4.04% (2 percent per year, compounded over 2 years) is included for Opening Year Cumulative (2024) traffic conditions. Conservatively, this TA estimates the area ambient traffic growth and then adds traffic generated by other known or probable related projects. These related projects are at least in part already accounted for in the assumed ambient growth rates; and some of these related projects may not be implemented and operational within the 2024 Opening Year time frame assumed for the Project. The resulting traffic growth utilized in the TA (ambient growth factor plus traffic generated by related projects) would therefore tend to overstate rather than understate background cumulative traffic deficiencies under 2024 conditions.

1.4 STUDY AREA

To ensure that this TA satisfies the City of Orange’s traffic study requirements, Urban Crossroads, Inc. consulted with the City of Orange staff prior to the preparation of this report to develop the study area and distribution patterns for the proposed Project. The 9 study area intersections shown on Exhibit 1-3 and listed in Table 1-1 were selected for evaluation in this TA based on consultation with City of Orange staff.

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

| # | Intersection | Jurisdiction | CMP? |
|---|------------------------------|--------------------------|------|
| 1 | SR-57 SB Ramps & Katella Av. | City of Orange, Caltrans | Yes |
| 2 | SR-57 NB Ramps & Katella Av. | City of Orange, Caltrans | Yes |
| 3 | Struck Av. & Katella Av. | City of Orange | No |
| 4 | Main St. & Katella Av. | City of Orange | No |
| 5 | Main St. & Struck Av. | City of Orange | No |
| 6 | Batavia St. & Katella Av. | City of Orange | No |
| 7 | Batavia St. & Struck Av. | City of Orange | No |
| 8 | Driveway 1 & Struck Av. | City of Orange | No |
| 9 | Driveway 2 & Struck Av. | City of Orange | No |

The intent of a CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The County of Orange CMP became effective with the passage of Proposition 111 in 1990 and most recently updated in 2021. The two SR-57 Freeway ramps on Katella Avenue are identified as a CMP intersection.

1.5 DEFICIENCIES

This section provides a summary of deficiencies by analysis scenario. Section 2 *Methodologies* provides information on the methodologies used in the analysis and Section 5 *Opening Year Cumulative (2024) Traffic Conditions* include the detailed analysis. A summary of level of service (LOS) results for all analysis scenarios is presented on Table 1-2.

TABLE 1-2: SUMMARY OF LOS

| # Intersection | Existing | | 2024 NP | | 2024 WP | |
|--------------------------------|----------|-----|---------|-----|---------|----|
| | AM | PM | AM | PM | AM | PM |
| 1 SR-57 SB Ramps & Katella Av. | ● | ● | ● | ● | ● | ● |
| 2 SR-57 NB Ramps & Katella Av. | ● | ● | ● | ● | ● | ● |
| 3 Struck Av. & Katella Av. | ● | ● | ● | ● | ● | ● |
| 4 Main St. & Katella Av. | ● | ● | ● | ● | ● | ● |
| 5 Main St. & Struck Av. | ● | ● | ● | ● | ● | ● |
| 6 Batavia St. & Katella Av. | ● | ● | ● | ● | ● | ● |
| 7 Batavia St. & Struck Av. | ● | ● | ● | ● | ● | ● |
| 8 Driveway 1 & Struck Av. | N/A | N/A | N/A | N/A | ● | ● |
| 9 Driveway 2 & Struck Av. | N/A | N/A | N/A | N/A | ● | ● |

● = A - D ● = E ● = F

1.5.1 EXISTING (2022) CONDITIONS

The study area intersections are currently operating at an acceptable LOS during the peak hours.

1.5.2 OPENING YEAR CUMULATIVE (2024) CONDITIONS

The study area intersections are anticipated to continue to operate at an acceptable LOS under Opening Year Cumulative (2024) Without and With Project traffic conditions.

1.6 RECOMMENDATIONS

The following recommendations are based on the minimum improvements needed to accommodate site access and maintain acceptable peak hour operations for the proposed Project (see also Exhibit 1-4).

Recommendation 1 – Driveway 1 & Struck Avenue (#8) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the northbound approach (egress Project traffic) to implement a cross-street stop-controlled intersection. Driveway 1 will accommodate site access for passenger cars and trucks and will accommodate full access (no turn restrictions).

Recommendation 2 – Driveway 2 & Struck Avenue (#9) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the northbound approach (egress Project traffic) to implement a cross-street stop-controlled intersection. Driveway 2 will accommodate site access for passenger cars and trucks and will accommodate full access (no turn restrictions).

On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site.

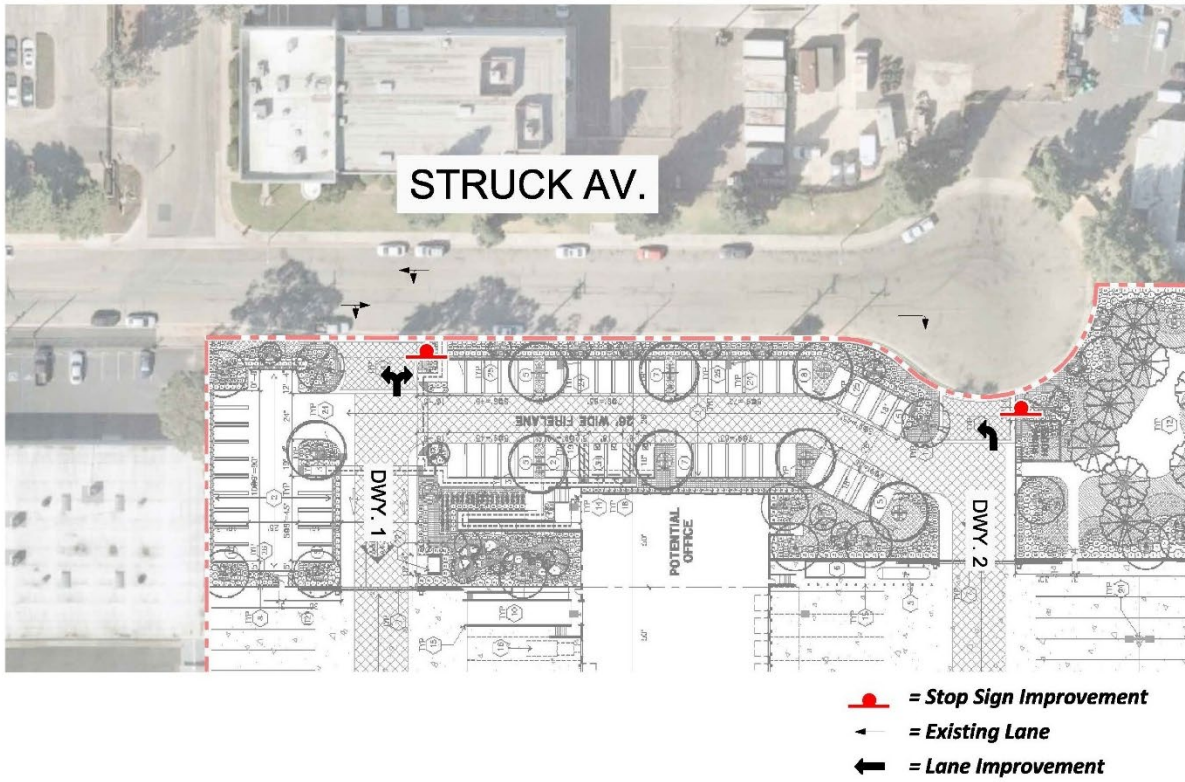
Sight distance at each project access point should be reviewed with respect to standard Caltrans and City of Orange sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

1.7 TRUCK ACCESS

Due to the typical wide turning radius of large trucks, a truck turning template has been overlaid on the site plan at both driveways on Struck Avenue which are anticipated to be utilized by heavy trucks in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turning maneuvers (see concept striping plans on Exhibit 1-5). A WB-67 truck (53-foot trailer) has been utilized for the purposes of this analysis. As shown on Exhibit 1-5, the following modifications are recommended in order to accommodate the ingress and egress of heavy trucks:

- Driveway 1: widen to accommodate a 40-foot driveway and modify the southwest corner curb radius to 35-feet.
- Driveway 2: widen to accommodate a 40-foot driveway and modify the southwest corner curb radius to 45-feet.

EXHIBIT 1-4: SITE ACCESS RECOMMENDATIONS



1.8 QUEUING ANALYSIS

The traffic modeling and signal timing optimization software package SimTraffic has been utilized to assess the queues. SimTraffic is designed to model networks of signalized and unsignalized intersections, with the primary purpose of checking and fine-tuning signal operations. SimTraffic uses the input parameters from Synchro to generate random simulations. These random simulations generated by SimTraffic have been utilized to determine the 95th percentile queue lengths observed for each applicable turn lane. A SimTraffic simulation has been recorded up to 5 times, during the weekday AM and weekday PM peak hours, and has been seeded for 15-minute periods with 60-minute recording intervals.

A queuing analysis has been conducted for all study area intersections under Opening Year Cumulative (2024) traffic conditions to ensure the existing and proposed left turn storage can accommodate the 95th percentile peak hour queues. The results of the queuing analysis are shown in Table 1-3 and the worksheets for the weekday AM and PM peak hours are provided in Appendix 1.1 of this report for Opening Year Cumulative (2024) traffic conditions. As shown on Table 1-3, there are no improvements needed to the turn lane storage lengths.

TABLE 1-3: PEAK HOUR QUEUING ANALYSIS

| Intersection | Movement | Available Stacking Distance (Feet) ³ | 95 th Percentile Queue (Feet) | | Acceptable? ¹ | |
|-------------------------|----------|--|--|---------|--------------------------|-----|
| | | | AM Peak | PM Peak | AM | PM |
| Driveway 1 & Struck Av. | NBL/R | 100 | 29 | 21 | Yes | Yes |
| | | | | | | |
| Driveway 2 & Struck Av. | EBL/R | 260 | 28 | 41 | Yes | Yes |
| | NBL/T | 100 | 0 | 5 | Yes | Yes |

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

1.9 TRAFFIC INDEX CALCULATIONS

The calculation of the traffic index (TI) provides information necessary to design a structural section for a roadway. Basically, the TI is a measure of the deteriorating effects that truck traffic has on asphalt concrete pavement. 24-hour tube counts were collected along Struck Avenue which was used for this TI Calculation. Based on the traffic count collected, Struck Avenue currently has 1,477 vehicles per day which includes 275 2-axle trucks, 14 3-axle trucks, and 18 4+-axle trucks per day. Based on this volume, the existing TI is 7.0 based on the existing volume and equation in the Caltrans Highway Design Manual (Table 613.3C).

Average Daily Traffic (ADT) was calculated for With Project conditions. The Project is anticipated to generate 396 two-way truck trips per day with 26 2-axle trucks, 42 3-axle trucks, and 108 4+-axle trucks per day. Based on the Project trips and existing volumes, the required TI for Struck Avenue is calculated to be 9.5 (also using Table 613.3C per the Caltrans Highway Design Manual). As such, the existing pavement section is insufficient to support traffic. A soils stud will be required to determine the minimum required pavement section to support the proposed TI.

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2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are consistent with the City's Guidelines.

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors, such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The 6th Edition Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches or the Intersection Capacity Utilization (ICU) methodology which assesses the volume over capacity at each intersection. (5) The HCM uses different procedures depending on the type of intersection control. HCM has been utilized for all signalized Caltrans facilities and unsignalized intersections. ICU has been utilized at all signalized City intersections (methodology does not apply to unsignalized intersections).

2.2.1 SIGNALIZED INTERSECTIONS

Intersection Capacity Utilization (ICU)

The City of Orange requires signalized intersections to be evaluated through ICU analysis which compares the peak hour traffic volumes to intersection capacity. Lane capacities of 1,700 vehicles per hour of green time have been assumed for the ICU calculations. 0.05 of volume to capacity (V/C) has been assumed representing 5 percent for the yellow and all-red signal indication and inherent vehicle delay between cycles with an assumed signal cycle of 100 seconds. The ICU LOS definitions based on V/C ratio are presented in Table 2-1. The Traffix software package has been utilized to evaluate the signalized intersections using the ICU methodology with the analysis parameters discussed above.

TABLE 2-1 INTERSECTION CAPACITY UTILIZATION (ICU) LOS DEFINITIONS

| Level of Service | Critical Volume to Capacity Ratio |
|------------------|-----------------------------------|
| A | 0.00 - 0.60 |
| B | 0.61 - 0.70 |
| C | 0.71 - 0.80 |
| D | 0.81 - 0.90 |
| E | 0.91 - 1.00 |
| F | >1.00 |

Source: 2010 LA County CMP

Highway Capacity Analysis (HCM)

Intersection LOS operations have also been reported based on the HCM methodology which are based on an intersection’s average control delay. (3) Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is related to the average control delay per vehicle and is correlated to a LOS designation as described on Table 2-2.

The traffic modeling and signal timing optimization software package Synchro (Version 11) has been utilized to analyze signalized intersections. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

TABLE 2-2: SIGNALIZED INTERSECTION LOS THRESHOLDS

| Description | Average Control Delay (Seconds), V/C ≤ 1.0 | Level of Service, V/C ≤ 1.0 ¹ |
|---|---|---|
| Operations with very low delay occurring with favorable progression and/or short cycle length. | 0 to 10.00 | A |
| Operations with low delay occurring with good progression and/or short cycle lengths. | 10.01 to 20.00 | B |
| Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear. | 20.01 to 35.00 | C |
| Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable. | 35.01 to 55.00 | D |
| Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay. | 55.01 to 80.00 | E |
| Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths. | 80.01 and up | F |

Source: HCM, 6th Edition

¹ If V/C is greater than 1.0 then LOS is F per HCM.

A saturation flow rate of 1900 has been utilized for all study area intersections. The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Customary practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., $PHF = \frac{[Hourly Volume]}{[4 \times Peak\ 15\text{-minute\ Flow\ Rate}]}$). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (5)

2.2.2 UNSIGNALIZED INTERSECTIONS

The ICU methodology is not applicable to unsignalized intersections. As such, the operations of unsignalized intersections be evaluated using the methodology described in the HCM. (5) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-3). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all

movements in that lane. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection. For all-way stop controlled intersections, LOS is computed for the intersection as a whole (average delay).

TABLE 2-3: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

| Description | Average Control Delay (Seconds), V/C ≤ 1.0 | Level of Service, V/C ≤ 1.0 ¹ |
|---|--|--|
| Little or no delays. | 0 to 10.00 | A |
| Short traffic delays. | 10.01 to 15.00 | B |
| Average traffic delays. | 15.01 to 25.00 | C |
| Long traffic delays. | 25.01 to 35.00 | D |
| Very long traffic delays. | 35.01 to 50.00 | E |
| Extreme traffic delays with intersection capacity exceeded. | > 50.00 | F |

Source: HCM, 6th Edition

¹ If V/C is greater than 1.0 then LOS is F per HCM.

2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term “signal warrants” refers to the list of established criteria used by the California Department of Transportation (Caltrans) and other public agencies to quantitatively justify or determine the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). (6)

The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (6) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions and for all future analysis scenarios for existing unsignalized intersections. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with rural characteristics. For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection. Rural warrants have been used as posted speed limits on the major roadways with unsignalized intersections are over 40 miles per hour while urban warrants have been used where speeds are 40 miles per hour or below.

Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets. Similarly, the speed limit has been used as the basis for determining the use of Urban and Rural warrants. Traffic signal warrant analyses were performed for the following study area intersection shown on Table 2-4:

TABLE 2-4: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

| # | Intersection |
|---|-------------------------|
| 8 | Driveway 1 & Struck Av. |
| 9 | Driveway 2 & Struck Av. |

Traffic signal warrant analyses have not been conducted under Existing or Opening Year Cumulative (2024) Without Project traffic conditions as there are no existing unsignalized study area intersections. The traffic signal warrant analyses for future conditions are presented in Section 5 *Opening Year Cumulative (2024) Traffic Conditions* of this report for Opening Year Cumulative With Project traffic conditions. It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.4 QUEUING ANALYSIS

Consistent with Caltrans requirements, the 95th percentile queuing of vehicles has been assessed at the off-ramps to determine potential queuing deficiencies at the freeway ramp intersections at the SR-57 Freeway at the Katella Avenue interchange. Specifically, the off-ramp queuing analysis is utilized to identify any potential queuing and “spill back” onto the SR-57 Freeway mainline from the off-ramps. The 95th percentile queue has also been utilized to assess the queues at both Ramona Expressway and Placentia Avenue (future conditions only) to identify any potential queuing.

The traffic progression analysis tool and HCM intersection analysis program, Synchro, has been used to assess the potential deficiencies/needs of the intersections with traffic added from the proposed Project. Storage (turn-pocket) length recommendations at the ramps have been based upon the 95th percentile queue resulting from the Synchro progression analysis. The footnote from the Synchro output sheets indicates if the 95th percentile cycle exceeds capacity. Traffic is simulated for two complete cycles of the 95th percentile traffic in Synchro in order to account for the effects of spillover between cycles. In practice, the 95th percentile queue shown will rarely be exceeded and the queues shown with the footnote are acceptable for the design of storage bays. The 95th percentile queue is derived from the average queue plus 1.65 standard deviations.

2.5 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

Per the City of Orange's General Plan Circulation Element and Growth Management Element requirements, a volume/capacity (V/C) ratio of 0.90 (LOS D) shall be the lowest acceptable Service Level at intersections following implementation of roadway improvements. Improvements required to bring intersections and roadway segments to the acceptable service levels must be identified. In order to maintain LOS D at intersections, arterial highway links should be maintained at LOS C or better. An intersection will be deemed deficient and require improvements to achieve an acceptable LOS when the LOS is E or F (Final V/C Ratio > 0.90) and the project-related increase in V/C is equal to or greater than 0.010.

2.6 DEFICIENCY CRITERIA

An intersection will be deemed deficient and require improvements to achieve an acceptable LOS when the LOS is E or F (Final V/C Ratio > 0.90) and the project-related increase in V/C is equal to or greater than 0.010.

3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the City of Orange General Plan Circulation Network, and a review of existing peak hour intersection operations, freeway off-ramp queues, and traffic signal warrant analyses.

3.1 EXISTING CIRCULATION NETWORK

The study area includes a total of 9 existing and future intersections as shown previously on Exhibit 1-2 that have been selected based on consultation with City staff. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 CITY OF ORANGE GENERAL PLAN CIRCULATION ELEMENT

As noted previously, the Project site is located within the City of Orange. The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the study area, as identified on City of Orange General Plan Circulation Element, are described subsequently. Exhibit 3-2 shows the City of Orange General Plan Circulation Element and Exhibit 3-3 illustrates the City of Orange General Plan roadway cross-sections.

Smart Street roadways are six to eight-lane roadways and typically include a raised median. These roadways typically have up to 144-foot right-of-way and 118-foot curb-to-curb measurement (variable cross-section). These roadways typically have enhanced capacities and include features such as traffic signal synchronization, bus bays, removal of on-street parking to accommodate additional through lane capacity. These roadways carry daily volumes ranging from 60,000 to 79,000 vehicles per day. The following study area roadway within the City is classified as a Smart Street:

- Katella Avenue

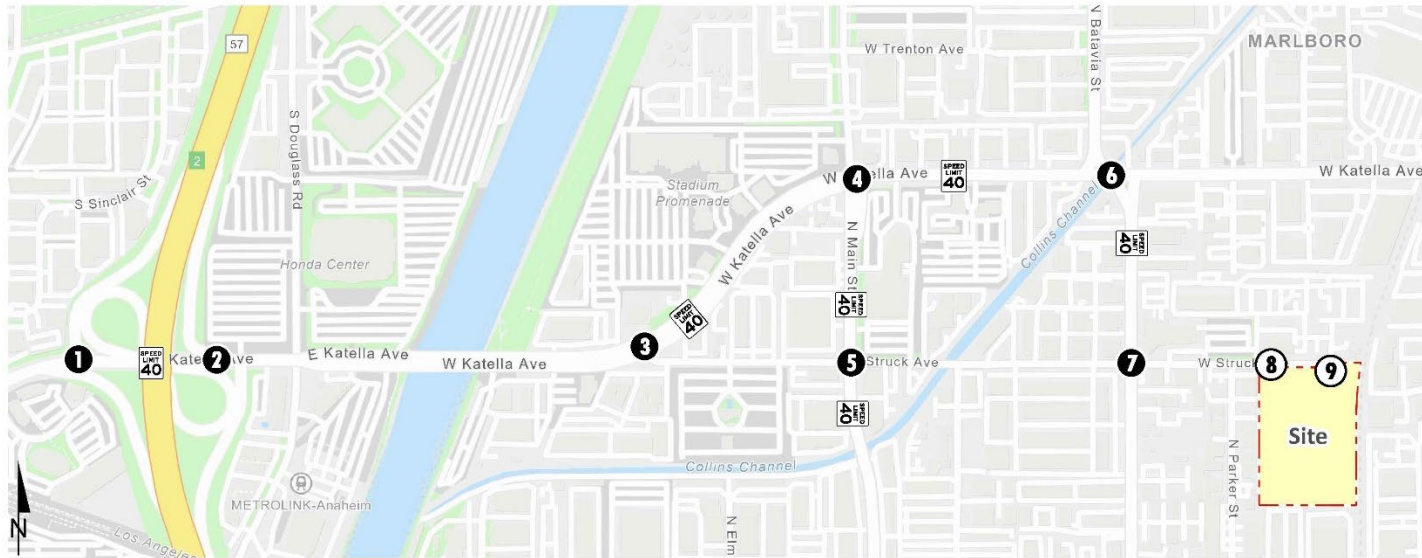
Primary Arterial roadways are four-lane divided roadways and typically include a raised median. These roadways typically have a 100-foot right-of-way and a 104-foot curb-to-curb measurement. These roadways typically limit on-street/curbside parking and can accommodate up to 33,750 vehicles per day. The following study area roadways within the City are classified as a Primary Arterial:

- Main Street
- Batavia Street

Collector roadways are two-lane roadways without medians and gather traffic to higher-capacity roadways. These roadways typically have a 66-foot right-of-way and a 46-foot curb-to-curb measurement. Centerline striping is not always accommodated, and these streets typically allow for on-street parking. The following study area roadway within the City is classified as a Collector:

- Struck Avenue

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



| 1 | 2 | 3 | 4 | 5 |
|------------------------------|------------------------------|--------------------------|-------------------------|-----------------------|
| SR-57 SB Ramps & Katella Av. | SR-57 NB Ramps & Katella Av. | Struck Av. & Katella Av. | Main St. & Katella Av. | Main St. & Struck Av. |
| | | | | |
| 6 | 7 | 8 | 9 | |
| Batavia St. & Katella Av. | Batavia St. & Struck Av. | Driveway 1 & Struck Av. | Driveway 2 & Struck Av. | |
| | | Future Intersection | Future Intersection | |

LEGEND:

- = TRAFFIC SIGNAL
- 4** = NUMBER OF LANES
- D** = DIVIDED
- U** = UNDIVIDED
- = YIELD PORK CHOP ISLAND
- RTO** = RIGHT TURN OVERLAP
- = SPEED LIMIT (MPH)
- = EXISTING INTERSECTION ANALYSIS LOCATION
- = FUTURE INTERSECTION ANALYSIS LOCATION

EXHIBIT 3-2: CITY OF ORANGE GENERAL PLAN CIRCULATION ELEMENT

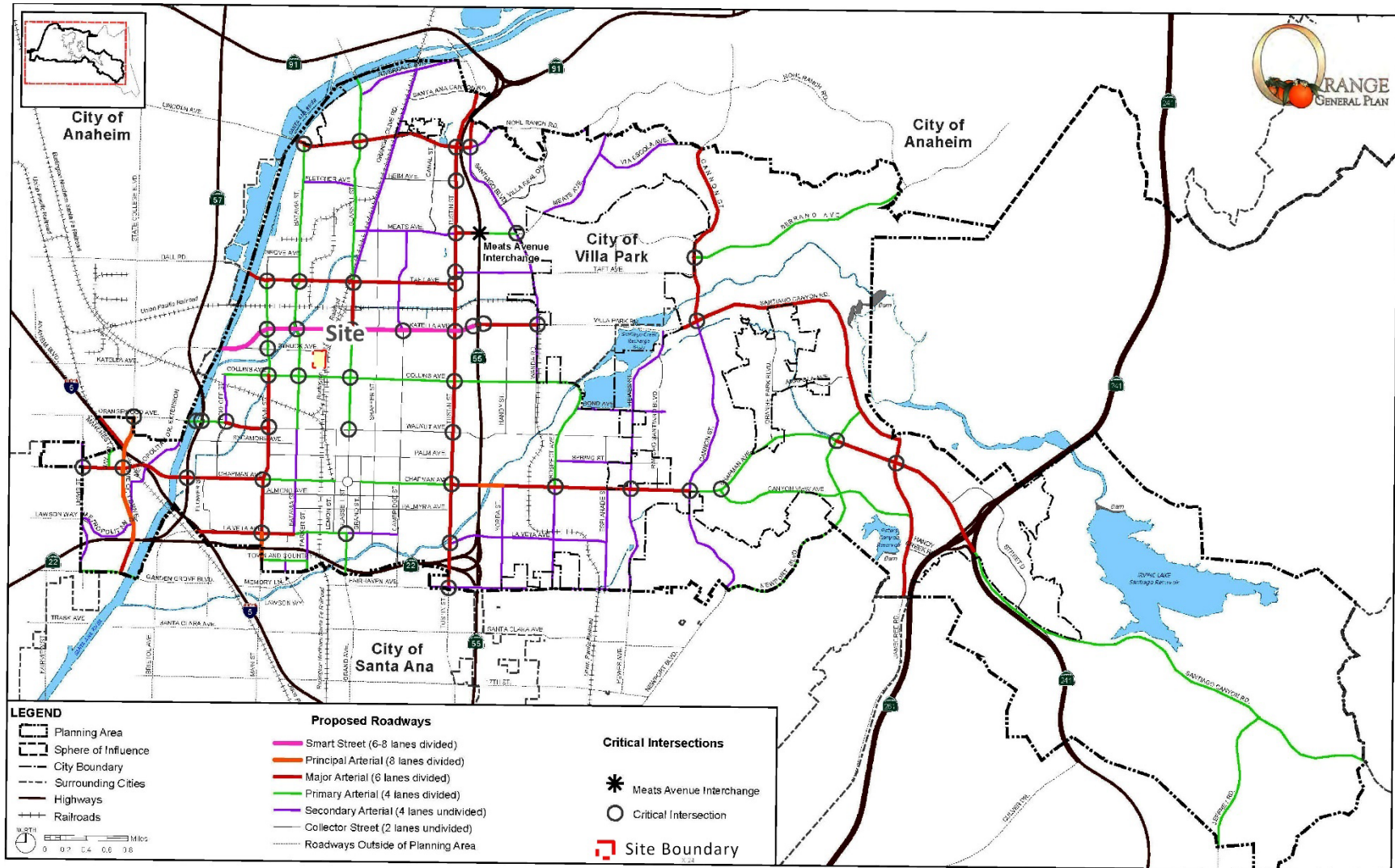
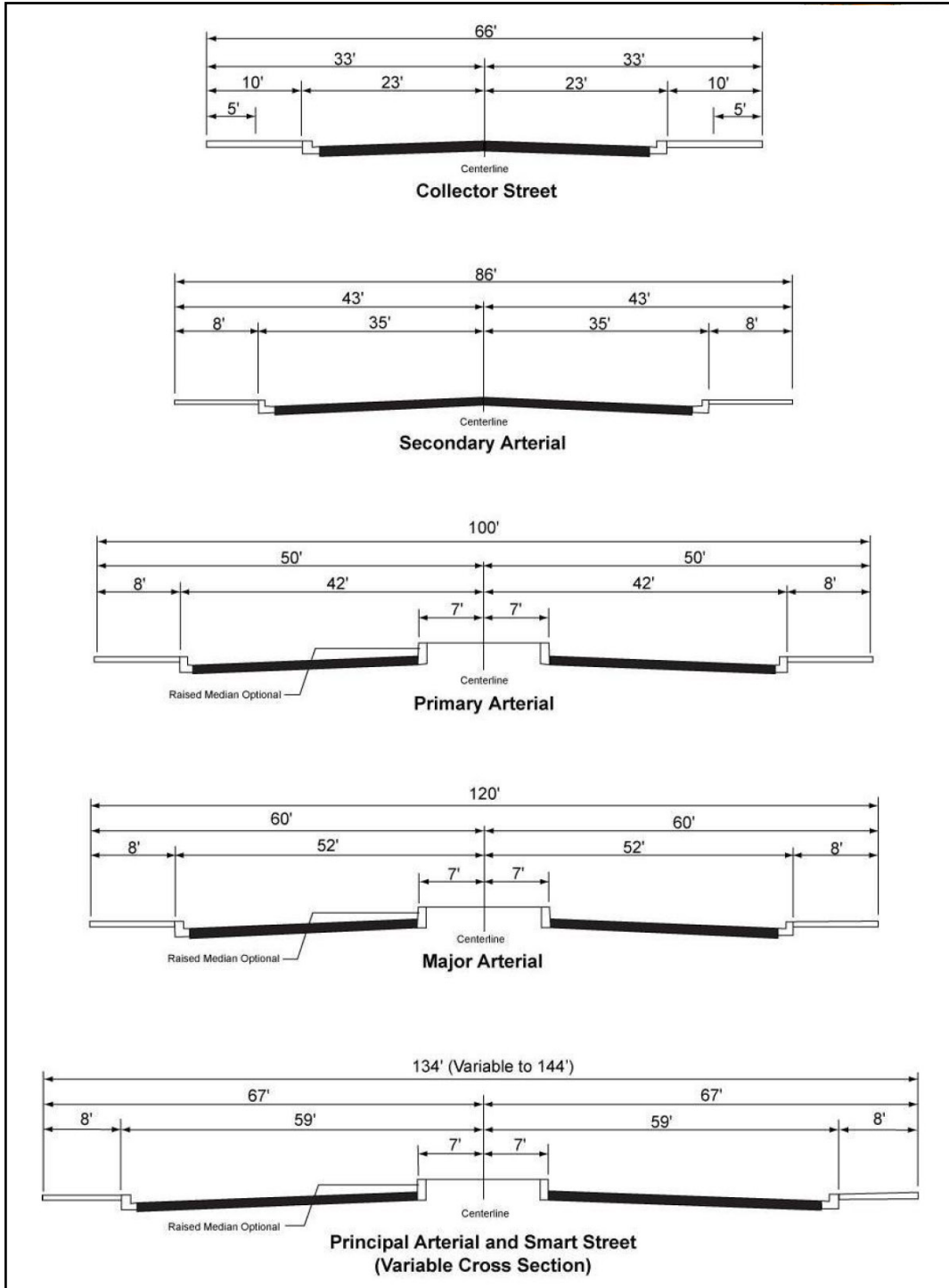


EXHIBIT 3-3: CITY OF ORANGE GENERAL PLAN ROADWAY CROSS-SECTIONS



3.3 BICYCLE & PEDESTRIAN FACILITIES

The City's bike network is shown on Exhibit 3-4. As shown on Exhibit 3-4, there is a proposed Class I (off-road) bike facility proposed along the Collins Channel within the study area. There is no existing Class II (on-street, striped) or Class III (signed, but not striped) bike lanes within the study area. Exhibit 3-5 illustrates the existing crosswalks and sidewalks throughout the study area. As shown on Exhibit 3-5, there are pedestrian facilities in place in the vicinity of the Project site and throughout the study area.

3.4 TRANSIT SERVICE

The study area is currently served by Orange County Transit Authority (OCTA) with bus service along Katella Avenue Main Street. OCTA Route 50 and Route 153 run along Katella Avenue and portions of Main Street (north of Katella Avenue). OCTA Route 53 runs along Main Street. The closest existing bus stop is located at Batavia Street at Katella Avenue for OCTA Route 50 approximately 0.3 miles from the Project site. The transit services are illustrated on Exhibit 3-6. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

3.5 TRUCK ROUTES

Both Katella Avenue and Batavia Street adjacent to the Project are identified as truck routes. These truck routes serve both the proposed Project and future cumulative development projects throughout the study area.

3.6 EXISTING (2022) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in August 2022 when local schools were in session and operating on normal bell schedules. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1.

Existing weekday ADT volumes on arterial highways throughout the study area are shown on Exhibit 3-7. Existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

$$\text{Weekday PM Peak Hour (Approach Volume + Exit Volume)} \times 10.67 = \text{Leg Volume}$$

EXHIBIT 3-4: CITY OF ORANGE GENERAL PLAN BIKE NETWORK

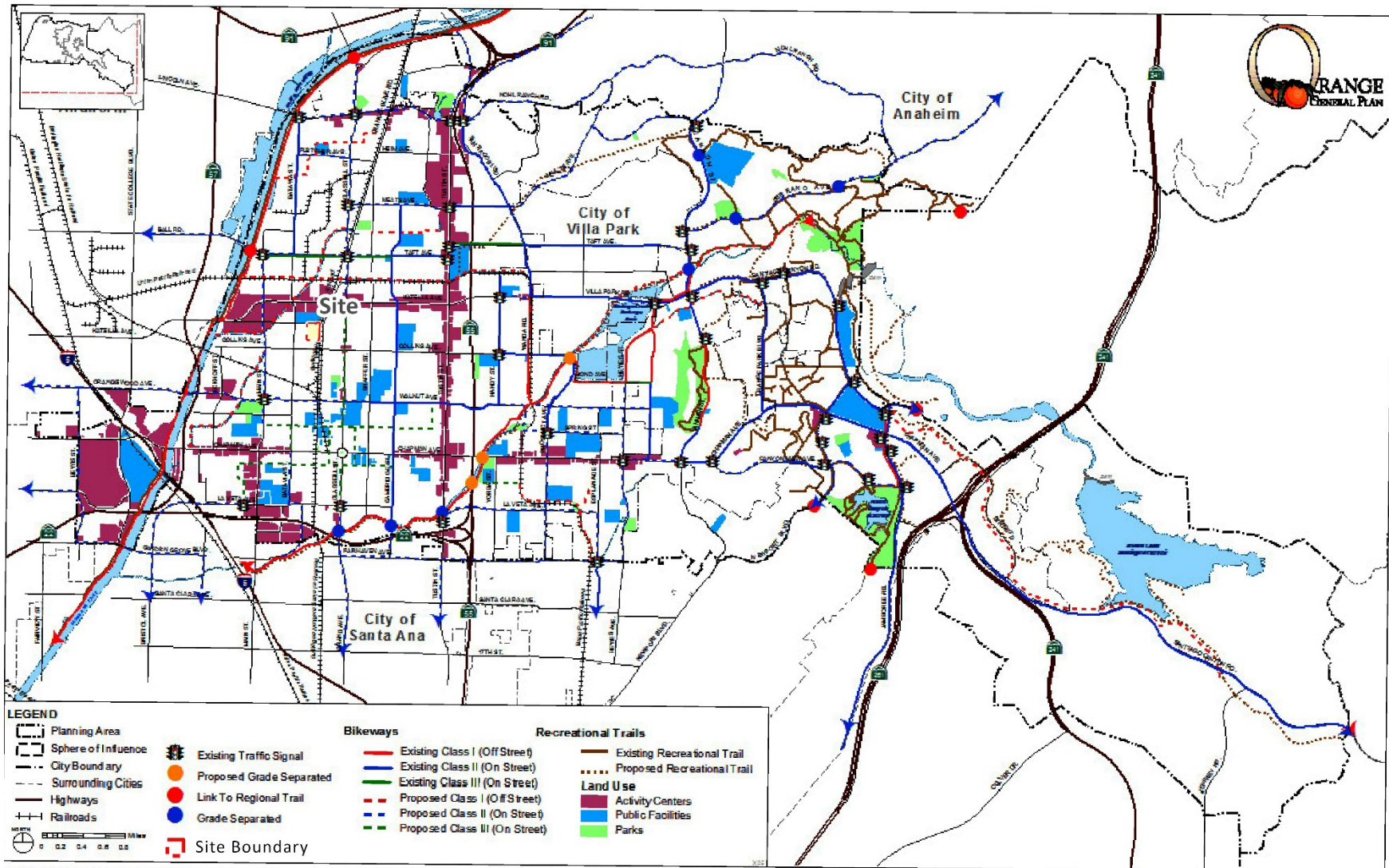


EXHIBIT 3-5: EXISTING PEDESTRIAN FACILITIES

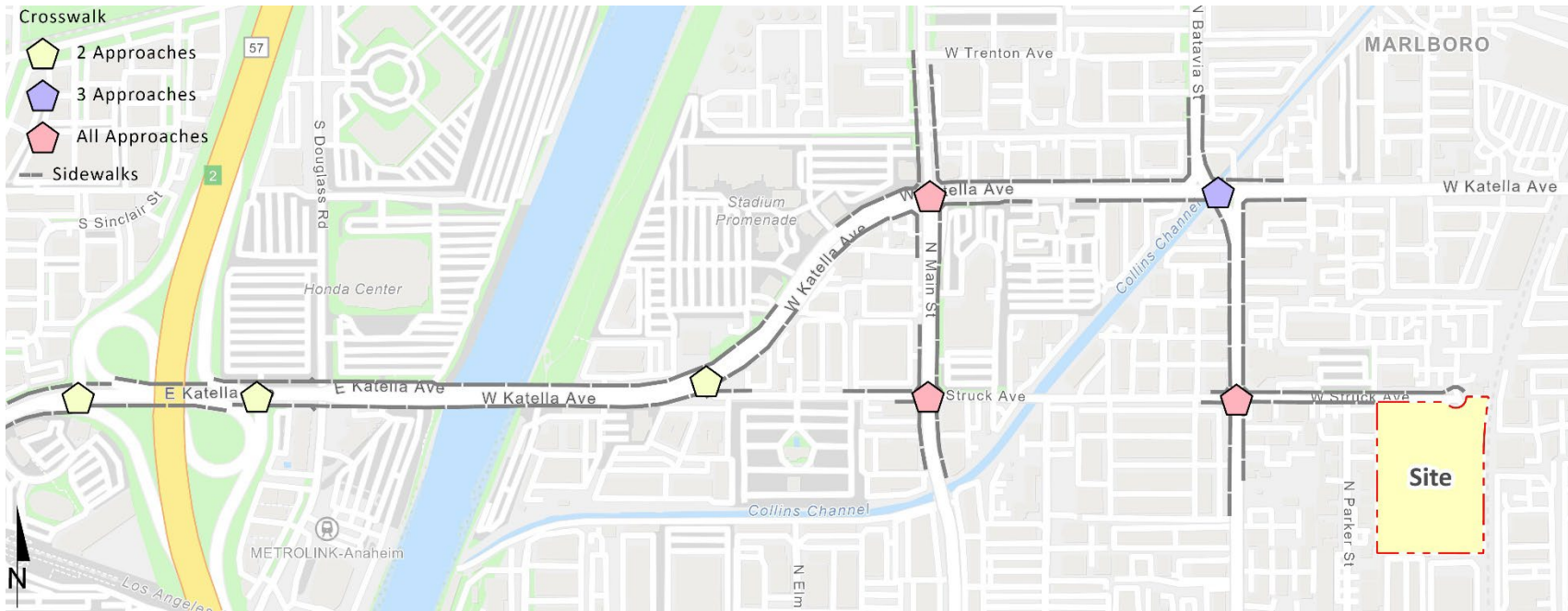


EXHIBIT 3-6: EXISTING TRANSIT ROUTES

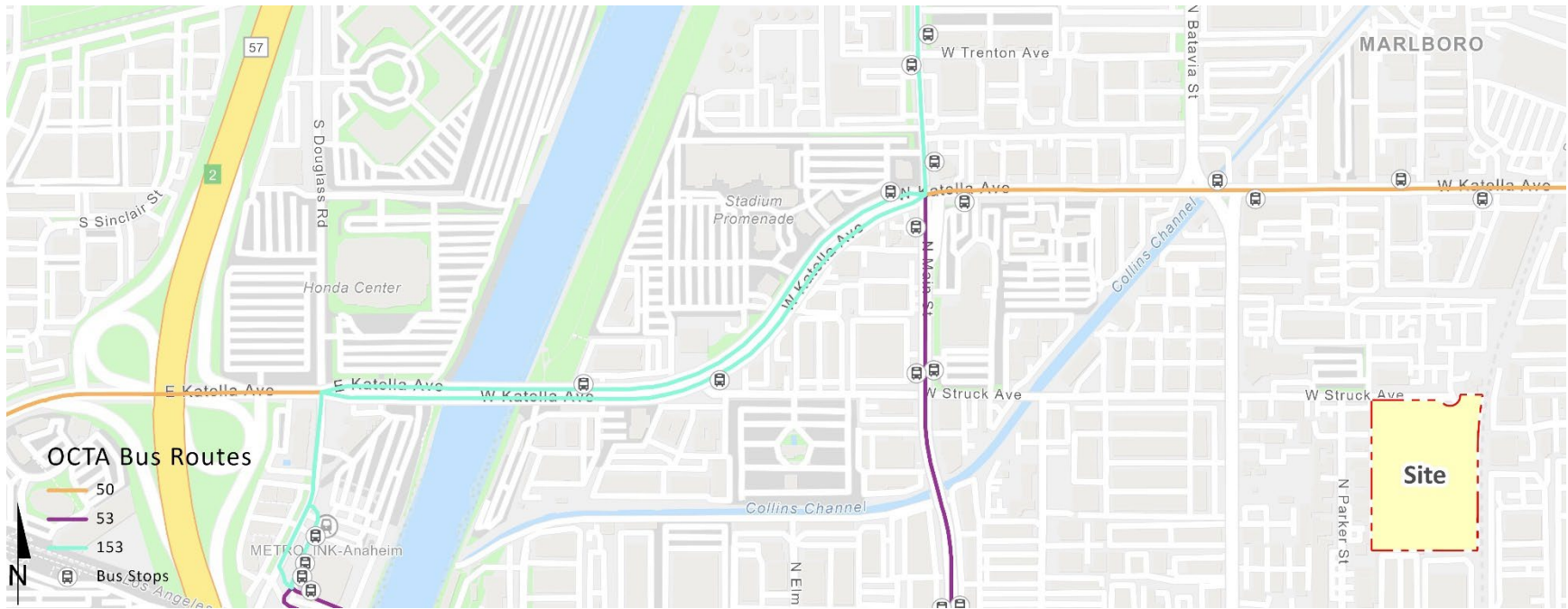
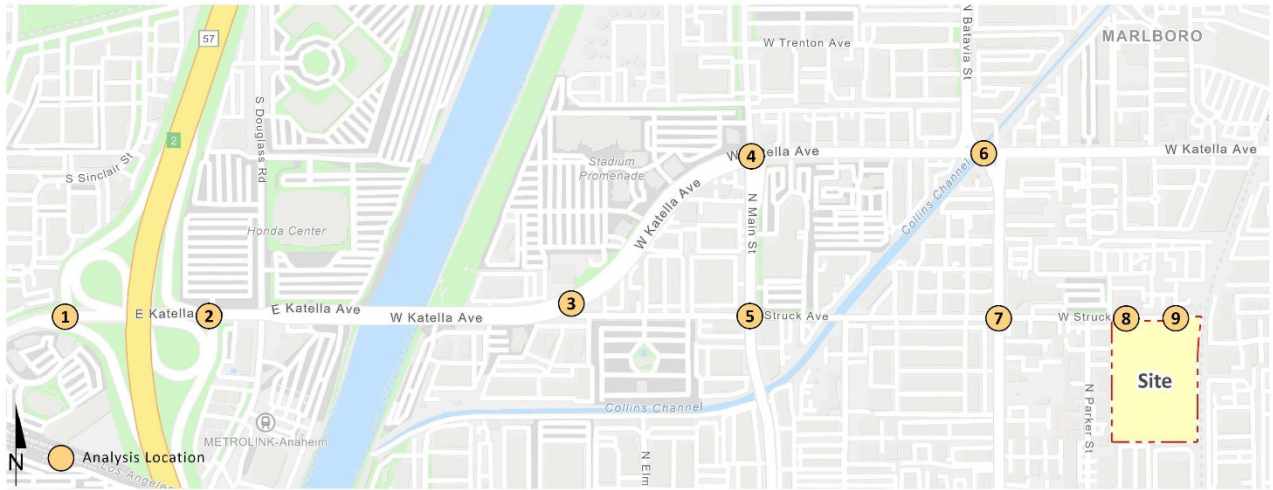


EXHIBIT 3-7: EXISTING (2022) TRAFFIC VOLUMES



| 1 | SR-57 SB Ramps & Katella Av. | 2 | SR-57 NB Ramps & Katella Av. | 3 | Struck Av. & Katella Av. | 4 | Main St. & Katella Av. | 5 | Main St. & Struck Av. |
|--------------|------------------------------|-------------|------------------------------|--------------|--------------------------|-------------|-------------------------|------------|-----------------------|
| 14,600 | 33,350 | 2,100 | 35,050 | 500 | 24,150 | 10,700 | 28,500 | 15,350 | 1,550 |
| ↙ 355(667) | ↑ 168(301) | | ↑ 105(195) | ↙ 27(10) | ↑ 5(7) | ↙ 63(107) | ↑ 83(107) | ↙ 17(34) | ↑ 22(19) |
| ↘ 109(399) | ↓ 875(1402) | | ↓ 670(1329) | ↘ 1(2) | ↑ 729(1419) | ↘ 361(255) | ↑ 632(1253) | ↘ 647(475) | ↑ 31(48) |
| | | | | ↖ 8(1) | ↔ 46(24) | ↖ 59(75) | ↔ 287(209) | ↖ 39(12) | ↔ 16(17) |
| 1125(1025) → | | 751(1110) → | | ↗ 7(21) | ↖ 0(4) | ↗ 56(665) → | | ↗ 9(33) | ↖ 16(17) |
| 298(316) ↓ | | 483(314) ↓ | | ↘ 278(241) ↓ | ↗ 7(12) ↗ | ↘ 73(46) ↓ | | ↘ 93(34) → | ↖ 15(13) |
| | | 373(374) ↖ | 485(653) ↗ | 112(258) ↖ | | 56(155) ↖ | | 180(189) ↓ | |
| | | | | 0(4) ↗ | | 165(429) ↗ | | 76(144) ↖ | 363(864) ↗ |
| | | | | 7(12) ↗ | | 172(361) ↗ | | 15(13) ↖ | 15(13) ↖ |
| 36,400 | 3,350 | 33,350 | 14,300 | 31,350 | 5,750 | 24,100 | 15,500 | 5,150 | 18,150 |
| 6 | Batavia St. & Katella Av. | 7 | Batavia St. & Struck Av. | 8 | Driveway 1 & Struck Av. | 9 | Driveway 2 & Struck Av. | | |
| 12,100 | 31,650 | 11,550 | 1,500 | | 1,500 | | 1,500 | | |
| ↙ 160(166) | ↑ 136(139) | ↙ 34(17) | ↑ 21(69) | | | | | | |
| ↘ 333(217) | ↓ 862(1339) | ↘ 501(435) | ↓ 6(21) | | | | | | |
| ↖ 147(250) | ↖ 188(96) | ↖ 44(14) | ↖ 11(21) | | | | | | |
| 75(95) ↖ | ↖ 43(81) ↖ | 20(36) ↖ | 27(20) ↖ | | | | | | |
| 623(944) → | ↖ 150(269) ↖ | 21(14) → | 289(489) ↖ | | | | | | |
| 74(43) ↓ | ↖ 117(201) ↖ | 61(45) ↓ | 14(11) ↖ | | | | | | |
| 28,450 | 9,700 | 1,650 | 10,900 | 1,500 | 1,500 | 1,500 | | | |

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 9.4 percent. As such, the above equation utilizing a factor of 10.67 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 9.4 percent (i.e., $1/0.094 = 10.67$) and was assumed to sufficiently estimate ADT volumes for planning-level analyses. This factor is consistent with that used for other traffic studies within the study area. Existing weekday AM and weekday PM peak hour intersection volumes are shown on Exhibit 3-7.

3.7 INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized on Table 3-1, which indicates that all existing study area intersections are currently operating at acceptable LOS during the peak hours. The intersection operations analysis worksheets are included in Appendix 3.2 of this TA.

TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2022) CONDITIONS

| # Intersection | Traffic Control ³ | Delay ¹ (secs.) | | Level of Service | | ICU ² (V/C) | | Level of Service | |
|--------------------------------|------------------------------|-------------------------------|------|------------------|----|---------------------------|------|------------------|----|
| | | AM | PM | AM | PM | AM | PM | AM | PM |
| 1 SR-57 SB Ramps & Katella Av. | TS | 7.1 | 34.7 | A | C | -- | -- | -- | -- |
| 2 SR-57 NB Ramps & Katella Av. | TS | 12.1 | 16.0 | B | B | -- | -- | -- | -- |
| 3 Struck Av. & Katella Av. | TS | -- | -- | -- | -- | 0.30 | 0.43 | A | A |
| 4 Main St. & Katella Av. | TS | -- | -- | -- | -- | 0.45 | 0.51 | A | A |
| 5 Main St. & Struck Av. | TS | -- | -- | -- | -- | 0.46 | 0.46 | A | A |
| 6 Batavia St. & Katella Av. | TS | -- | -- | -- | -- | 0.47 | 0.65 | A | B |
| 7 Batavia St. & Struck Av. | TS | -- | -- | -- | -- | 0.28 | 0.28 | A | A |
| 8 Driveway 1 & Struck Av. | | Future Intersection | | | | -- | -- | -- | -- |
| 9 Driveway 2 & Struck Av. | | Future Intersection | | | | -- | -- | -- | -- |

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

HCM reported for all unsignalized intersections and the signalized Caltrans Ramps.

² ICU reported as a volume-to-capacity ratio and for signalized intersections only. ICU not applicable to unsignalized inspections.

³ TS = Traffic Signal

3.8 TRAFFIC SIGNAL WARRANTS ANALYSIS

All of the existing intersections are currently signalized. As such, traffic signal warrant analysis has not been performed for Existing traffic conditions.

3.9 QUEUING ANALYSIS

A queuing analysis was performed for the off-ramps at the SR-57 Freeway at the Katella Avenue interchange. Queuing analysis findings are presented in Table 3-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown in Table 3-2, there are no movements that are currently experiencing queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows. Worksheets for Existing (2022) traffic conditions off-ramp queuing analysis are provided in Appendix 3.4.

TABLE 3-2: PEAK HOUR QUEUING SUMMARY FOR EXISTING (2022) CONDITIONS

| Intersection | Movement | Available Stacking Distance (Feet) | 95th Percentile Queue (Feet) | | Acceptable? ¹ | |
|------------------------------|----------|------------------------------------|------------------------------|------------------|--------------------------|-----|
| | | | AM Peak | PM Peak | AM | PM |
| SR-57 SB Ramps & Katella Av. | SBL | 535 | 90 | 449 ² | Yes | Yes |
| | SBL/R | 1,450 | 62 | 121 | Yes | Yes |
| | SBR | 535 | 53 | 81 | Yes | Yes |
| SR-57 NB Ramps & Katella Av. | NBL | 515 | 230 | 353 ² | Yes | Yes |
| | NBL/R | 1,450 | 130 | 103 | Yes | Yes |
| | NBR | 515 | 56 | 69 | Yes | Yes |

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the SR-57 Freeway mainline.

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4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. The Project is proposing to redevelop the site with a 57,900-square foot, 45-foot-tall truck terminal, including 52,900-square feet of warehouse space and 5,000-square feet of office uses. The site also includes a 5,400 square foot maintenance building. The Project would construct 62 passenger car parking stalls (including 3 accessible parking spaces) and 188 trailer parking stalls (for a total of 250 parking stalls) on-site. The building is proposed to include 84 dock doors (cross-dock configuration). Vehicular access to the site would be provided via two driveways along the site's northern boundary on Struck Avenue. The Project is proposed to operate 24-hours a day, 7 days a week with 3 shifts. The anticipated Opening Year for the proposed Project is 2024.

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development.

4.1.1 TRIP GENERATION RATES

The Institute of Transportation Engineers [Trip Generation Manual](#) includes trip generation rates for an Intermodal Truck Terminal (ITE Land Use Code 030), however, upon further review the land use was not deemed appropriate for use. Specifically, the rates included in the ITE [Trip Generation Manual](#) are based on data collected at only 2 or 4 sites (ranging in size from 10,000 to 35,000 square feet), which are all located outside of California and are dated from the 1990s and 2010s. ITE also has a cautionary note on the AM peak hour trip generation rates as the number of surveyed sites is below the ITE's recommended minimum of 3 sites. In light of the proposed building size discrepancy and the desire to use data that is more current data that is specific to Southern California, driveway counts were collected at 5 existing facilities in order to generate a unique rate specific to the proposed Project.

The sites that were specifically chosen are very similar in nature to the proposed Project. In order to calculate a rate for the Project that most closely reflects the anticipated operations, the following 5 local sites were surveyed over 2 days to develop an average trip generation rate:

- 700 Eckhoff Street, Orange, California: November 10 & 12, 2020 (95 dock doors)
- 2550 E. 28th Street, Vernon, California: November 24 & 25, 2020 (80 dock doors)
- 2250 E. 69th Street, Long Beach, California: March 9 & 10, 2022 (66 dock doors)
- 15400 S. Main Street, Gardena, California: March 9 & 10, 2022 (88 dock doors)
- 10661 Etiwanda Avenue, Fontana, California: March 9 & 10, 2022 (165 dock doors)

A summary of the count data collected over the 2 days is provided in Appendix 4.1. Table 4.1-1 in Appendix 4.1 provides a detailed summary of the counts collected at each facility for each day. Table 4.1-1 also provides the average 2-day trip generation and resulting average trip generation rates per dock door. The average 2-day trip generation was then divided by the number of dock doors for each applicable site to develop the trip generation rates by site.

The number of dock doors has been utilized as the independent variable in calculating the trip generation rates as opposed to square footage since the proposed building is not intended to be used for the storage of materials. The trip generation for a truck terminal facility could be better correlated to the number of dock doors due to the truck activity associated with the transfer of goods. Table 4-1 presents the trip generation rates calculated for the proposed truck terminal use based on an average of data collected at all 5 sites. The data collected at the 5 sites indicates most of the truck activity occurs outside of the typical morning and evening peak commute hours (7-9 AM and 4-6 PM).

TABLE 4-1: TRIP GENERATION RATES FOR TRUCK TERMINAL USE

| Land Use | Units ¹ | AM Peak Hour | | | PM Peak Hour | | | Daily |
|---|--------------------|--------------|-----------|------------|--------------|-----------|------------|--------------|
| | | In | Out | Total | In | Out | Total | |
| 2-Day Average Trip Generation for Truck Terminal² | | | | | | | | |
| Passenger Cars: | | 54 | 37 | 91 | 28 | 32 | 60 | 1,413 |
| 2-axle Trucks: | | 6 | 8 | 14 | 6 | 5 | 11 | 166 |
| 3-axle Trucks: | | 4 | 8 | 11 | 18 | 4 | 22 | 242 |
| 4+-axle Trucks: | | 13 | 27 | 40 | 34 | 13 | 46 | 706 |
| Total Trip Generation | | 75 | 80 | 155 | 85 | 53 | 138 | 2,527 |
| Resulting Average Truck Terminal Rates² | | | | | | | | |
| | DD | | | | | | | |
| Passenger Cars: | | 0.112 | 0.070 | 0.182 | 0.057 | 0.056 | 0.113 | 2.614 |
| 2-axle Trucks: | | 0.009 | 0.014 | 0.023 | 0.010 | 0.009 | 0.019 | 0.297 |
| 3-axle Trucks: | | 0.007 | 0.016 | 0.023 | 0.036 | 0.009 | 0.044 | 0.485 |
| 4+-axle Trucks: | | 0.024 | 0.054 | 0.078 | 0.063 | 0.021 | 0.085 | 1.273 |

¹ DD = Dock Doors

² Trip generation rates based on average of 2-day trip generation rates calculated for 5 existing sites.

4.1.2 TRIP GENERATION SUMMARY

Based on the trip generation rates shown in Table 4-1, the Project trip generation has been calculated and is shown in Table 4-2. As shown in Table 4-2, the proposed Project is anticipated to generate 396 two-way daily trips with 26 AM peak hour trips and 23 PM peak hour trips.

TABLE 4-2: PROPOSED PROJECT TRIP GENERATION SUMMARY

| Proposed Land Use | Quantity Units ¹ | AM Peak Hour | | | PM Peak Hour | | | Daily |
|------------------------------|-----------------------------|--------------|-----|-------|--------------|-----|-------|-------|
| | | In | Out | Total | In | Out | Total | |
| Truck Terminal: | | | | | | | | |
| Proposed Project: 534 Struck | 84 DD | | | | | | | |
| Passenger Cars: | | 9 | 6 | 15 | 5 | 5 | 10 | 220 |
| 2-axle Trucks: | | 1 | 1 | 2 | 1 | 1 | 2 | 26 |
| 3-axle Trucks: | | 1 | 1 | 2 | 3 | 1 | 4 | 42 |
| 4+-axle Trucks: | | 2 | 5 | 7 | 5 | 2 | 7 | 108 |
| Total Truck Trips: | | 4 | 7 | 11 | 9 | 4 | 13 | 176 |
| Proposed Project Total | | 13 | 13 | 26 | 14 | 9 | 23 | 396 |

¹ DD = dock doors

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. In addition, truck routes for neighboring agencies have been taken into consideration in the development of the trip distribution patterns for heavy trucks. Exhibits 4-1 and 4-2 show the Project truck and passenger car trip distribution patterns, respectively.

4.3 MODAL SPLIT

The potential for Project trips (non-truck) to be reduced by the use of public transit, walking or bicycling have not been included as part of the Project’s estimated trip generation. Essentially, the Project’s traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes.

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, the Project only ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-3.

EXHIBIT 4-1: PROJECT (TRUCK) TRIP DISTRIBUTION

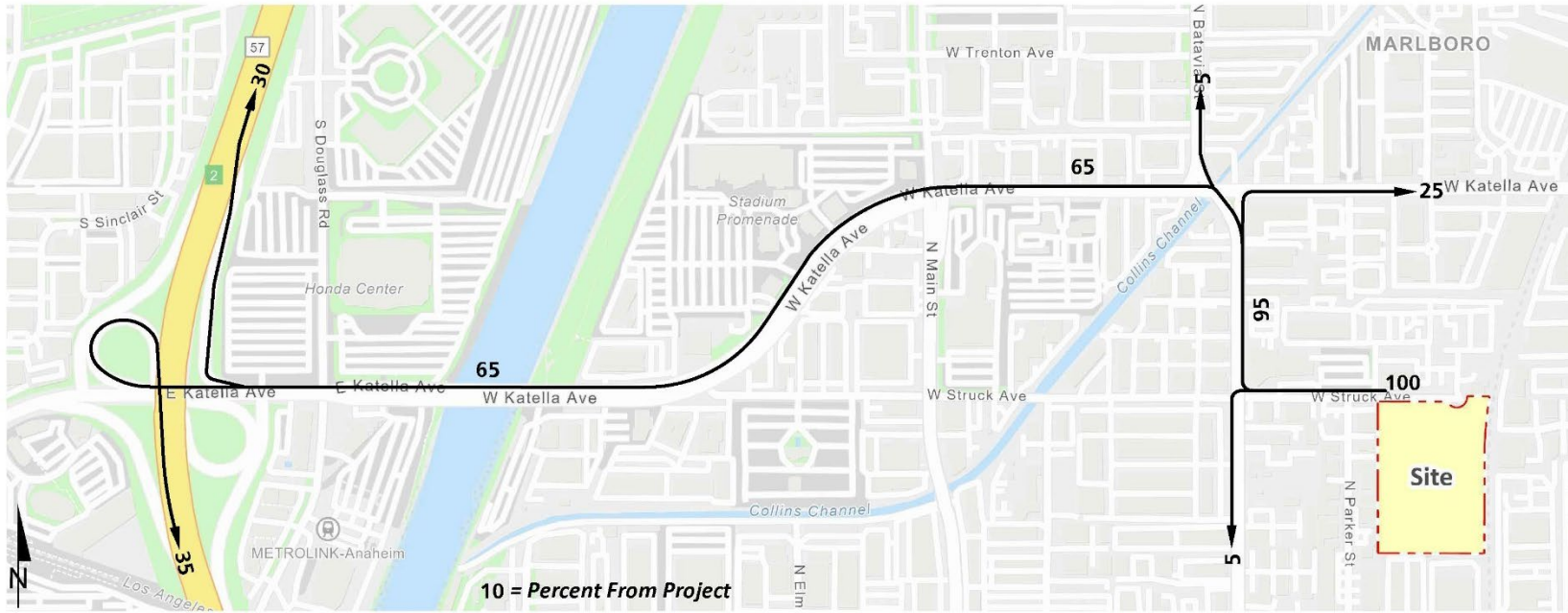


EXHIBIT 4-2: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION

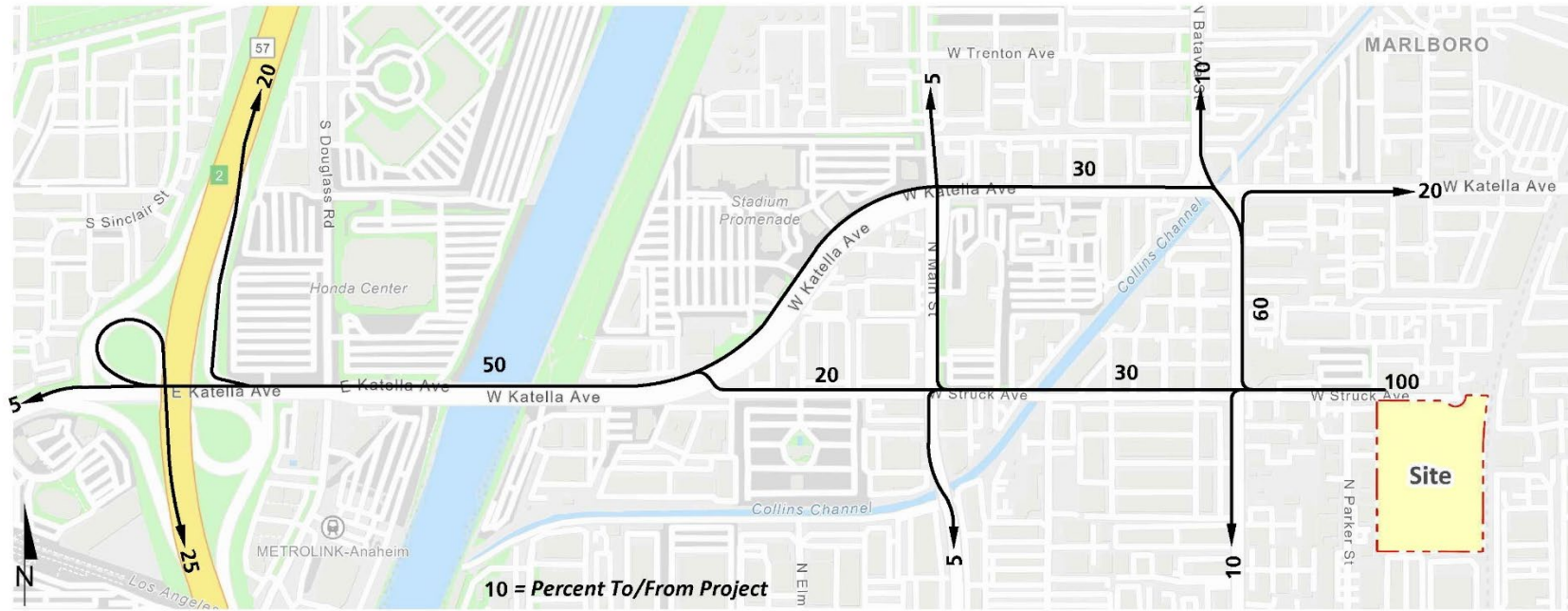
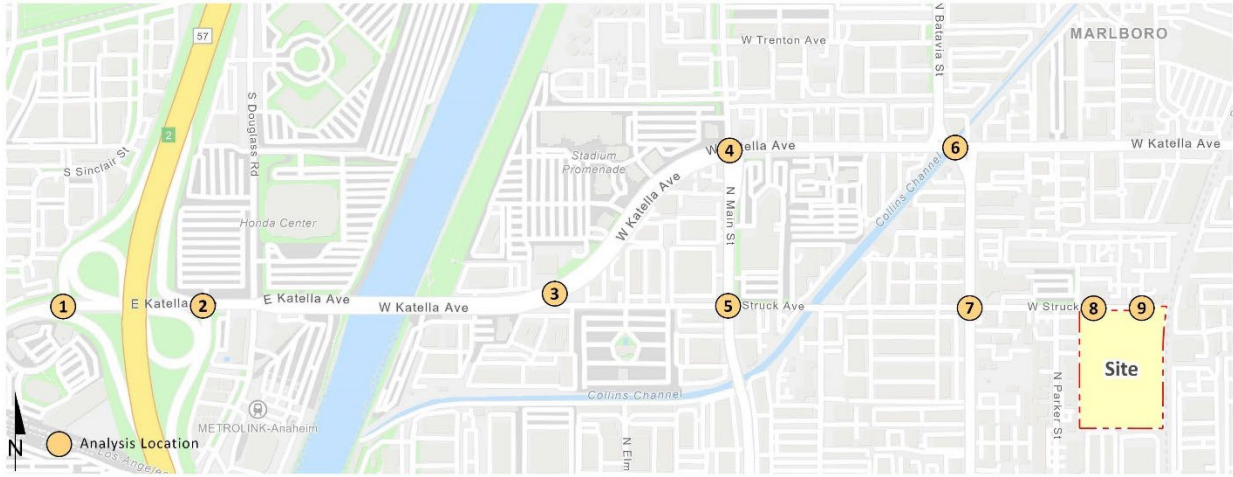


EXHIBIT 4-3: PROJECT ONLY TRAFFIC VOLUMES



| 1 | SR-57 SB Ramps & Katella Av. | 2 | SR-57 NB Ramps & Katella Av. | 3 | Struck Av. & Katella Av. | 4 | Main St. & Katella Av. | 5 | Main St. & Struck Av. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|------------------------------|---------|------------------------------|-----|---|--------|-------------------------|---|-----------------------|---|---------|---------|---|---|--|---------|--------|---|---|---|--------|--------|---|---|---|--------|--------|---|---|---|--------|--------|---|---|---|--------|--------|---|---|---|--------|--------|---|---|---|--------|--------|---|---|
| 100 | 100 | Nominal | 200 | | 200 | | 200 | | Nominal | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>← 3(4)</td> <td>↑ 4(3)</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 3(4) | ↑ 4(3) | ↓ | → | <table border="1"> <tr> <td>← 3(4)</td> <td>↑ 4(3)</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 3(4) | ↑ 4(3) | ↓ | → | <table border="1"> <tr> <td>← 6(4)</td> <td>↑ 1(1)</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 6(4) | ↑ 1(1) | ↓ | → | <table border="1"> <tr> <td>← 6(4)</td> <td>↑ 1(1)</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 6(4) | ↑ 1(1) | ↓ | → | <table border="1"> <tr> <td>← 1(1)</td> <td>↑</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 1(1) | ↑ | ↓ | → | <table border="1"> <tr> <td>← 6(4)</td> <td>↑ 1(1)</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 6(4) | ↑ 1(1) | ↓ | → | <table border="1"> <tr> <td>← 6(4)</td> <td>↑ 1(1)</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 6(4) | ↑ 1(1) | ↓ | → | <table border="1"> <tr> <td>← 6(4)</td> <td>↑ 1(1)</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 6(4) | ↑ 1(1) | ↓ | → | <table border="1"> <tr> <td>← 6(4)</td> <td>↑ 1(1)</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 6(4) | ↑ 1(1) | ↓ | → | <table border="1"> <tr> <td>← 1(1)</td> <td>↑</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 1(1) | ↑ | ↓ | → |
| ← 3(4) | ↑ 4(3) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ← 3(4) | ↑ 4(3) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ← 6(4) | ↑ 1(1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ← 6(4) | ↑ 1(1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ← 1(1) | ↑ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ← 6(4) | ↑ 1(1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ← 6(4) | ↑ 1(1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ← 6(4) | ↑ 1(1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ← 6(4) | ↑ 1(1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ← 1(1) | ↑ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 100 | 200 | | | | | | Nominal | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | Batavia St. & Katella Av. | 7 | Batavia St. & Struck Av. | 8 | Driveway 1 & Struck Av. | 9 | Driveway 2 & Struck Av. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nominal | 100 | 300 | 400 | | 150 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>← 1(1)</td> <td>↑ 3(3)</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 1(1) | ↑ 3(3) | ↓ | → | <table border="1"> <tr> <td>← 1(1)</td> <td>↑ 3(3)</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 1(1) | ↑ 3(3) | ↓ | → | <table border="1"> <tr> <td>← 9(12)</td> <td>↑ 10(7)</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 9(12) | ↑ 10(7) | ↓ | → | <table border="1"> <tr> <td>← 10(7)</td> <td>↑ 2(2)</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 10(7) | ↑ 2(2) | ↓ | → | <table border="1"> <tr> <td>← 5(4)</td> <td>↑ 1(1)</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 5(4) | ↑ 1(1) | ↓ | → | <table border="1"> <tr> <td>← 5(4)</td> <td>↑ 1(1)</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 5(4) | ↑ 1(1) | ↓ | → | <table border="1"> <tr> <td>← 5(4)</td> <td>↑ 1(1)</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 5(4) | ↑ 1(1) | ↓ | → | <table border="1"> <tr> <td>← 5(4)</td> <td>↑ 1(1)</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 5(4) | ↑ 1(1) | ↓ | → | <table border="1"> <tr> <td>← 5(4)</td> <td>↑ 1(1)</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 5(4) | ↑ 1(1) | ↓ | → | <table border="1"> <tr> <td>← 5(4)</td> <td>↑ 1(1)</td> </tr> <tr> <td>↓</td> <td>→</td> </tr> </table> | ← 5(4) | ↑ 1(1) | ↓ | → |
| ← 1(1) | ↑ 3(3) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ← 1(1) | ↑ 3(3) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ← 9(12) | ↑ 10(7) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ← 10(7) | ↑ 2(2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ← 5(4) | ↑ 1(1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ← 5(4) | ↑ 1(1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ← 5(4) | ↑ 1(1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ← 5(4) | ↑ 1(1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ← 5(4) | ↑ 1(1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ← 5(4) | ↑ 1(1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ↓ | → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 200 | 300 | Nominal | Nominal | 400 | 250 | 150 | | | 150 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

###(##) AM(PM) Peak Hour Intersection Volumes
 ## Average Daily Trips

4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon background (ambient) growth at 2% per year, compounded annually, for 2024 conditions. The total ambient growth is 4.04% for 2024 traffic conditions (compounded growth of 2 percent per year over 2 years or $1.02^{2 \text{ years}}$). The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies.

4.6 CUMULATIVE DEVELOPMENT TRAFFIC

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City. The cumulative project list includes known and foreseeable projects that are anticipated to contribute traffic to the study area intersections. For the purposes of this analysis, the cumulative projects that were determined to affect one or more of the study area intersections are shown on Exhibit 4-4, listed in Table 4-3, and have been considered for inclusion. Any additional traffic generated by other projects not on the cumulative projects list is likely accounted for through background ambient growth factors that have been applied to the peak hour volumes at study area intersections as discussed in Section 4.5 *Background Traffic*. Cumulative development projects shown in Exhibit 4-4 and listed in Table 4-3. Cumulative Only ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-5.

TABLE 4-3: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

| No. | Project Name | Land Use ¹ | Quantity Units ² |
|-----|-----------------------------------|------------------------------------|-----------------------------|
| O1 | 759 N. Eckhoff St. (MJSP 1046-21) | Warehousing | 290.900 TSF |
| O2 | 500 W. Collins Av. (MNSP 1109-22) | Warehousing | 128.953 TSF |
| O3 | 637 W. Struck Av. (MJSP 1010-20) | Multifamily (Low-Rise) Residential | 62 DU |
| O4 | 1325 W. Katella Av. (ZC 1305-21) | Car Wash | 13.860 TSF |
| O5 | 1234 N. Main St. (CUP 3069-18) | Convenience Store Expansion | 0.800 TSF |

¹ TSF = Thousand Square Feet; DU = Dwelling Units

EXHIBIT 4-4: CUMULATIVE DEVELOPMENT LOCATION MAP

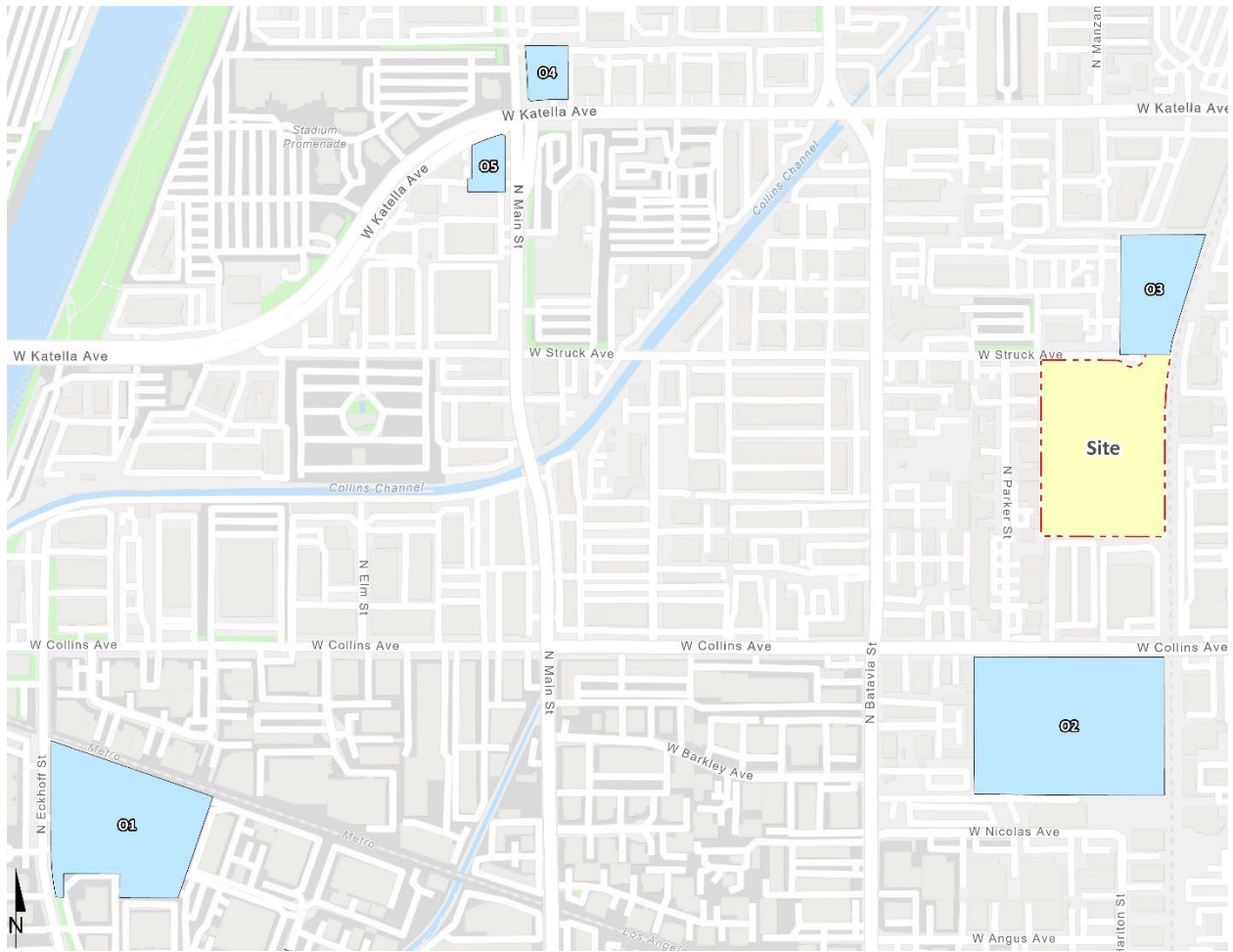
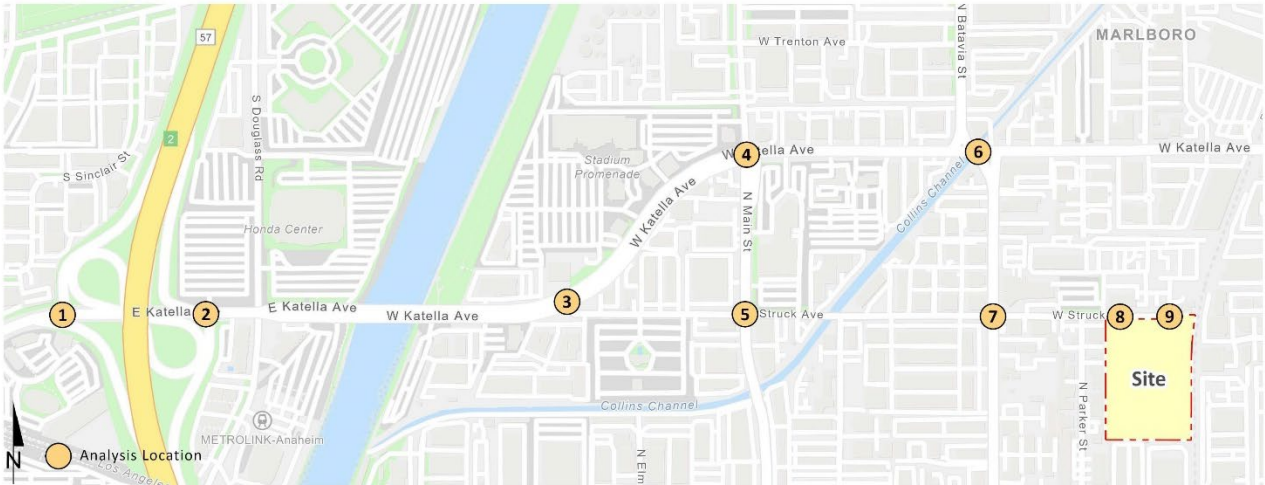


EXHIBIT 4-5: CUMULATIVE ONLY TRAFFIC VOLUMES



| 1 | SR-57 SB Ramps & Katella Av. | 2 | SR-57 NB Ramps & Katella Av. | 3 | Struck Av. & Katella Av. | 4 | Main St. & Katella Av. | 5 | Main St. & Struck Av. | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|---|----------------------------|------------------------------|---------------------------|--------------------------|---------------------------|---|----------|-----------------------|--------|---------|-----|--|---------|----------|----------|---|----------|--|--------|--------|--------|---------|-----|---|---------|--------|--------|---------|
| 150 | <table border="1"> <tr> <td>12(9) ↓</td> <td>↑ 5(3)</td> </tr> <tr> <td>5(8) →</td> <td>← 3(10)</td> </tr> </table> | 12(9) ↓ | ↑ 5(3) | 5(8) → | ← 3(10) | 350 | <table border="1"> <tr> <td>17(17) →</td> <td>↑ 8(14)</td> </tr> <tr> <td>2(5) ↗</td> <td>← 8(13)</td> </tr> </table> | 17(17) → | ↑ 8(14) | 2(5) ↗ | ← 8(13) | 550 | <table border="1"> <tr> <td>6(8) →</td> <td>↑ 14(16)</td> </tr> <tr> <td>13(14) ↓</td> <td>← 3(11)</td> </tr> </table> | 6(8) → | ↑ 14(16) | 13(14) ↓ | ← 3(11) | Nominal | <table border="1"> <tr> <td>6(8) →</td> <td>↑ 3(1)</td> </tr> <tr> <td>1(3) ↗</td> <td>← 3(11)</td> </tr> </table> | 6(8) → | ↑ 3(1) | 1(3) ↗ | ← 3(11) | 250 | <table border="1"> <tr> <td>4(12) →</td> <td>↑ 2(8)</td> </tr> <tr> <td>9(2) ↓</td> <td>← 12(8)</td> </tr> </table> | 4(12) → | ↑ 2(8) | 9(2) ↓ | ← 12(8) |
| 12(9) ↓ | ↑ 5(3) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5(8) → | ← 3(10) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17(17) → | ↑ 8(14) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2(5) ↗ | ← 8(13) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6(8) → | ↑ 14(16) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13(14) ↓ | ← 3(11) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6(8) → | ↑ 3(1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1(3) ↗ | ← 3(11) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4(12) → | ↑ 2(8) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9(2) ↓ | ← 12(8) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 200 | 6 | 350 | Nominal | 550 | 300 | 200 | Nominal | 300 | | | | | | | | | | | | | | | | | | | | | |
| 6 Batavia St. & Katella Av. | | 7 Batavia St. & Struck Av. | | 8 Driveway 1 & Struck Av. | | 9 Driveway 2 & Struck Av. | | 150 | | | | | | | | | | | | | | | | | | | | | |
| 550 | <table border="1"> <tr> <td>1(6) ↓</td> <td>↑ 3(12)</td> </tr> <tr> <td>1(3) →</td> <td>← 3(1)</td> </tr> </table> | 1(6) ↓ | ↑ 3(12) | 1(3) → | ← 3(1) | 400 | <table border="1"> <tr> <td>4(12) →</td> <td>↑ 3(2)</td> </tr> <tr> <td>1(2) ↗</td> <td>← 12(8)</td> </tr> </table> | 4(12) → | ↑ 3(2) | 1(2) ↗ | ← 12(8) | 350 | <table border="1"> <tr> <td>6(17) →</td> <td>← 17(11)</td> </tr> </table> | 6(17) → | ← 17(11) | 350 | <table border="1"> <tr> <td>17(11) ↓</td> <td>↑ 6(17)</td> </tr> </table> | 17(11) ↓ | ↑ 6(17) | 350 | 350 | | | | | | | | |
| 1(6) ↓ | ↑ 3(12) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1(3) → | ← 3(1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4(12) → | ↑ 3(2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1(2) ↗ | ← 12(8) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6(17) → | ← 17(11) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17(11) ↓ | ↑ 6(17) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 250 | 350 | 250 | 300 | 350 | 350 | 350 | 350 | 350 | | | | | | | | | | | | | | | | | | | | | |

##(##) AM(PM) Peak Hour Intersection Volumes
 ## Average Daily Trips

4.7 NEAR-TERM TRAFFIC CONDITIONS

The “buildup” approach combines existing traffic counts with a background ambient growth factor to forecast Opening Year Cumulative (2024) traffic conditions. An ambient growth factor accounts for background (area-wide) traffic increases that occur over time up to the year 2024 from the year 2022. Traffic volumes generated by the Project are then added to assess the near-term traffic conditions. The 2024 roadway network is similar to the Existing conditions roadway network, with the exception of future driveways proposed to be developed by the Project. The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- Opening Year Cumulative (2024) Without Project
 - Existing 2022 counts
 - Ambient growth traffic (4.04%)
 - Cumulative Development traffic
- Opening Year Cumulative (2024) With Project
 - Existing 2022 counts
 - Ambient growth traffic (4.04%)
 - Cumulative Development traffic
 - Project traffic

5 OPENING YEAR CUMULATIVE (2024) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for Opening Year Cumulative (2024) conditions and the resulting intersection operations, traffic signal warrant, and freeway off-ramp queuing analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2024) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Opening Year Cumulative (2024) conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for Opening Year Cumulative (2024) conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages).

5.2 WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2022) traffic volumes plus an ambient growth factor of 4.04% and traffic from pending and approved cumulative development projects. The weekday ADT volumes and peak hour volumes which can be expected for Opening Year Cumulative (2024) Without Project traffic conditions are shown on Exhibit 5-1.

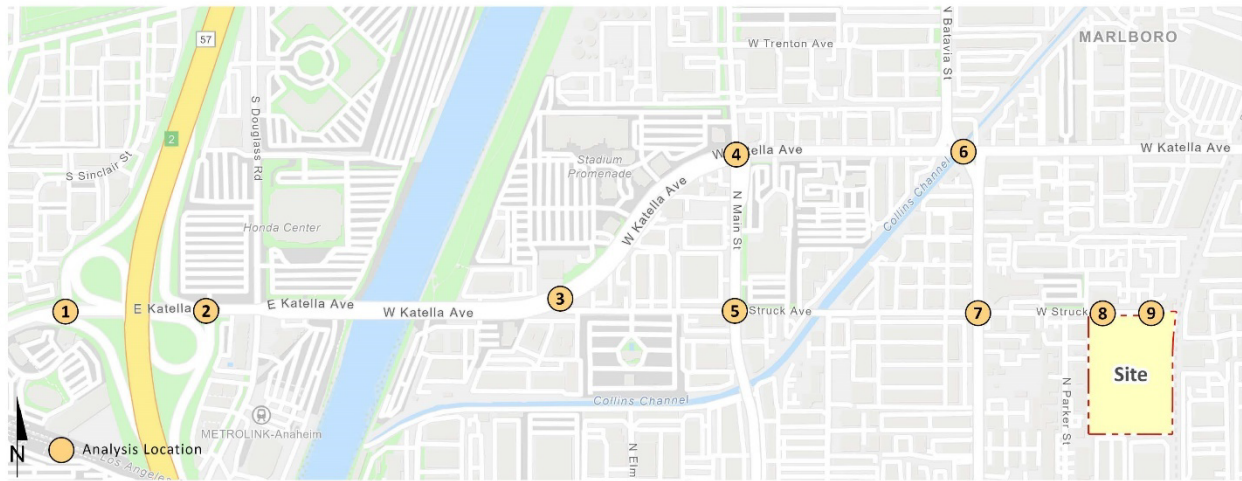
5.3 WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2022) traffic volumes plus an ambient growth factor of 4.04%, traffic from pending and approved cumulative development projects, and the addition of Project traffic. The weekday ADT volumes and peak hour volumes which can be expected for Opening Year Cumulative (2024) With Project traffic conditions are shown on Exhibit 5-2.

5.4 INTERSECTION OPERATIONS ANALYSIS

Opening Year Cumulative (2024) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized on Table 5-1 for Opening Year Cumulative traffic conditions, which indicate the study area intersections are anticipated to continue to operate at an acceptable LOS under Opening Year Cumulative (2024) Without and With Project traffic conditions. The intersection operations analysis worksheets for Opening Year Cumulative (2024) Without and With Project traffic conditions are included in Appendix 5.1 and Appendix 5.2 of this TA, respectively.

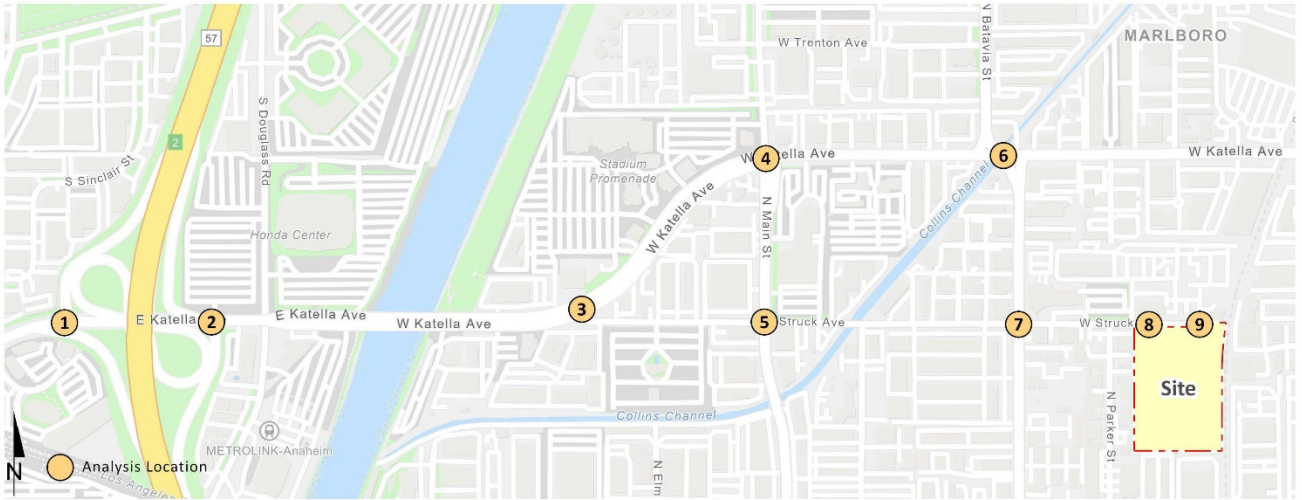
EXHIBIT 5-1: OPENING YEAR CUMULATIVE (2024) WITHOUT PROJECT TRAFFIC VOLUMES



| 1 | SR-57 SB Ramps & Katella Av. | 2 | SR-57 NB Ramps & Katella Av. | 3 | Struck Av. & Katella Av. | 4 | Main St. & Katella Av. | 5 | Main St. & Struck Av. |
|---|---|--|---|--|---|---|--|--|--|
| 15,350 369(694) ↓ ↑ 180(316) ← 913(1469) | 35,050 | 2,300 | 37,000 ↑ 117(217) ← 705(1396) | 500 28(10) ↓ 1(2) ← 8(1) ↓ 7(22) ↓ 683(842) → 302(265) ↓ | 25,350 ↑ 5(7) ← 761(1487) ↓ 48(25) ↑ 131(284) ↑ 0(4) ↑ 7(12) ↑ | 11,200 66(111) ↓ 379(266) ↓ 61(78) ↓ 61(33) ↓ 595(700) → 76(48) ↓ | 29,850 ↑ 86(111) ↑ 661(1315) ↑ 302(218) | 16,000 18(35) ↓ 679(496) ↓ 41(12) ↓ 9(34) ↓ 101(47) ↓ 196(199) ↓ | 1,800 ↑ 23(20) ↑ 44(58) ↑ 17(18) ↑ 81(158) ↑ 379(905) ↑ 16(14) ↑ |
| 38,050 | 3,500 | 35,050 | 14,950 | 33,100 | 6,300 | 25,250 | 16,200 | 5,650 | 19,050 |
| 6 | Batavia St. & Katella Av. | 7 | Batavia St. & Struck Av. | 8 | Driveway 1 & Struck Av. | 9 | Driveway 2 & Struck Av. | | |
| 13,150 167(179) ↓ 349(234) ↓ 156(272) ↓ 79(105) ↓ 649(985) → 82(47) ↓ | 33,350 ↑ 144(157) ↑ 900(1394) ↑ 200(103) | 12,350 35(18) ↓ 532(462) ↓ 47(18) ↓ 21(37) ↓ 26(27) → 63(47) ↓ | 1,850 ↑ 25(74) ↑ 18(30) ↑ 13(23) ↑ 28(21) ↑ 305(525) ↑ 16(13) ↑ | 1,850 ← 17(11) | 350 17(11) ↓ 6(17) → | 1,550 | | | |
| 29,850 | 10,400 | 1,950 | 11,650 | 1,850 | 1,850 | 1,850 | | | |

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

EXHIBIT 5-2: OPENING YEAR CUMULATIVE (2024) WITH PROJECT TRAFFIC VOLUMES



| 1 SR-57 SB Ramps & Katella Av. | | 2 SR-57 NB Ramps & Katella Av. | | 3 Struck Av. & Katella Av. | | 4 Main St. & Katella Av. | | 5 Main St. & Struck Av. | |
|--------------------------------|---------------------------|--------------------------------|---------------------------|----------------------------|---------------------------------|-------------------------------|--------------------------------------|------------------------------|--------------------------------|
| 15,450 | 35,200 | 2,350 | 37,250 | 500 | 25,550 | 11,200 | 30,050 | 16,000 | 1,900 |
| 369(694) | ↑ 184(319) ← 913(1469) | | ↑ 120(219) ← 709(1399) | 28(10) 1(2) 8(1) | ↑ 5(7) ← 767(1491) 48(25) | 66(111) 379(266) 61(78) | ↑ 86(111) ← 667(1319) 302(218) | 18(35) 679(496) 41(12) | ↑ 23(20) ← 45(59) 17(18) |
| 1175(1074) | | 801(1176) | | 7(22) | 0(4) | 61(33) | | 9(34) | |
| 310(329) | | 503(327) | | 688(849) | 132(285) | 600(707) | | 103(48) | |
| | | 388(389) | | 304(266) | 7(12) | 76(48) | | 196(199) | |
| | | 511(688) | | | | 58(161) | | 81(158) | |
| | | | | | | 173(449) | | 379(905) | |
| | | | | | | 180(379) | | 16(14) | |
| 38,050 | 3,500 | 35,200 | 15,000 | 33,350 | 6,350 | 25,450 | 46,200 | 5,700 | 19,050 |
| 6 Batavia St. & Katella Av. | | 7 Batavia St. & Struck Av. | | 8 Driveway 1 & Struck Av. | | 9 Driveway 2 & Struck Av. | | | |
| 13,200 | 33,400 | 12,650 | 2,250 | | 2,050 | 350 | 1,550 | | |
| 167(179) | ↑ 144(157) ← 900(1394) | 35(18) | ↑ 35(81) ← 20(32) | | ← 22(15) | 17(11) | | | |
| 350(235) | ↑ 203(106) | 21(37) | ↑ 14(24) | | | 6(17) | | | |
| 79(105) | | 29(29) | | 11(23) | | 5(6) | | | |
| 649(985) | | 63(47) | | 8(8) | | | | | |
| 87(54) | | 28(21) | | 8(5) | | 5(4) | | | |
| | | 305(525) | | | | | | | |
| | | 17(14) | | | | | | | |
| 30,050 | 10,700 | 2,000 | 11,700 | 2,250 | 250 | 2,050 | 150 | | |

###(##) AM(PM) Peak Hour Intersection Volumes
 ## Average Daily Trips

TABLE 5-1: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2024) CONDITIONS

| # | Intersection | Traffic Control ³ | 2024 Without Project | | | | | | | | 2024 With Project | | | | | | | |
|---|------------------------------|------------------------------|----------------------------|------|------------------|----|------------------------|------|------------------|----|----------------------------|------|------------------|----|------------------------|------|------------------|----|
| | | | Delay ¹ (secs.) | | Level of Service | | ICU ² (V/C) | | Level of Service | | Delay ¹ (secs.) | | Level of Service | | ICU ² (V/C) | | Level of Service | |
| | | | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| 1 | SR-57 SB Ramps & Katella Av. | TS | 7.4 | 39.7 | A | D | -- | -- | -- | -- | 7.4 | 40.1 | A | D | -- | -- | -- | -- |
| 2 | SR-57 NB Ramps & Katella Av. | TS | 12.3 | 16.7 | B | B | -- | -- | -- | -- | 12.3 | 16.8 | B | B | -- | -- | -- | -- |
| 3 | Struck Av. & Katella Av. | TS | -- | -- | -- | -- | 0.32 | 0.45 | A | A | -- | -- | -- | -- | 0.32 | 0.45 | A | A |
| 4 | Main St. & Katella Av. | TS | -- | -- | -- | -- | 0.47 | 0.53 | A | A | -- | -- | -- | -- | 0.47 | 0.53 | A | A |
| 5 | Main St. & Struck Av. | TS | -- | -- | -- | -- | 0.49 | 0.48 | A | A | -- | -- | -- | -- | 0.49 | 0.48 | A | A |
| 6 | Batavia St. & Katella Av. | TS | -- | -- | -- | -- | 0.50 | 0.69 | A | B | -- | -- | -- | -- | 0.50 | 0.69 | A | B |
| 7 | Batavia St. & Struck Av. | TS | -- | -- | -- | -- | 0.29 | 0.30 | A | A | -- | -- | -- | -- | 0.30 | 0.31 | A | A |
| 8 | Driveway 1 & Struck Av. | CSS | Future Intersection | | | | -- | -- | -- | -- | 9.4 | 8.7 | A | A | -- | -- | -- | -- |
| 9 | Driveway 2 & Struck Av. | CSS | Future Intersection | | | | -- | -- | -- | -- | 8.5 | 8.6 | A | A | -- | -- | -- | -- |

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

HCM reported for all unsignalized intersections and the signalized Caltrans Ramps.

² ICU reported as a volume-to-capacity ratio and for signalized intersections only. ICU not applicable to unsignalized inspections.

³ TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

5.5 TRAFFIC SIGNAL WARRANTS ANALYSIS

There are no unsignalized study area intersections for Opening Year Cumulative (2024) Without Project traffic conditions. As such, traffic signal warrant analysis has not been performed for Opening Year Cumulative Without Project traffic conditions. The traffic signal warrant analysis for Opening Year Cumulative (2024) With project traffic conditions are based on planning level ADT volumes. There are no study area intersections anticipated to meet traffic signal warrants for both Opening Year Cumulative (2024) Without and With Project traffic conditions (see Appendix 5.3).

5.6 QUEUING ANALYSIS

Queuing analysis findings for Opening Year Cumulative (2024) are presented on Table 5-2. As shown on Table 5-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows with the addition of Project traffic. Worksheets for Opening Year Cumulative (2024) Without and With Project traffic conditions queuing analysis are provided in Appendix 5.4 and Appendix 5.5, respectively.

TABLE 5-2: PEAK HOUR QUEUING SUMMARY FOR OPENING YEAR CUMULATIVE (2024) CONDITIONS

| Intersection | Movement | Available Stacking Distance (Feet) | 2024 Without Project | | | | 2024 With Project | | | |
|------------------------------|----------|------------------------------------|------------------------------|------------------|--------------------------|-----|------------------------------|------------------|--------------------------|-----|
| | | | 95th Percentile Queue (Feet) | | Acceptable? ¹ | | 95th Percentile Queue (Feet) | | Acceptable? ¹ | |
| | | | AM Peak | PM Peak | AM | PM | AM Peak | PM Peak | AM | PM |
| SR-57 SB Ramps & Katella Av. | SBL | 535 | 101 | 485 ² | Yes | Yes | 102 | 490 ² | Yes | Yes |
| | SBL/R | 1,450 | 63 | 127 | Yes | Yes | 63 | 127 | Yes | Yes |
| | SBR | 535 | 53 | 82 | Yes | Yes | 53 | 82 | Yes | Yes |
| SR-57 NB Ramps & Katella Av. | NBL | 515 | 240 | 372 ² | Yes | Yes | 240 | 372 ² | Yes | Yes |
| | NBL/R | 1,450 | 140 | 107 | Yes | Yes | 140 | 108 | Yes | Yes |
| | NBR | 515 | 57 | 71 | Yes | Yes | 57 | 71 | Yes | Yes |

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the SR-57 Freeway mainline.

5.7 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

This section provides a summary of Project deficiencies and recommended improvements. There are no study area intersections anticipated to operate at an unacceptable LOS under Opening Year Cumulative (2024) traffic conditions. As such, no intersection improvements have been recommended.

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6 REFERENCES

1. **Orange County Transportation Authority.** *2021 Orange county Congestion Management Program Report.* County of Orange : s.n., November 2021.
2. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.
3. **Transportation Research Board.** *Highway Capacity Manual (HCM).* 6th Edition. s.l. : National Academy of Sciences, 2016.
4. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (CA MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CA MUTCD).* 2014, Updated March 30, 2021 (Revision 6).

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APPENDIX 1.1: SITE ADJACENT QUEUES

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Queuing and Blocking Report
Opening Year Cumulative (2024) With Project - AM Peak Hour

10/10/2022

Intersection: 8: Driveway 1 & Struck Av.

| Movement | NB |
|-----------------------|-----|
| Directions Served | LR |
| Maximum Queue (ft) | 31 |
| Average Queue (ft) | 8 |
| 95th Queue (ft) | 29 |
| Link Distance (ft) | 410 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 9: Driveway 2/Driveway & Struck Av.

| Movement | EB |
|-----------------------|-----|
| Directions Served | LR |
| Maximum Queue (ft) | 31 |
| Average Queue (ft) | 7 |
| 95th Queue (ft) | 28 |
| Link Distance (ft) | 264 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Zone Summary

| |
|------------------------------|
| Zone wide Queuing Penalty: 0 |
|------------------------------|

Queuing and Blocking Report
Opening Year Cumulative (2024) With Project - PM Peak Hour

10/10/2022

Intersection: 8: Driveway 1 & Struck Av.

| Movement | NB |
|-----------------------|-----|
| Directions Served | LR |
| Maximum Queue (ft) | 31 |
| Average Queue (ft) | 4 |
| 95th Queue (ft) | 21 |
| Link Distance (ft) | 410 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 9: Driveway 2/Driveway & Struck Av.

| Movement | EB | NB |
|-----------------------|-----|-----|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 31 | 7 |
| Average Queue (ft) | 16 | 0 |
| 95th Queue (ft) | 41 | 5 |
| Link Distance (ft) | 264 | 408 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Zone Summary

| |
|------------------------------|
| Zone wide Queuing Penalty: 0 |
|------------------------------|

APPENDIX 3.1: TRAFFIC COUNTS

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City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

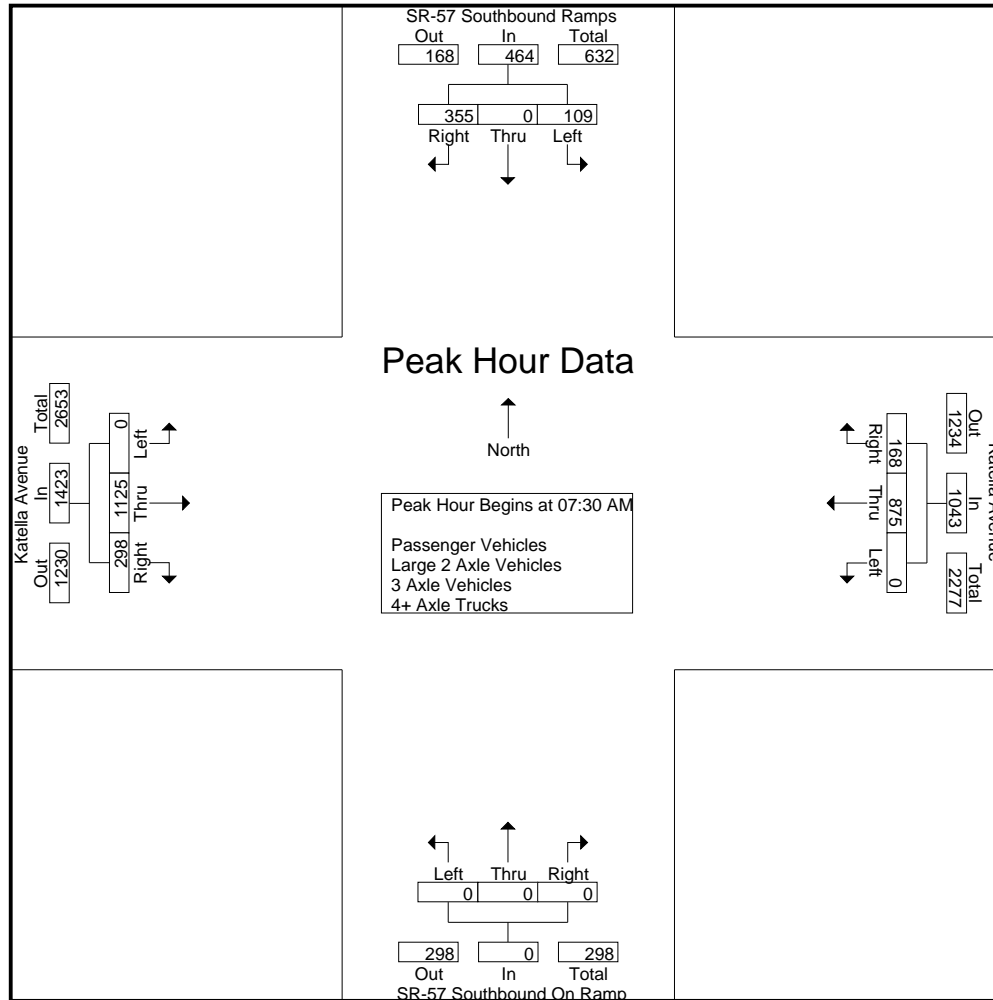
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| Start Time | SR-57 Southbound Ramps Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Southbound On Ramp Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------------------|-----------------------------------|----------|------------|------------|------------|--------------------------|-------------|------------|----------|-------------|-------------------------------------|----------|----------|----------|------------|--------------------------|-------------|------------|----------|-------------|--------------|--------------|-------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 19 | 0 | 95 | 46 | 114 | 0 | 133 | 39 | 0 | 172 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 60 | 0 | 226 | 46 | 512 | 558 |
| 07:15 AM | 20 | 0 | 89 | 59 | 109 | 0 | 142 | 44 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 84 | 0 | 300 | 59 | 595 | 654 |
| 07:30 AM | 23 | 0 | 83 | 49 | 106 | 0 | 204 | 42 | 0 | 246 | 0 | 0 | 0 | 0 | 0 | 0 | 291 | 86 | 0 | 377 | 49 | 729 | 778 |
| 07:45 AM | 32 | 0 | 71 | 29 | 103 | 0 | 230 | 36 | 0 | 266 | 0 | 0 | 0 | 0 | 0 | 0 | 290 | 64 | 0 | 354 | 29 | 723 | 752 |
| Total | 94 | 0 | 338 | 183 | 432 | 0 | 709 | 161 | 0 | 870 | 0 | 0 | 0 | 0 | 0 | 0 | 963 | 294 | 0 | 1257 | 183 | 2559 | 2742 |
| 08:00 AM | 27 | 0 | 109 | 60 | 136 | 0 | 217 | 47 | 0 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 281 | 68 | 0 | 349 | 60 | 749 | 809 |
| 08:15 AM | 27 | 0 | 92 | 40 | 119 | 0 | 224 | 43 | 0 | 267 | 0 | 0 | 0 | 0 | 0 | 0 | 263 | 80 | 0 | 343 | 40 | 729 | 769 |
| 08:30 AM | 24 | 0 | 109 | 58 | 133 | 0 | 178 | 36 | 0 | 214 | 0 | 0 | 0 | 0 | 0 | 0 | 240 | 85 | 0 | 325 | 58 | 672 | 730 |
| 08:45 AM | 39 | 0 | 118 | 38 | 157 | 0 | 220 | 33 | 0 | 253 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 69 | 0 | 300 | 38 | 710 | 748 |
| Total | 117 | 0 | 428 | 196 | 545 | 0 | 839 | 159 | 0 | 998 | 0 | 0 | 0 | 0 | 0 | 0 | 1015 | 302 | 0 | 1317 | 196 | 2860 | 3056 |
| Grand Total | 211 | 0 | 766 | 379 | 977 | 0 | 1548 | 320 | 0 | 1868 | 0 | 0 | 0 | 0 | 0 | 0 | 1978 | 596 | 0 | 2574 | 379 | 5419 | 5798 |
| Apprch % | 21.6 | 0 | 78.4 | | | 0 | 82.9 | 17.1 | | | 0 | 0 | 0 | | | 0 | 76.8 | 23.2 | | | | | |
| Total % | 3.9 | 0 | 14.1 | | 18 | 0 | 28.6 | 5.9 | | 34.5 | 0 | 0 | 0 | | 0 | 0 | 36.5 | 11 | | 47.5 | 6.5 | 93.5 | |
| Passenger Vehicles | 203 | 0 | 722 | | 1291 | 0 | 1465 | 289 | | 1754 | 0 | 0 | 0 | | 0 | 0 | 1869 | 568 | | 2437 | 0 | 0 | 5482 |
| % Passenger Vehicles | 96.2 | 0 | 94.3 | 96.6 | 95.2 | 0 | 94.6 | 90.3 | 0 | 93.9 | 0 | 0 | 0 | 0 | 0 | 0 | 94.5 | 95.3 | 0 | 94.7 | 0 | 0 | 94.5 |
| Large 2 Axle Vehicles | 4 | 0 | 23 | | 35 | 0 | 62 | 17 | | 79 | 0 | 0 | 0 | | 0 | 0 | 66 | 22 | | 88 | 0 | 0 | 202 |
| % Large 2 Axle Vehicles | 1.9 | 0 | 3 | 2.1 | 2.6 | 0 | 4 | 5.3 | 0 | 4.2 | 0 | 0 | 0 | 0 | 0 | 0 | 3.3 | 3.7 | 0 | 3.4 | 0 | 0 | 3.5 |
| 3 Axle Vehicles | 1 | 0 | 2 | | 3 | 0 | 7 | 3 | | 10 | 0 | 0 | 0 | | 0 | 0 | 13 | 1 | | 14 | 0 | 0 | 27 |
| % 3 Axle Vehicles | 0.5 | 0 | 0.3 | 0 | 0.2 | 0 | 0.5 | 0.9 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.7 | 0.2 | 0 | 0.5 | 0 | 0 | 0.5 |
| 4+ Axle Trucks | 3 | 0 | 19 | | 27 | 0 | 14 | 11 | | 25 | 0 | 0 | 0 | | 0 | 0 | 30 | 5 | | 35 | 0 | 0 | 87 |
| % 4+ Axle Trucks | 1.4 | 0 | 2.5 | 1.3 | 2 | 0 | 0.9 | 3.4 | 0 | 1.3 | 0 | 0 | 0 | 0 | 0 | 0 | 1.5 | 0.8 | 0 | 1.4 | 0 | 0 | 1.5 |

| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 | 23 | 0 | 83 | 106 | 0 | 204 | 42 | 246 | 0 | 0 | 0 | 0 | 0 | 291 | 86 | 377 | 729 |
| 07:45 AM | 32 | 0 | 71 | 103 | 0 | 230 | 36 | 266 | 0 | 0 | 0 | 0 | 0 | 290 | 64 | 354 | 723 |
| 08:00 AM | 27 | 0 | 109 | 136 | 0 | 217 | 47 | 264 | 0 | 0 | 0 | 0 | 0 | 281 | 68 | 349 | 749 |
| 08:15 AM | 27 | 0 | 92 | 119 | 0 | 224 | 43 | 267 | 0 | 0 | 0 | 0 | 0 | 263 | 80 | 343 | 729 |
| Total Volume | 109 | 0 | 355 | 464 | 0 | 875 | 168 | 1043 | 0 | 0 | 0 | 0 | 0 | 1125 | 298 | 1423 | 2930 |
| % App. Total | 23.5 | 0 | 76.5 | | 0 | 83.9 | 16.1 | | 0 | 0 | 0 | | 0 | 79.1 | 20.9 | | |
| PHF | .852 | .000 | .814 | .853 | .000 | .951 | .894 | .977 | .000 | .000 | .000 | .000 | .000 | .966 | .866 | .944 | .978 |

City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 08:00 AM | | | | 07:30 AM | | | | 07:00 AM | | | | 07:30 AM | | | | |
| +0 mins. | 27 | 0 | 109 | 136 | 0 | 204 | 42 | 246 | 0 | 0 | 0 | 0 | 0 | 291 | 86 | 377 | |
| +15 mins. | 27 | 0 | 92 | 119 | 0 | 230 | 36 | 266 | 0 | 0 | 0 | 0 | 0 | 290 | 64 | 354 | |
| +30 mins. | 24 | 0 | 109 | 133 | 0 | 217 | 47 | 264 | 0 | 0 | 0 | 0 | 0 | 281 | 68 | 349 | |
| +45 mins. | 39 | 0 | 118 | 157 | 0 | 224 | 43 | 267 | 0 | 0 | 0 | 0 | 0 | 263 | 80 | 343 | |
| Total Volume | 117 | 0 | 428 | 545 | 0 | 875 | 168 | 1043 | 0 | 0 | 0 | 0 | 0 | 1125 | 298 | 1423 | |
| % App. Total | 21.5 | 0 | 78.5 | | 0 | 83.9 | 16.1 | | 0 | 0 | 0 | | 0 | 79.1 | 20.9 | | |
| PHF | .750 | .000 | .907 | .868 | .000 | .951 | .894 | .977 | .000 | .000 | .000 | .000 | .000 | .966 | .866 | .944 | |

City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

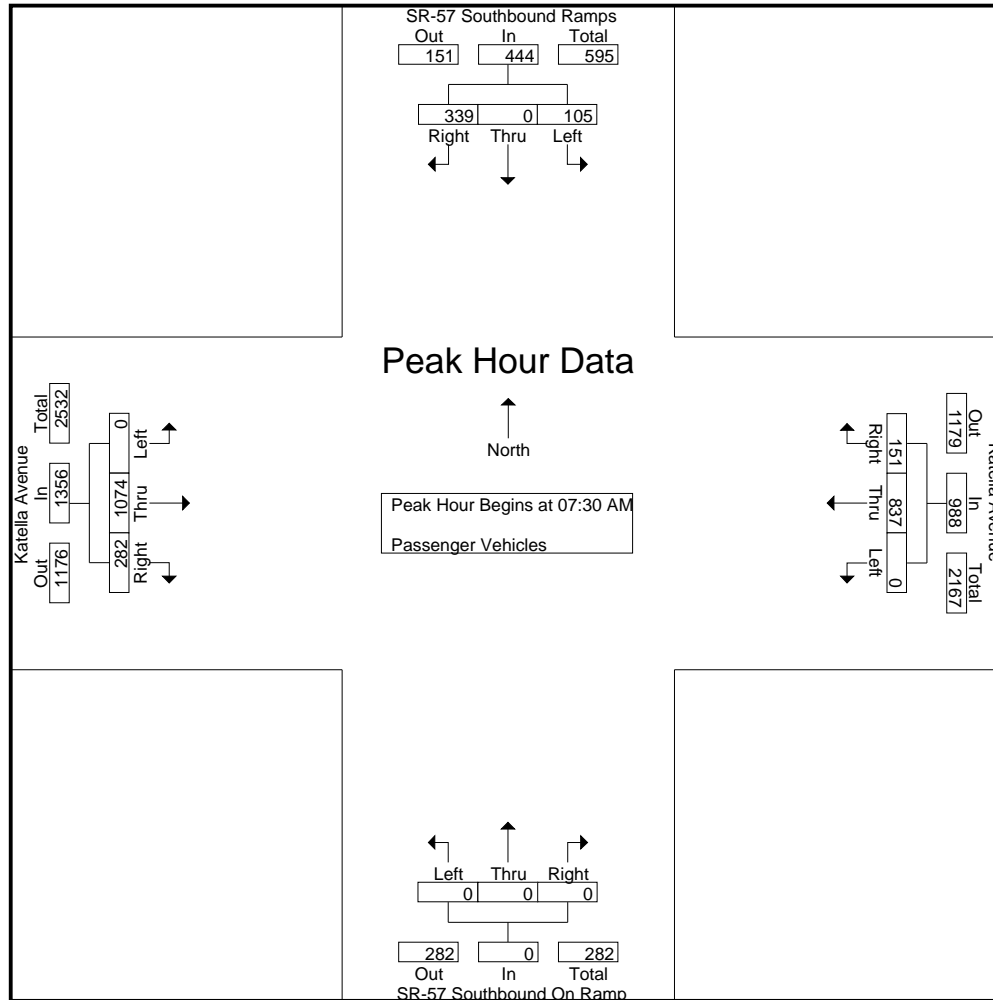
Groups Printed- Passenger Vehicles

| Start Time | SR-57 Southbound Ramps Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Southbound On Ramp Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|-----------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-------------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 19 | 0 | 89 | 45 | 108 | 0 | 117 | 35 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 58 | 0 | 217 | 45 | 477 | 522 |
| 07:15 AM | 20 | 0 | 82 | 55 | 102 | 0 | 131 | 39 | 0 | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 201 | 82 | 0 | 283 | 55 | 555 | 610 |
| 07:30 AM | 22 | 0 | 81 | 48 | 103 | 0 | 197 | 39 | 0 | 236 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 81 | 0 | 353 | 48 | 692 | 740 |
| 07:45 AM | 29 | 0 | 67 | 27 | 96 | 0 | 223 | 29 | 0 | 252 | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 60 | 0 | 340 | 27 | 688 | 715 |
| Total | 90 | 0 | 319 | 175 | 409 | 0 | 668 | 142 | 0 | 810 | 0 | 0 | 0 | 0 | 0 | 0 | 912 | 281 | 0 | 1193 | 175 | 2412 | 2587 |
| 08:00 AM | 27 | 0 | 103 | 60 | 130 | 0 | 206 | 44 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 271 | 64 | 0 | 335 | 60 | 715 | 775 |
| 08:15 AM | 27 | 0 | 88 | 39 | 115 | 0 | 211 | 39 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 251 | 77 | 0 | 328 | 39 | 693 | 732 |
| 08:30 AM | 21 | 0 | 105 | 58 | 126 | 0 | 172 | 34 | 0 | 206 | 0 | 0 | 0 | 0 | 0 | 0 | 222 | 82 | 0 | 304 | 58 | 636 | 694 |
| 08:45 AM | 38 | 0 | 107 | 34 | 145 | 0 | 208 | 30 | 0 | 238 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 64 | 0 | 277 | 34 | 660 | 694 |
| Total | 113 | 0 | 403 | 191 | 516 | 0 | 797 | 147 | 0 | 944 | 0 | 0 | 0 | 0 | 0 | 0 | 957 | 287 | 0 | 1244 | 191 | 2704 | 2895 |
| Grand Total | 203 | 0 | 722 | 366 | 925 | 0 | 1465 | 289 | 0 | 1754 | 0 | 0 | 0 | 0 | 0 | 0 | 1869 | 568 | 0 | 2437 | 366 | 5116 | 5482 |
| Apprch % | 21.9 | 0 | 78.1 | | | 0 | 83.5 | 16.5 | | | 0 | 0 | 0 | | | 0 | 76.7 | 23.3 | | | | | |
| Total % | 4 | 0 | 14.1 | | 18.1 | 0 | 28.6 | 5.6 | | 34.3 | 0 | 0 | 0 | | 0 | 0 | 36.5 | 11.1 | | 47.6 | 6.7 | 93.3 | |

| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 | 22 | 0 | 81 | 103 | 0 | 197 | 39 | 236 | 0 | 0 | 0 | 0 | 0 | 272 | 81 | 353 | 692 |
| 07:45 AM | 29 | 0 | 67 | 96 | 0 | 223 | 29 | 252 | 0 | 0 | 0 | 0 | 0 | 280 | 60 | 340 | 688 |
| 08:00 AM | 27 | 0 | 103 | 130 | 0 | 206 | 44 | 250 | 0 | 0 | 0 | 0 | 0 | 271 | 64 | 335 | 715 |
| 08:15 AM | 27 | 0 | 88 | 115 | 0 | 211 | 39 | 250 | 0 | 0 | 0 | 0 | 0 | 251 | 77 | 328 | 693 |
| Total Volume | 105 | 0 | 339 | 444 | 0 | 837 | 151 | 988 | 0 | 0 | 0 | 0 | 0 | 1074 | 282 | 1356 | 2788 |
| % App. Total | 23.6 | 0 | 76.4 | | 0 | 84.7 | 15.3 | | 0 | 0 | 0 | | 0 | 79.2 | 20.8 | | |
| PHF | .905 | .000 | .823 | .854 | .000 | .938 | .858 | .980 | .000 | .000 | .000 | .000 | .000 | .959 | .870 | .960 | .975 |

City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | |
| +0 mins. | 22 | 0 | 81 | 103 | 0 | 197 | 39 | 236 | 0 | 0 | 0 | 0 | 0 | 272 | 81 | 353 | |
| +15 mins. | 29 | 0 | 67 | 96 | 0 | 223 | 29 | 252 | 0 | 0 | 0 | 0 | 0 | 280 | 60 | 340 | |
| +30 mins. | 27 | 0 | 103 | 130 | 0 | 206 | 44 | 250 | 0 | 0 | 0 | 0 | 0 | 271 | 64 | 335 | |
| +45 mins. | 27 | 0 | 88 | 115 | 0 | 211 | 39 | 250 | 0 | 0 | 0 | 0 | 0 | 251 | 77 | 328 | |
| Total Volume | 105 | 0 | 339 | 444 | 0 | 837 | 151 | 988 | 0 | 0 | 0 | 0 | 0 | 1074 | 282 | 1356 | |
| % App. Total | 23.6 | 0 | 76.4 | | 0 | 84.7 | 15.3 | | 0 | 0 | 0 | | 0 | 79.2 | 20.8 | | |
| PHF | .905 | .000 | .823 | .854 | .000 | .938 | .858 | .980 | .000 | .000 | .000 | .000 | .000 | .959 | .870 | .960 | |

City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

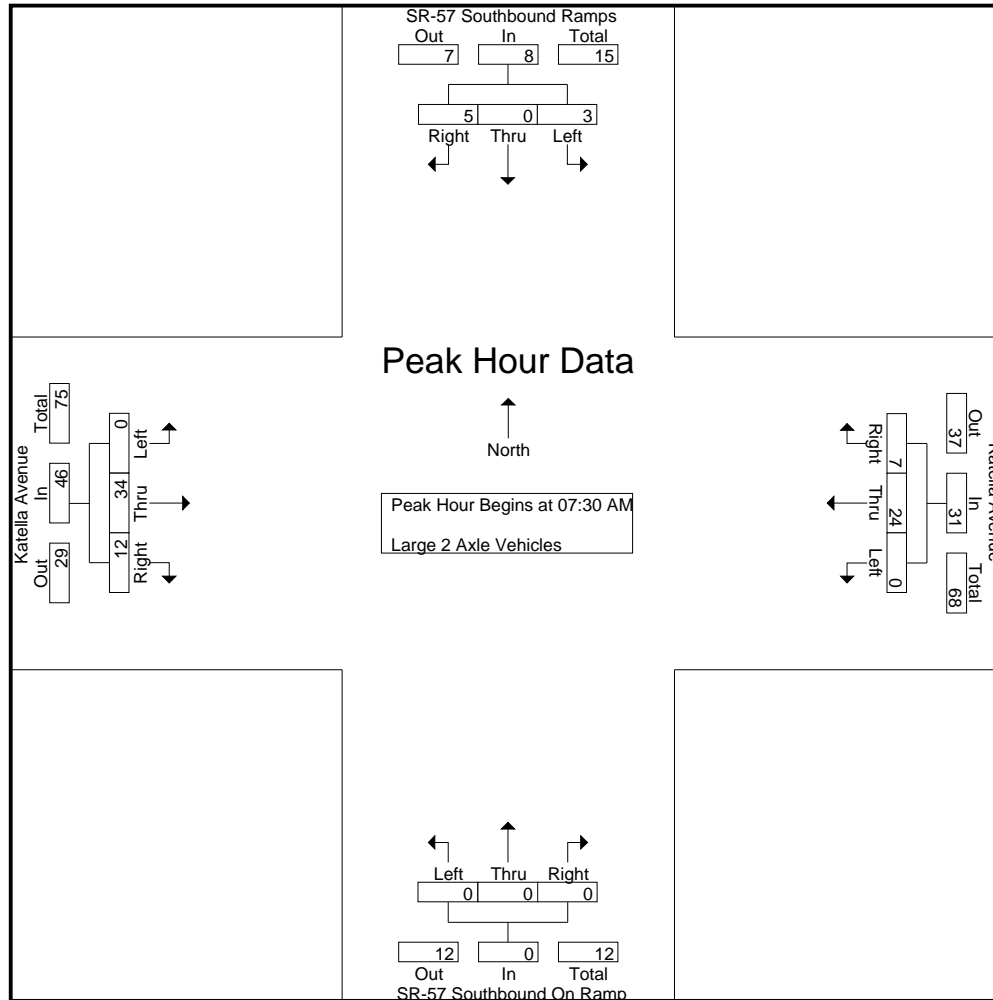
Groups Printed- Large 2 Axle Vehicles

| Start Time | SR-57 Southbound Ramps Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Southbound On Ramp Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|-----------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-------------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 0 | 0 | 3 | 0 | 3 | 0 | 14 | 3 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 0 | 27 | 27 |
| 07:15 AM | 0 | 0 | 6 | 3 | 6 | 0 | 11 | 5 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 3 | 30 | 33 |
| 07:30 AM | 1 | 0 | 1 | 1 | 2 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 4 | 0 | 15 | 1 | 23 | 24 |
| 07:45 AM | 2 | 0 | 2 | 1 | 4 | 0 | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 9 | 1 | 20 | 21 |
| Total | 3 | 0 | 12 | 5 | 15 | 0 | 33 | 13 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 10 | 0 | 39 | 5 | 100 | 105 |
| 08:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 0 | 12 | 0 | 23 | 23 |
| 08:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 10 | 0 | 19 | 19 |
| 08:30 AM | 1 | 0 | 2 | 0 | 3 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 14 | 0 | 22 | 22 |
| 08:45 AM | 0 | 0 | 7 | 3 | 7 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 0 | 13 | 3 | 30 | 33 |
| Total | 1 | 0 | 11 | 3 | 12 | 0 | 29 | 4 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 12 | 0 | 49 | 3 | 94 | 97 |
| Grand Total | 4 | 0 | 23 | 8 | 27 | 0 | 62 | 17 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 22 | 0 | 88 | 8 | 194 | 202 |
| Apprch % | 14.8 | 0 | 85.2 | | | 0 | 78.5 | 21.5 | | | 0 | 0 | 0 | | | 0 | 75 | 25 | | | | | |
| Total % | 2.1 | 0 | 11.9 | | 13.9 | 0 | 32 | 8.8 | | 40.7 | 0 | 0 | 0 | | 0 | 0 | 34 | 11.3 | | 45.4 | 4 | 96 | |

| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 | 1 | 0 | 1 | 2 | 0 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 11 | 4 | 15 | 23 |
| 07:45 AM | 2 | 0 | 2 | 4 | 0 | 3 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 9 | 20 |
| 08:00 AM | 0 | 0 | 1 | 1 | 0 | 9 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 12 | 23 |
| 08:15 AM | 0 | 0 | 1 | 1 | 0 | 7 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 10 | 19 |
| Total Volume | 3 | 0 | 5 | 8 | 0 | 24 | 7 | 31 | 0 | 0 | 0 | 0 | 0 | 34 | 12 | 46 | 85 |
| % App. Total | 37.5 | 0 | 62.5 | | 0 | 77.4 | 22.6 | | 0 | 0 | 0 | | 0 | 73.9 | 26.1 | | |
| PHF | .375 | .000 | .625 | .500 | .000 | .667 | .438 | .775 | .000 | .000 | .000 | .000 | .000 | .773 | .750 | .767 | .924 |

City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | |
| +0 mins. | 1 | 0 | 1 | 2 | 0 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 11 | 4 | 15 | |
| +15 mins. | 2 | 0 | 2 | 4 | 0 | 3 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 9 | |
| +30 mins. | 0 | 0 | 1 | 1 | 0 | 9 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 12 | |
| +45 mins. | 0 | 0 | 1 | 1 | 0 | 7 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 10 | |
| Total Volume | 3 | 0 | 5 | 8 | 0 | 24 | 7 | 31 | 0 | 0 | 0 | 0 | 0 | 34 | 12 | 46 | |
| % App. Total | 37.5 | 0 | 62.5 | | 0 | 77.4 | 22.6 | | 0 | 0 | 0 | | 0 | 73.9 | 26.1 | | |
| PHF | .375 | .000 | .625 | .500 | .000 | .667 | .438 | .775 | .000 | .000 | .000 | .000 | .000 | .773 | .750 | .767 | |

City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

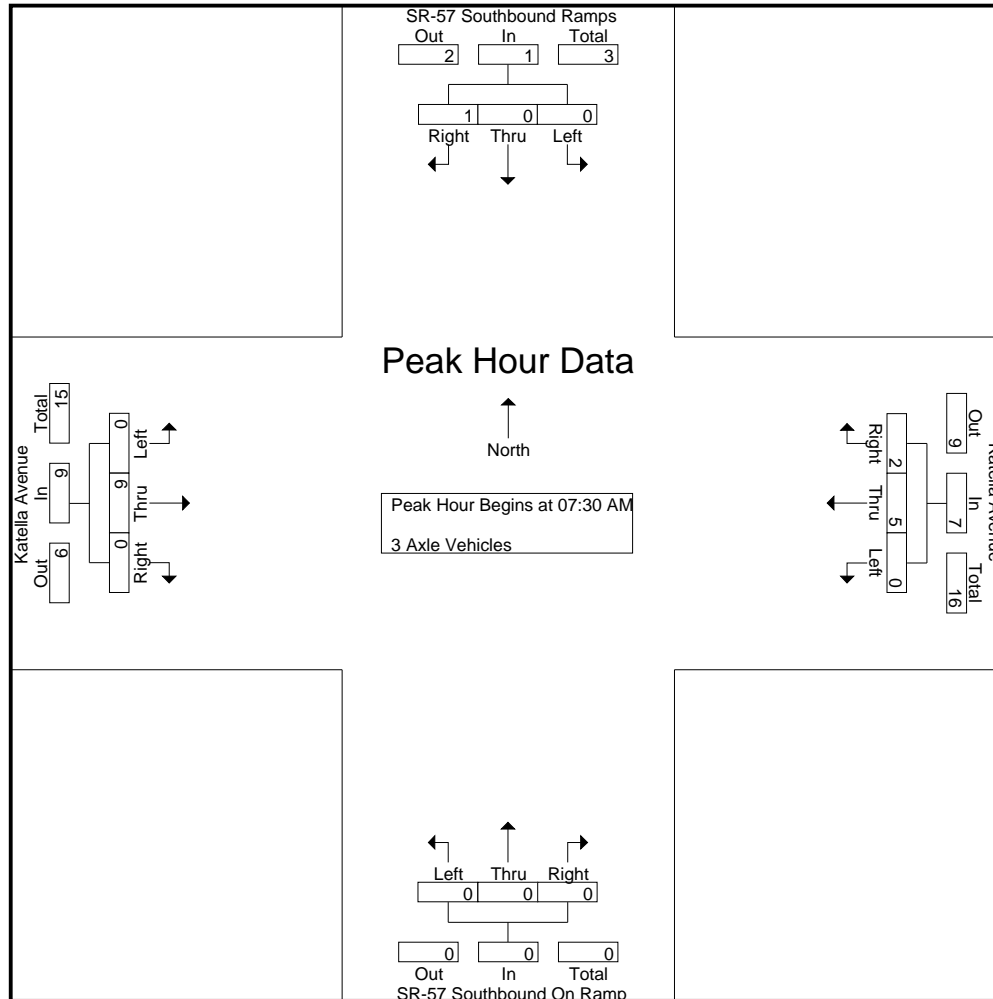
Groups Printed- 3 Axle Vehicles

| Start Time | SR-57 Southbound Ramps Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Southbound On Ramp Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | |
|-------------|-----------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-------------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 3 | 3 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 3 | 3 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 4 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 12 | 12 | 12 |
| 08:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 7 | 7 | 7 |
| 08:30 AM | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 3 | 3 |
| 08:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 2 |
| Total | 1 | 0 | 2 | 0 | 3 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 15 | 15 | 15 |
| Grand Total | 1 | 0 | 2 | 0 | 3 | 0 | 7 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 14 | 0 | 27 | 27 | 27 |
| Apprch % | 33.3 | 0 | 66.7 | | | 0 | 70 | 30 | | | 0 | 0 | 0 | | | 0 | 92.9 | 7.1 | | | | | | |
| Total % | 3.7 | 0 | 7.4 | | 11.1 | 0 | 25.9 | 11.1 | | 37 | 0 | 0 | 0 | | 0 | 0 | 48.1 | 3.7 | | 51.9 | 0 | 100 | | |

| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 | 3 | 0 | 3 | 3 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| 08:00 AM | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 7 |
| Total Volume | 0 | 0 | 1 | 1 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 17 |
| % App. Total | 0 | 0 | 100 | | 0 | 71.4 | 28.6 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .250 | .250 | .000 | .417 | .500 | .438 | .000 | .000 | .000 | .000 | .000 | .750 | .000 | .750 | .607 |

City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 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 | 3 | 0 | 3 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | |
| +30 mins. | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | |
| Total Volume | 0 | 0 | 1 | 1 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | |
| % App. Total | 0 | 0 | 100 | | 0 | 71.4 | 28.6 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .250 | .250 | .000 | .417 | .500 | .438 | .000 | .000 | .000 | .000 | .000 | .750 | .000 | .750 | |

City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

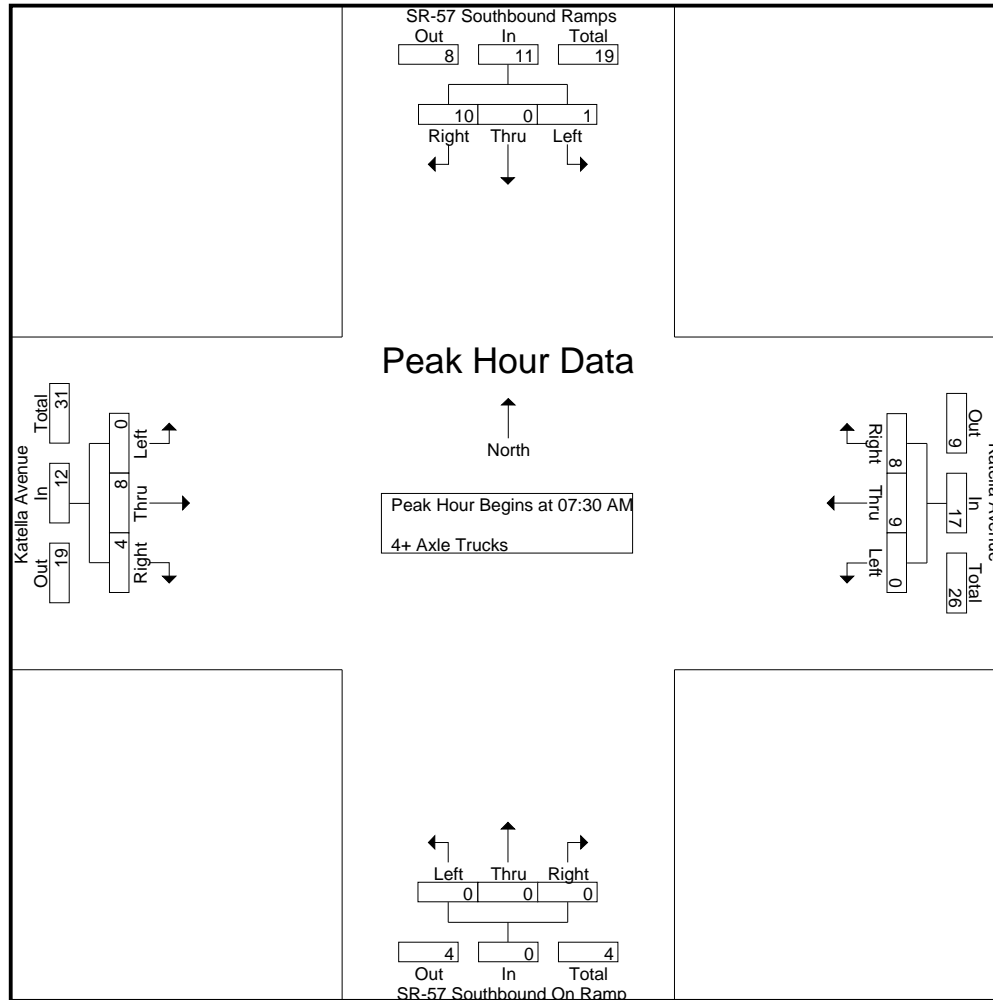
Groups Printed- 4+ Axle Trucks

| Start Time | SR-57 Southbound Ramps Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Southbound On Ramp Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|-----------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-------------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 0 | 0 | 3 | 1 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 6 | 7 |
| 07:15 AM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 1 | 7 | 8 |
| 07:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 11 | 11 |
| 07:45 AM | 1 | 0 | 2 | 1 | 3 | 0 | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 11 | 12 |
| Total | 1 | 0 | 7 | 3 | 8 | 0 | 6 | 5 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 0 | 16 | 3 | 35 | 38 |
| 08:00 AM | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 8 | 8 |
| 08:15 AM | 0 | 0 | 3 | 1 | 3 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 10 | 11 |
| 08:30 AM | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 11 | 11 |
| 08:45 AM | 1 | 0 | 3 | 1 | 4 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 9 | 1 | 18 | 19 |
| Total | 2 | 0 | 12 | 2 | 14 | 0 | 8 | 6 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 19 | 2 | 47 | 49 |
| Grand Total | 3 | 0 | 19 | 5 | 22 | 0 | 14 | 11 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 5 | 0 | 35 | 5 | 82 | 87 |
| Apprch % | 13.6 | 0 | 86.4 | | | 0 | 56 | 44 | | | 0 | 0 | 0 | | | 0 | 85.7 | 14.3 | | | | | |
| Total % | 3.7 | 0 | 23.2 | | 26.8 | 0 | 17.1 | 13.4 | | 30.5 | 0 | 0 | 0 | | 0 | 0 | 36.6 | 6.1 | | 42.7 | 5.7 | 94.3 | |

| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 | 1 | 1 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 6 | 11 |
| 07:45 AM | 1 | 0 | 2 | 3 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 11 |
| 08:00 AM | 0 | 0 | 4 | 4 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 8 |
| 08:15 AM | 0 | 0 | 3 | 3 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 10 |
| Total Volume | 1 | 0 | 10 | 11 | 0 | 9 | 8 | 17 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 12 | 40 |
| % App. Total | 9.1 | 0 | 90.9 | | 0 | 52.9 | 47.1 | | 0 | 0 | 0 | | 0 | 66.7 | 33.3 | | |
| PHF | .250 | .000 | .625 | .688 | .000 | .750 | .667 | .708 | .000 | .000 | .000 | .000 | .000 | .400 | .500 | .500 | .909 |

City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | |
| +0 mins. | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 6 | |
| +15 mins. | 1 | 0 | 2 | 3 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | |
| +30 mins. | 0 | 0 | 4 | 4 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | |
| +45 mins. | 0 | 0 | 3 | 3 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | |
| Total Volume | 1 | 0 | 10 | 11 | 0 | 9 | 8 | 17 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 12 | |
| % App. Total | 9.1 | 0 | 90.9 | | 0 | 52.9 | 47.1 | | 0 | 0 | 0 | | 0 | 66.7 | 33.3 | | |
| PHF | .250 | .000 | .625 | .688 | .000 | .750 | .667 | .708 | .000 | .000 | .000 | .000 | .000 | .400 | .500 | .500 | |

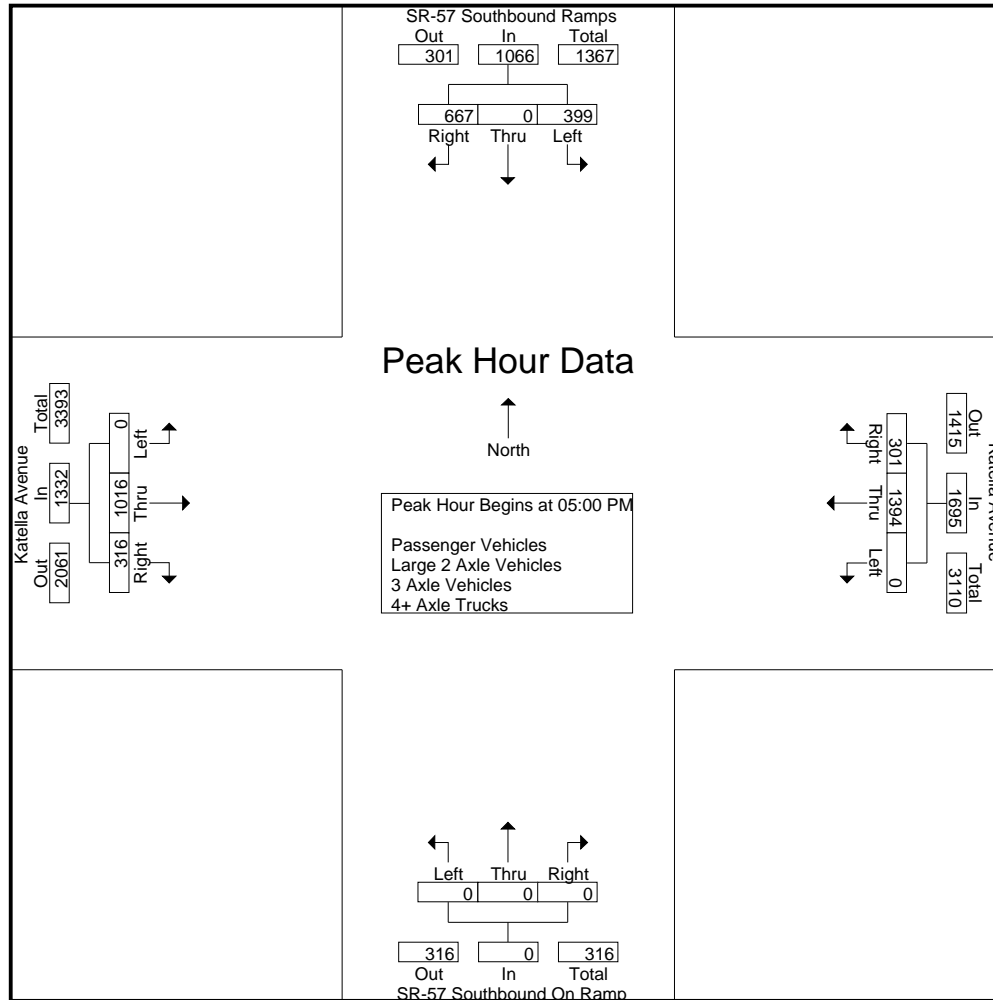
City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

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

| Start Time | SR-57 Southbound Ramps Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Southbound On Ramp Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------------------|-----------------------------------|----------|-------------|------------|-------------|--------------------------|-------------|------------|----------|-------------|-------------------------------------|----------|----------|----------|------------|--------------------------|-------------|------------|----------|-------------|--------------|--------------|-------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 61 | 0 | 167 | 27 | 228 | 0 | 271 | 102 | 0 | 373 | 0 | 0 | 0 | 0 | 0 | 0 | 248 | 96 | 0 | 344 | 27 | 945 | 972 |
| 04:15 PM | 55 | 0 | 120 | 30 | 175 | 0 | 316 | 80 | 0 | 396 | 0 | 0 | 0 | 0 | 0 | 0 | 264 | 75 | 0 | 339 | 30 | 910 | 940 |
| 04:30 PM | 82 | 0 | 183 | 28 | 265 | 0 | 285 | 82 | 0 | 367 | 0 | 0 | 0 | 0 | 0 | 0 | 255 | 84 | 0 | 339 | 28 | 971 | 999 |
| 04:45 PM | 72 | 0 | 146 | 30 | 218 | 0 | 268 | 69 | 0 | 337 | 0 | 0 | 0 | 0 | 0 | 0 | 248 | 62 | 0 | 310 | 30 | 865 | 895 |
| Total | 270 | 0 | 616 | 115 | 886 | 0 | 1140 | 333 | 0 | 1473 | 0 | 0 | 0 | 0 | 0 | 0 | 1015 | 317 | 0 | 1332 | 115 | 3691 | 3806 |
| 05:00 PM | 80 | 0 | 170 | 27 | 250 | 0 | 327 | 101 | 0 | 428 | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 117 | 0 | 417 | 27 | 1095 | 1122 |
| 05:15 PM | 102 | 0 | 142 | 20 | 244 | 0 | 329 | 72 | 0 | 401 | 0 | 0 | 0 | 0 | 0 | 0 | 229 | 72 | 0 | 301 | 20 | 946 | 966 |
| 05:30 PM | 120 | 0 | 168 | 8 | 288 | 0 | 382 | 64 | 0 | 446 | 0 | 0 | 0 | 0 | 0 | 0 | 263 | 86 | 0 | 349 | 8 | 1083 | 1091 |
| 05:45 PM | 97 | 0 | 187 | 21 | 284 | 0 | 356 | 64 | 0 | 420 | 0 | 0 | 0 | 0 | 0 | 0 | 224 | 41 | 0 | 265 | 21 | 969 | 990 |
| Total | 399 | 0 | 667 | 76 | 1066 | 0 | 1394 | 301 | 0 | 1695 | 0 | 0 | 0 | 0 | 0 | 0 | 1016 | 316 | 0 | 1332 | 76 | 4093 | 4169 |
| Grand Total | 669 | 0 | 1283 | 191 | 1952 | 0 | 2534 | 634 | 0 | 3168 | 0 | 0 | 0 | 0 | 0 | 0 | 2031 | 633 | 0 | 2664 | 191 | 7784 | 7975 |
| Apprch % | 34.3 | 0 | 65.7 | | | 0 | 80 | 20 | | | 0 | 0 | 0 | | | 0 | 76.2 | 23.8 | | | | | |
| Total % | 8.6 | 0 | 16.5 | | 25.1 | 0 | 32.6 | 8.1 | | 40.7 | 0 | 0 | 0 | | 0 | 0 | 26.1 | 8.1 | | 34.2 | 2.4 | 97.6 | |
| Passenger Vehicles | 664 | 0 | 1266 | | 2119 | 0 | 2445 | 624 | | 3069 | 0 | 0 | 0 | | 0 | 0 | 1981 | 628 | | 2609 | 0 | 0 | 7797 |
| % Passenger Vehicles | 99.3 | 0 | 98.7 | 99 | 98.9 | 0 | 96.5 | 98.4 | 0 | 96.9 | 0 | 0 | 0 | 0 | 0 | 0 | 97.5 | 99.2 | 0 | 97.9 | 0 | 0 | 97.8 |
| Large 2 Axle Vehicles | 5 | 0 | 9 | | 14 | 0 | 79 | 6 | | 85 | 0 | 0 | 0 | | 0 | 0 | 32 | 4 | | 36 | 0 | 0 | 135 |
| % Large 2 Axle Vehicles | 0.7 | 0 | 0.7 | 0 | 0.7 | 0 | 3.1 | 0.9 | 0 | 2.7 | 0 | 0 | 0 | 0 | 0 | 0 | 1.6 | 0.6 | 0 | 1.4 | 0 | 0 | 1.7 |
| 3 Axle Vehicles | 0 | 0 | 2 | | 2 | 0 | 4 | 2 | | 6 | 0 | 0 | 0 | | 0 | 0 | 6 | 1 | | 7 | 0 | 0 | 15 |
| % 3 Axle Vehicles | 0 | 0 | 0.2 | 0 | 0.1 | 0 | 0.2 | 0.3 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0.2 | 0 | 0.3 | 0 | 0 | 0.2 |
| 4+ Axle Trucks | 0 | 0 | 6 | | 8 | 0 | 6 | 2 | | 8 | 0 | 0 | 0 | | 0 | 0 | 12 | 0 | | 12 | 0 | 0 | 28 |
| % 4+ Axle Trucks | 0 | 0 | 0.5 | 1 | 0.4 | 0 | 0.2 | 0.3 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6 | 0 | 0 | 0.5 | 0 | 0 | 0.4 |

| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 | 80 | 0 | 170 | 250 | 0 | 327 | 101 | 428 | 0 | 0 | 0 | 0 | 0 | 300 | 117 | 417 | 1095 |
| 05:15 PM | 102 | 0 | 142 | 244 | 0 | 329 | 72 | 401 | 0 | 0 | 0 | 0 | 0 | 229 | 72 | 301 | 946 |
| 05:30 PM | 120 | 0 | 168 | 288 | 0 | 382 | 64 | 446 | 0 | 0 | 0 | 0 | 0 | 263 | 86 | 349 | 1083 |
| 05:45 PM | 97 | 0 | 187 | 284 | 0 | 356 | 64 | 420 | 0 | 0 | 0 | 0 | 0 | 224 | 41 | 265 | 969 |
| Total Volume | 399 | 0 | 667 | 1066 | 0 | 1394 | 301 | 1695 | 0 | 0 | 0 | 0 | 0 | 1016 | 316 | 1332 | 4093 |
| % App. Total | 37.4 | 0 | 62.6 | | 0 | 82.2 | 17.8 | | 0 | 0 | 0 | | 0 | 76.3 | 23.7 | | |
| PHF | .831 | .000 | .892 | .925 | .000 | .912 | .745 | .950 | .000 | .000 | .000 | .000 | .000 | .847 | .675 | .799 | .934 |



City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat PM
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 Start Date : 8/31/2022
 Page No : 3

| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 05:00 PM | | | | 04:00 PM | | | | 04:15 PM | | | | |
| +0 mins. | 80 | 0 | 170 | 250 | 0 | 327 | 101 | 428 | 0 | 0 | 0 | 0 | 0 | 264 | 75 | 339 | |
| +15 mins. | 102 | 0 | 142 | 244 | 0 | 329 | 72 | 401 | 0 | 0 | 0 | 0 | 0 | 255 | 84 | 339 | |
| +30 mins. | 120 | 0 | 168 | 288 | 0 | 382 | 64 | 446 | 0 | 0 | 0 | 0 | 0 | 248 | 62 | 310 | |
| +45 mins. | 97 | 0 | 187 | 284 | 0 | 356 | 64 | 420 | 0 | 0 | 0 | 0 | 0 | 300 | 117 | 417 | |
| Total Volume | 399 | 0 | 667 | 1066 | 0 | 1394 | 301 | 1695 | 0 | 0 | 0 | 0 | 0 | 1067 | 338 | 1405 | |
| % App. Total | 37.4 | 0 | 62.6 | | 0 | 82.2 | 17.8 | | 0 | 0 | 0 | | 0 | 75.9 | 24.1 | | |
| PHF | .831 | .000 | .892 | .925 | .000 | .912 | .745 | .950 | .000 | .000 | .000 | .000 | .000 | .889 | .722 | .842 | |

City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
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File Name : 01_ANA_57S_Kat PM
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 Page No : 1

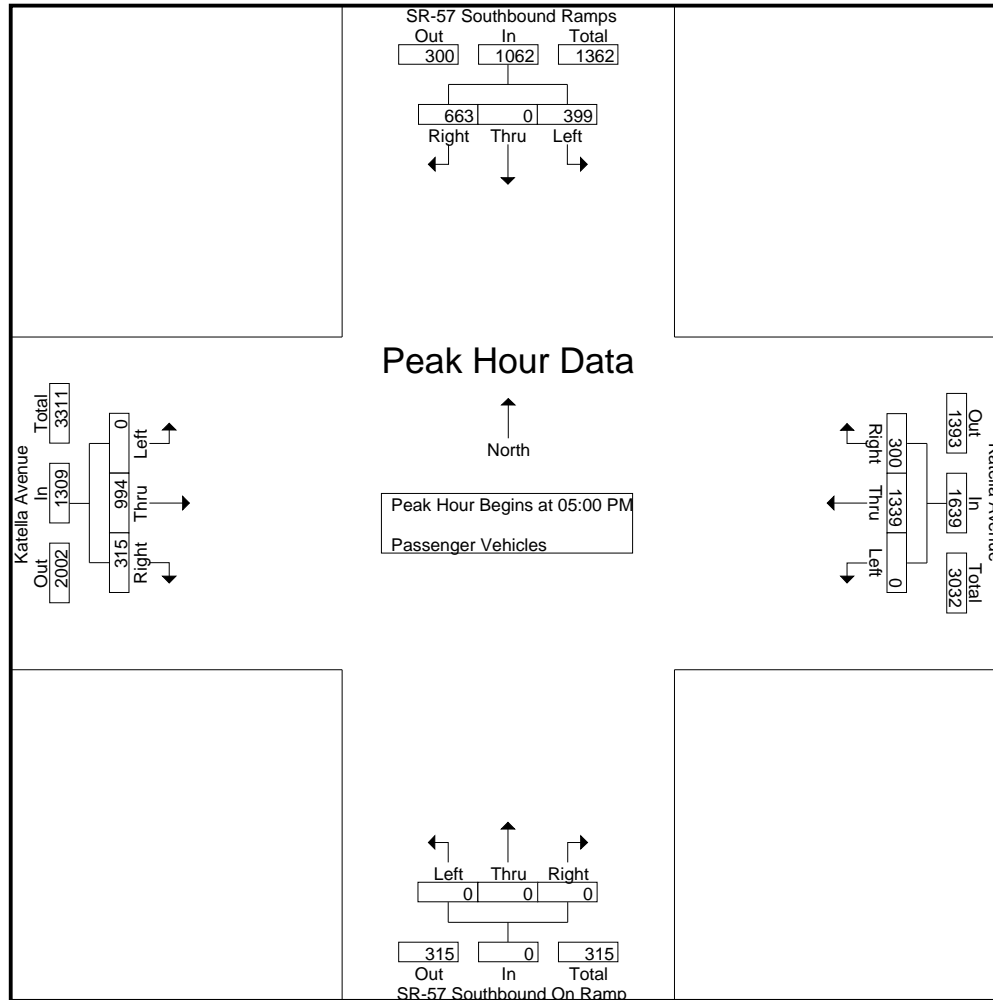
Groups Printed- Passenger Vehicles

| Start Time | SR-57 Southbound Ramps Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Southbound On Ramp Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|-----------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-------------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 59 | 0 | 163 | 27 | 222 | 0 | 262 | 99 | 0 | 361 | 0 | 0 | 0 | 0 | 0 | 0 | 241 | 94 | 0 | 335 | 27 | 918 | 945 |
| 04:15 PM | 54 | 0 | 117 | 29 | 171 | 0 | 308 | 78 | 0 | 386 | 0 | 0 | 0 | 0 | 0 | 0 | 258 | 75 | 0 | 333 | 29 | 890 | 919 |
| 04:30 PM | 81 | 0 | 179 | 28 | 260 | 0 | 274 | 82 | 0 | 356 | 0 | 0 | 0 | 0 | 0 | 0 | 248 | 83 | 0 | 331 | 28 | 947 | 975 |
| 04:45 PM | 71 | 0 | 144 | 30 | 215 | 0 | 262 | 65 | 0 | 327 | 0 | 0 | 0 | 0 | 0 | 0 | 240 | 61 | 0 | 301 | 30 | 843 | 873 |
| Total | 265 | 0 | 603 | 114 | 868 | 0 | 1106 | 324 | 0 | 1430 | 0 | 0 | 0 | 0 | 0 | 0 | 987 | 313 | 0 | 1300 | 114 | 3598 | 3712 |
| 05:00 PM | 80 | 0 | 168 | 26 | 248 | 0 | 318 | 100 | 0 | 418 | 0 | 0 | 0 | 0 | 0 | 0 | 296 | 117 | 0 | 413 | 26 | 1079 | 1105 |
| 05:15 PM | 102 | 0 | 142 | 20 | 244 | 0 | 324 | 72 | 0 | 396 | 0 | 0 | 0 | 0 | 0 | 0 | 223 | 71 | 0 | 294 | 20 | 934 | 954 |
| 05:30 PM | 120 | 0 | 167 | 8 | 287 | 0 | 356 | 64 | 0 | 420 | 0 | 0 | 0 | 0 | 0 | 0 | 254 | 86 | 0 | 340 | 8 | 1047 | 1055 |
| 05:45 PM | 97 | 0 | 186 | 21 | 283 | 0 | 341 | 64 | 0 | 405 | 0 | 0 | 0 | 0 | 0 | 0 | 221 | 41 | 0 | 262 | 21 | 950 | 971 |
| Total | 399 | 0 | 663 | 75 | 1062 | 0 | 1339 | 300 | 0 | 1639 | 0 | 0 | 0 | 0 | 0 | 0 | 994 | 315 | 0 | 1309 | 75 | 4010 | 4085 |
| Grand Total | 664 | 0 | 1266 | 189 | 1930 | 0 | 2445 | 624 | 0 | 3069 | 0 | 0 | 0 | 0 | 0 | 0 | 1981 | 628 | 0 | 2609 | 189 | 7608 | 7797 |
| Apprch % | 34.4 | 0 | 65.6 | | | 0 | 79.7 | 20.3 | | | 0 | 0 | 0 | | | 0 | 75.9 | 24.1 | | | | | |
| Total % | 8.7 | 0 | 16.6 | | 25.4 | 0 | 32.1 | 8.2 | | 40.3 | 0 | 0 | 0 | | 0 | 0 | 26 | 8.3 | | 34.3 | 2.4 | 97.6 | |

| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 | 80 | 0 | 168 | 248 | 0 | 318 | 100 | 418 | 0 | 0 | 0 | 0 | 0 | 296 | 117 | 413 | 1079 |
| 05:15 PM | 102 | 0 | 142 | 244 | 0 | 324 | 72 | 396 | 0 | 0 | 0 | 0 | 0 | 223 | 71 | 294 | 934 |
| 05:30 PM | 120 | 0 | 167 | 287 | 0 | 356 | 64 | 420 | 0 | 0 | 0 | 0 | 0 | 254 | 86 | 340 | 1047 |
| 05:45 PM | 97 | 0 | 186 | 283 | 0 | 341 | 64 | 405 | 0 | 0 | 0 | 0 | 0 | 221 | 41 | 262 | 950 |
| Total Volume | 399 | 0 | 663 | 1062 | 0 | 1339 | 300 | 1639 | 0 | 0 | 0 | 0 | 0 | 994 | 315 | 1309 | 4010 |
| % App. Total | 37.6 | 0 | 62.4 | | 0 | 81.7 | 18.3 | | 0 | 0 | 0 | | 0 | 75.9 | 24.1 | | |
| PHF | .831 | .000 | .891 | .925 | .000 | .940 | .750 | .976 | .000 | .000 | .000 | .000 | .000 | .840 | .673 | .792 | .929 |

City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat PM
 Site Code : 05122754
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City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat PM
 Site Code : 05122754
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| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | |
| +0 mins. | 80 | 0 | 168 | 248 | 0 | 318 | 100 | 418 | 0 | 0 | 0 | 0 | 0 | 296 | 117 | 413 | |
| +15 mins. | 102 | 0 | 142 | 244 | 0 | 324 | 72 | 396 | 0 | 0 | 0 | 0 | 0 | 223 | 71 | 294 | |
| +30 mins. | 120 | 0 | 167 | 287 | 0 | 356 | 64 | 420 | 0 | 0 | 0 | 0 | 0 | 254 | 86 | 340 | |
| +45 mins. | 97 | 0 | 186 | 283 | 0 | 341 | 64 | 405 | 0 | 0 | 0 | 0 | 0 | 221 | 41 | 262 | |
| Total Volume | 399 | 0 | 663 | 1062 | 0 | 1339 | 300 | 1639 | 0 | 0 | 0 | 0 | 0 | 994 | 315 | 1309 | |
| % App. Total | 37.6 | 0 | 62.4 | | 0 | 81.7 | 18.3 | | 0 | 0 | 0 | | 0 | 75.9 | 24.1 | | |
| PHF | .831 | .000 | .891 | .925 | .000 | .940 | .750 | .976 | .000 | .000 | .000 | .000 | .000 | .840 | .673 | .792 | |

City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

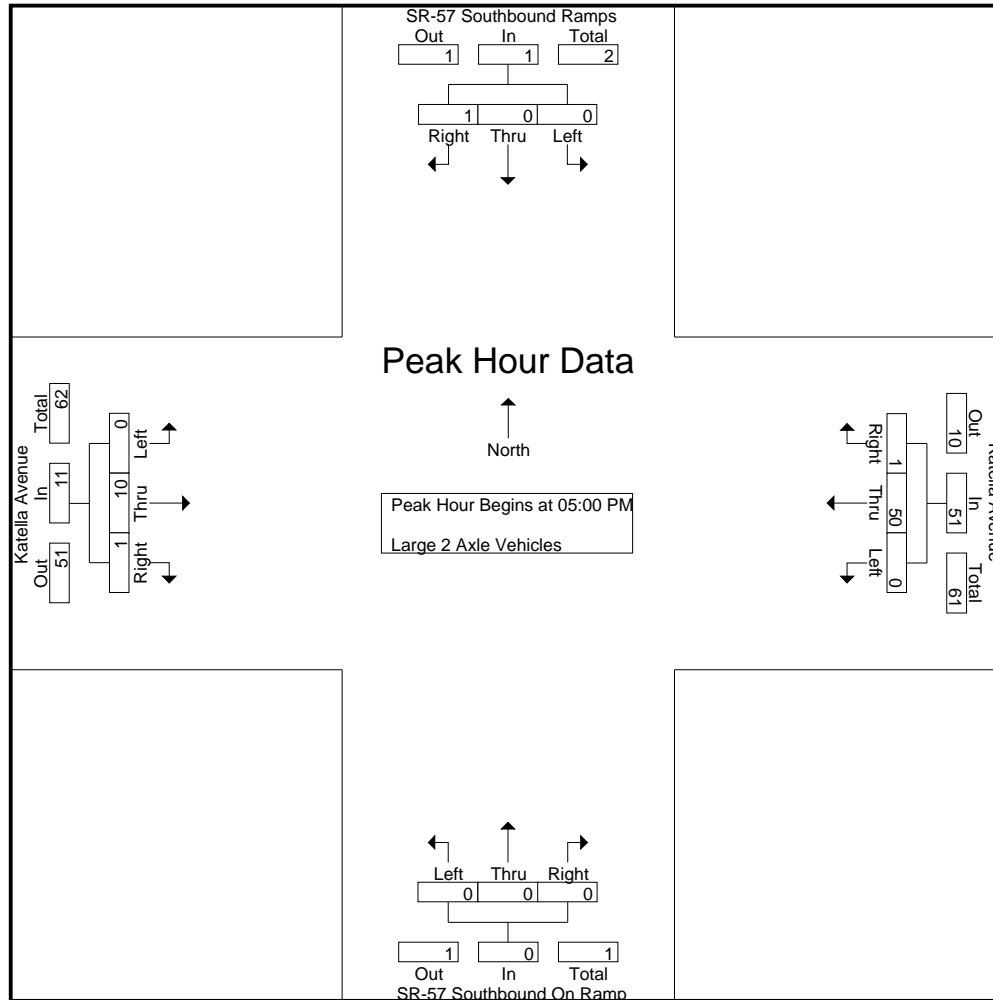
Groups Printed- Large 2 Axle Vehicles

| Start Time | SR-57 Southbound Ramps Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Southbound On Ramp Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|-----------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-------------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 2 | 0 | 4 | 0 | 6 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 0 | 23 | 23 |
| 04:15 PM | 1 | 0 | 1 | 0 | 2 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 14 | 14 |
| 04:30 PM | 1 | 0 | 2 | 0 | 3 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 17 | 17 |
| 04:45 PM | 1 | 0 | 1 | 0 | 2 | 0 | 4 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 9 | 0 | 18 | 18 |
| Total | 5 | 0 | 8 | 0 | 13 | 0 | 29 | 5 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 3 | 0 | 25 | 0 | 72 | 72 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 12 | 12 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 6 | 6 |
| 05:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 28 | 28 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 17 | 17 |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 50 | 1 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 11 | 0 | 63 | 63 |
| Grand Total | 5 | 0 | 9 | 0 | 14 | 0 | 79 | 6 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 4 | 0 | 36 | 0 | 135 | 135 |
| Apprch % | 35.7 | 0 | 64.3 | | | 0 | 92.9 | 7.1 | | | 0 | 0 | 0 | | | 0 | 88.9 | 11.1 | | | 0 | | |
| Total % | 3.7 | 0 | 6.7 | | 10.4 | 0 | 58.5 | 4.4 | | 63 | 0 | 0 | 0 | | 0 | 0 | 23.7 | 3 | | 26.7 | 0 | 100 | |

| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 | 8 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 12 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 6 |
| 05:30 PM | 0 | 0 | 1 | 1 | 0 | 23 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 28 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 17 |
| Total Volume | 0 | 0 | 1 | 1 | 0 | 50 | 1 | 51 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 11 | 63 |
| % App. Total | 0 | 0 | 100 | | 0 | 98 | 2 | | 0 | 0 | 0 | | 0 | 90.9 | 9.1 | | |
| PHF | .000 | .000 | .250 | .250 | .000 | .543 | .250 | .554 | .000 | .000 | .000 | .000 | .000 | .625 | .250 | .688 | .563 |

City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
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File Name : 01_ANA_57S_Kat PM
 Site Code : 05122754
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City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat PM
 Site Code : 05122754
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| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | |
| +30 mins. | 0 | 0 | 1 | 1 | 0 | 23 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | |
| Total Volume | 0 | 0 | 1 | 1 | 0 | 50 | 1 | 51 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 11 | |
| % App. Total | 0 | 0 | 100 | | 0 | 98 | 2 | | 0 | 0 | 0 | | 0 | 90.9 | 9.1 | | |
| PHF | .000 | .000 | .250 | .250 | .000 | .543 | .250 | .554 | .000 | .000 | .000 | .000 | .000 | .625 | .250 | .688 | |

City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

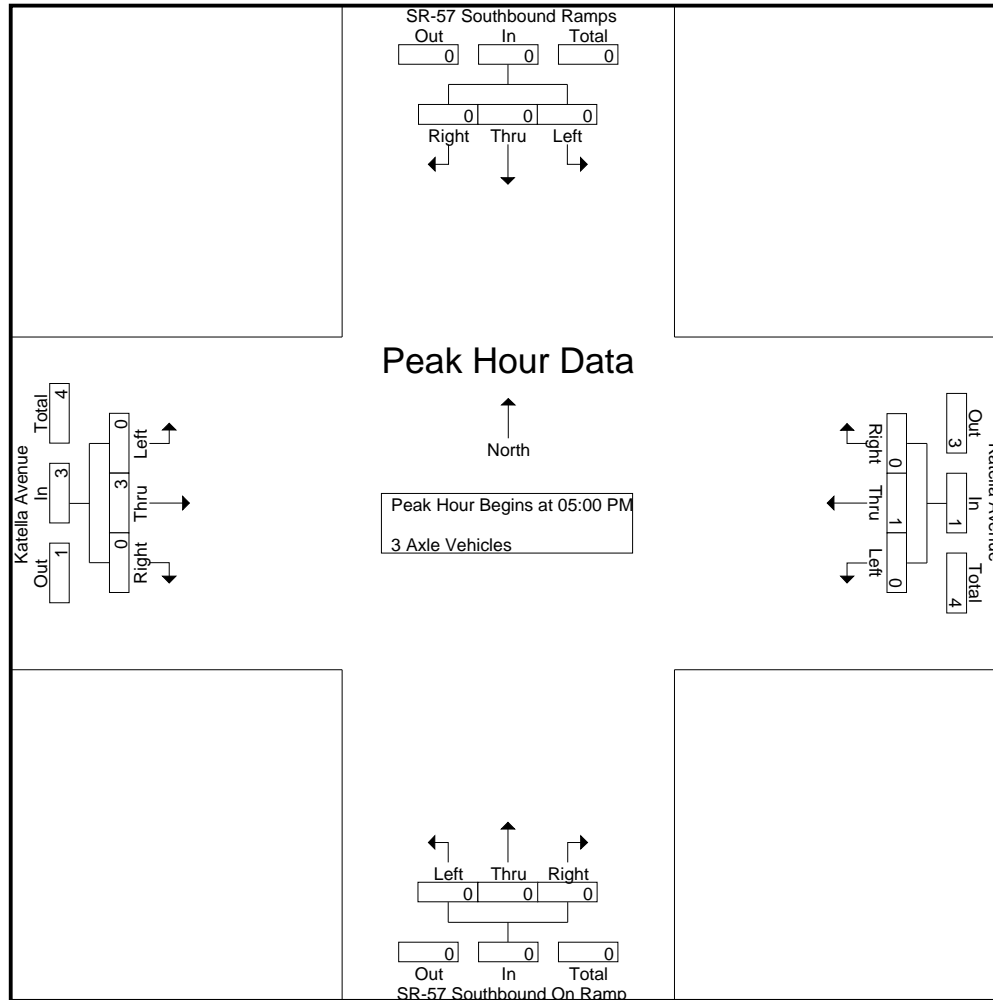
Groups Printed- 3 Axle Vehicles

| Start Time | SR-57 Southbound Ramps Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Southbound On Ramp Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | |
|-------------|-----------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-------------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2 |
| 04:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 6 | 6 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 11 | 11 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 4 | 4 |
| Grand Total | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 15 | 15 |
| Apprch % | 0 | 0 | 100 | | | 0 | 66.7 | 33.3 | | | 0 | 0 | 0 | | | 0 | 85.7 | 14.3 | | | | | | |
| Total % | 0 | 0 | 13.3 | | 13.3 | 0 | 26.7 | 13.3 | | 40 | 0 | 0 | 0 | | 0 | 0 | 40 | 6.7 | | 46.7 | 0 | 0 | 100 | |

| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 | 1 | 0 | 1 | 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 | 1 | 0 | 1 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 05:45 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .375 | .000 | .375 | .500 |

City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 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 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | |
| +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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .375 | .000 | .375 | |

City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

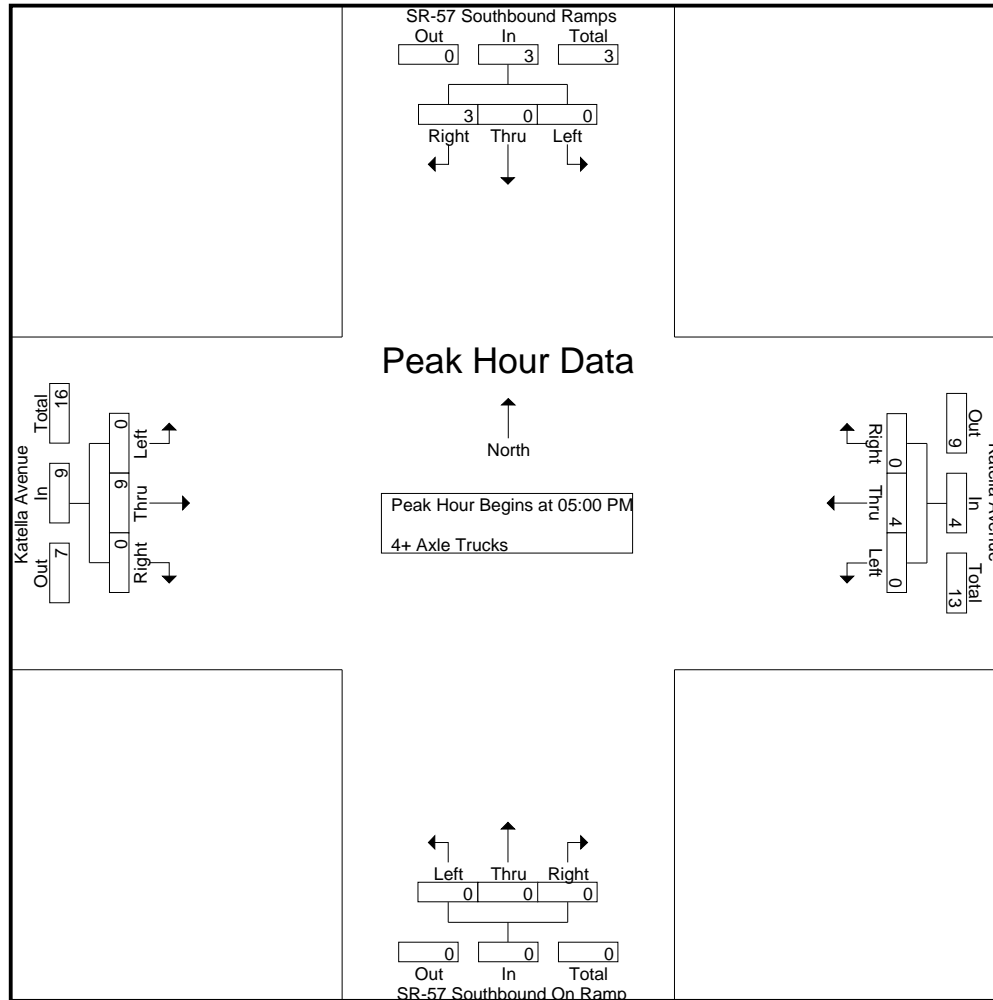
Groups Printed- 4+ Axle Trucks

| Start Time | SR-57 Southbound Ramps Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Southbound On Ramp Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|-----------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-------------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 2 |
| 04:15 PM | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 4 | 5 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 04:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Total | 0 | 0 | 3 | 1 | 3 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 10 | 11 |
| 05:00 PM | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 4 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 5 | 5 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 6 | 6 |
| 05:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 2 |
| Total | 0 | 0 | 3 | 1 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 1 | 16 | 17 |
| Grand Total | 0 | 0 | 6 | 2 | 6 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 2 | 26 | 28 |
| Apprch % | 0 | 0 | 100 | | | 0 | 75 | 25 | | | 0 | 0 | 0 | | | 0 | 100 | 0 | | | | | |
| Total % | 0 | 0 | 23.1 | | 23.1 | 0 | 23.1 | 7.7 | | 30.8 | 0 | 0 | 0 | | 0 | 0 | 46.2 | 0 | | 46.2 | 7.1 | 92.9 | |

| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 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 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 6 |
| 05:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total Volume | 0 | 0 | 3 | 3 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 16 |
| % App. Total | 0 | 0 | 100 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .375 | .375 | .000 | .333 | .000 | .333 | .000 | .000 | .000 | .000 | .000 | .563 | .000 | .563 | .667 |

City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Anaheim
 N/S: SR-57 Southbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 01_ANA_57S_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | SR-57 Southbound Ramps Southbound | | | | Katella Avenue Westbound | | | | SR-57 Southbound On Ramp Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | |
| +0 mins. | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| +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 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | |
| +45 mins. | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| Total Volume | 0 | 0 | 3 | 3 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | |
| % App. Total | 0 | 0 | 100 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .375 | .375 | .000 | .333 | .000 | .333 | .000 | .000 | .000 | .000 | .000 | .563 | .000 | .563 | |

Location: Anaheim
 N/S: SR-57 SB Ramps
 E/W: Katella Avenue



Date: 8/31/2022
 Day: Wednesday

PEDESTRIANS

| | North Leg SR-57 SB Ramps | East Leg Katella Avenue | South Leg SR-57 SB Ramps | West Leg Katella Avenue | |
|----------------|-----------------------------|----------------------------|-----------------------------|----------------------------|----|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 1 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 1 | 0 | 0 | 1 | 2 |
| 8:00 AM | 0 | 0 | 0 | 2 | 2 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 1 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 1 | 3 | 4 |
| TOTAL VOLUMES: | 2 | 0 | 1 | 7 | 10 |

| | North Leg SR-57 SB Ramps | East Leg Katella Avenue | South Leg SR-57 SB Ramps | West Leg Katella Avenue | |
|----------------|-----------------------------|----------------------------|-----------------------------|----------------------------|----|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 1 | 0 | 0 | 1 | 2 |
| 4:15 PM | 1 | 0 | 0 | 2 | 3 |
| 4:30 PM | 1 | 0 | 0 | 0 | 1 |
| 4:45 PM | 1 | 0 | 0 | 3 | 4 |
| 5:00 PM | 0 | 0 | 0 | 1 | 1 |
| 5:15 PM | 2 | 0 | 0 | 1 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 1 | 1 |
| TOTAL VOLUMES: | 6 | 0 | 0 | 9 | 15 |

Location: Anaheim
 N/S: SR-57 SB Ramps
 E/W: Katella Avenue



Date: 8/31/2022
 Day: Wednesday

BICYCLES

| | Southbound SR-57 SB Ramps | | | Westbound Katella Avenue | | | Northbound SR-57 SB Ramps | | | Eastbound Katella Avenue | | | |
|----------------|------------------------------|------|-------|-----------------------------|------|-------|------------------------------|------|-------|-----------------------------|------|-------|----|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 7:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 7:15 AM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 7:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 12 |

| | Southbound SR-57 SB Ramps | | | Westbound Katella Avenue | | | Northbound SR-57 SB Ramps | | | Eastbound Katella Avenue | | | |
|----------------|------------------------------|------|-------|-----------------------------|------|-------|------------------------------|------|-------|-----------------------------|------|-------|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

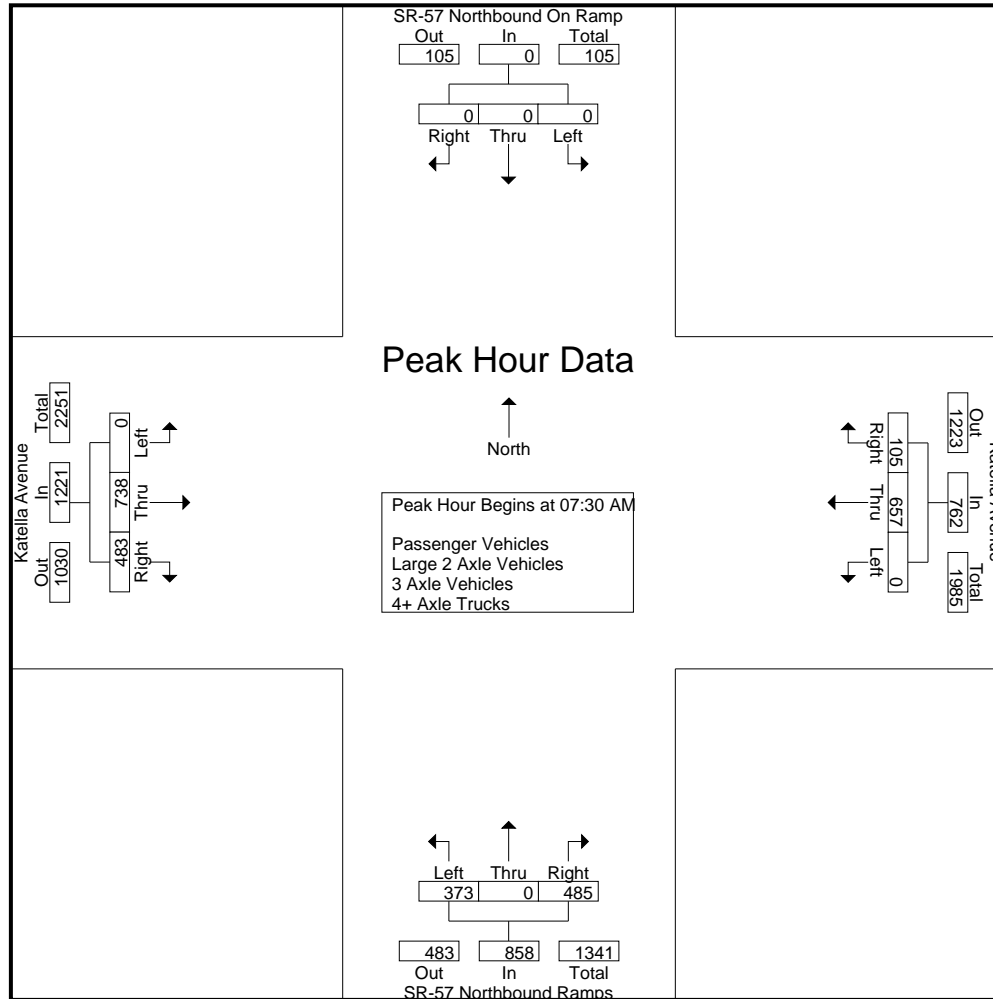
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| Start Time | SR-57 Northbound On Ramp Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Northbound Ramps Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------------------|-------------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 19 | 0 | 133 | 52 | 0 | 80 | 55 | 132 | 0 | 107 | 78 | 0 | 185 | 55 | 450 | 505 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 33 | 0 | 172 | 49 | 0 | 87 | 58 | 136 | 2 | 126 | 110 | 0 | 238 | 58 | 546 | 604 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 26 | 0 | 186 | 90 | 0 | 106 | 47 | 196 | 0 | 183 | 131 | 0 | 314 | 47 | 696 | 743 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 27 | 0 | 171 | 111 | 0 | 143 | 51 | 254 | 0 | 192 | 128 | 0 | 320 | 51 | 745 | 796 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 557 | 105 | 0 | 662 | 302 | 0 | 416 | 211 | 718 | 2 | 608 | 447 | 0 | 1057 | 211 | 2437 | 2648 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 21 | 0 | 194 | 88 | 0 | 126 | 56 | 214 | 0 | 189 | 113 | 0 | 302 | 56 | 710 | 766 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 31 | 0 | 211 | 84 | 0 | 110 | 55 | 194 | 0 | 174 | 111 | 0 | 285 | 55 | 690 | 745 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 18 | 0 | 147 | 76 | 0 | 103 | 42 | 179 | 1 | 166 | 97 | 0 | 264 | 42 | 590 | 632 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 26 | 0 | 184 | 97 | 0 | 116 | 48 | 213 | 0 | 175 | 99 | 0 | 274 | 48 | 671 | 719 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 640 | 96 | 0 | 736 | 345 | 0 | 455 | 201 | 800 | 1 | 704 | 420 | 0 | 1125 | 201 | 2661 | 2862 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 1197 | 201 | 0 | 1398 | 647 | 0 | 871 | 412 | 1518 | 3 | 1312 | 867 | 0 | 2182 | 412 | 5098 | 5510 |
| Apprch % | 0 | 0 | 0 | | | 0 | 85.6 | 14.4 | | | 42.6 | 0 | 57.4 | | | 0.1 | 60.1 | 39.7 | | | | | |
| Total % | 0 | 0 | 0 | | | 0 | 23.5 | 3.9 | | 27.4 | 12.7 | 0 | 17.1 | | 29.8 | 0.1 | 25.7 | 17 | | 42.8 | 7.5 | 92.5 | |
| Passenger Vehicles | 0 | 0 | 0 | | | 0 | 1114 | 184 | | 1298 | 628 | 0 | 836 | | 1867 | 3 | 1245 | 805 | | 2053 | 0 | 0 | 5218 |
| % Passenger Vehicles | 0 | 0 | 0 | | | 0 | 93.1 | 91.5 | | 92.8 | 97.1 | 0 | 96 | 97.8 | 96.7 | 100 | 94.9 | 92.8 | | 94.1 | 0 | 0 | 94.7 |
| Large 2 Axle Vehicles | 0 | 0 | 0 | | | 0 | 64 | 12 | | 76 | 14 | 0 | 22 | | 45 | 0 | 51 | 32 | | 83 | 0 | 0 | 204 |
| % Large 2 Axle Vehicles | 0 | 0 | 0 | | | 0 | 5.3 | 6 | | 5.4 | 2.2 | 0 | 2.5 | 2.2 | 2.3 | 0 | 3.9 | 3.7 | | 3.8 | 0 | 0 | 3.7 |
| 3 Axle Vehicles | 0 | 0 | 0 | | | 0 | 9 | 2 | | 11 | 1 | 0 | 2 | | 3 | 0 | 5 | 5 | | 10 | 0 | 0 | 24 |
| % 3 Axle Vehicles | 0 | 0 | 0 | | | 0 | 0.8 | 1 | | 0.8 | 0.2 | 0 | 0.2 | | 0.2 | 0 | 0.4 | 0.6 | | 0.5 | 0 | 0 | 0.4 |
| 4+ Axle Trucks | 0 | 0 | 0 | | | 0 | 10 | 3 | | 13 | 4 | 0 | 11 | | 15 | 0 | 11 | 25 | | 36 | 0 | 0 | 64 |
| % 4+ Axle Trucks | 0 | 0 | 0 | | | 0 | 0.8 | 1.5 | | 0.9 | 0.6 | 0 | 1.3 | | 0.8 | 0 | 0.8 | 2.9 | | 1.6 | 0 | 0 | 1.2 |

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 | 0 | 0 | 0 | 0 | 0 | 160 | 26 | 186 | 90 | 0 | 106 | 196 | 0 | 183 | 131 | 314 | 696 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 144 | 27 | 171 | 111 | 0 | 143 | 254 | 0 | 192 | 128 | 320 | 745 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 173 | 21 | 194 | 88 | 0 | 126 | 214 | 0 | 189 | 113 | 302 | 710 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 180 | 31 | 211 | 84 | 0 | 110 | 194 | 0 | 174 | 111 | 285 | 690 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 657 | 105 | 762 | 373 | 0 | 485 | 858 | 0 | 738 | 483 | 1221 | 2841 |
| % App. Total | 0 | 0 | 0 | | 0 | 86.2 | 13.8 | | 43.5 | 0 | 56.5 | | 0 | 60.4 | 39.6 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .913 | .847 | .903 | .840 | .000 | .848 | .844 | .000 | .961 | .922 | .954 | .953 |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:00 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 160 | 26 | 186 | 90 | 0 | 106 | 196 | 0 | 183 | 131 | 314 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 144 | 27 | 171 | 111 | 0 | 143 | 254 | 0 | 192 | 128 | 320 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 173 | 21 | 194 | 88 | 0 | 126 | 214 | 0 | 189 | 113 | 302 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 180 | 31 | 211 | 84 | 0 | 110 | 194 | 0 | 174 | 111 | 285 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 657 | 105 | 762 | 373 | 0 | 485 | 858 | 0 | 738 | 483 | 1221 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 86.2 | 13.8 | | 43.5 | 0 | 56.5 | | 0 | 60.4 | 39.6 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .913 | .847 | .903 | .840 | .000 | .848 | .844 | .000 | .961 | .922 | .954 | |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

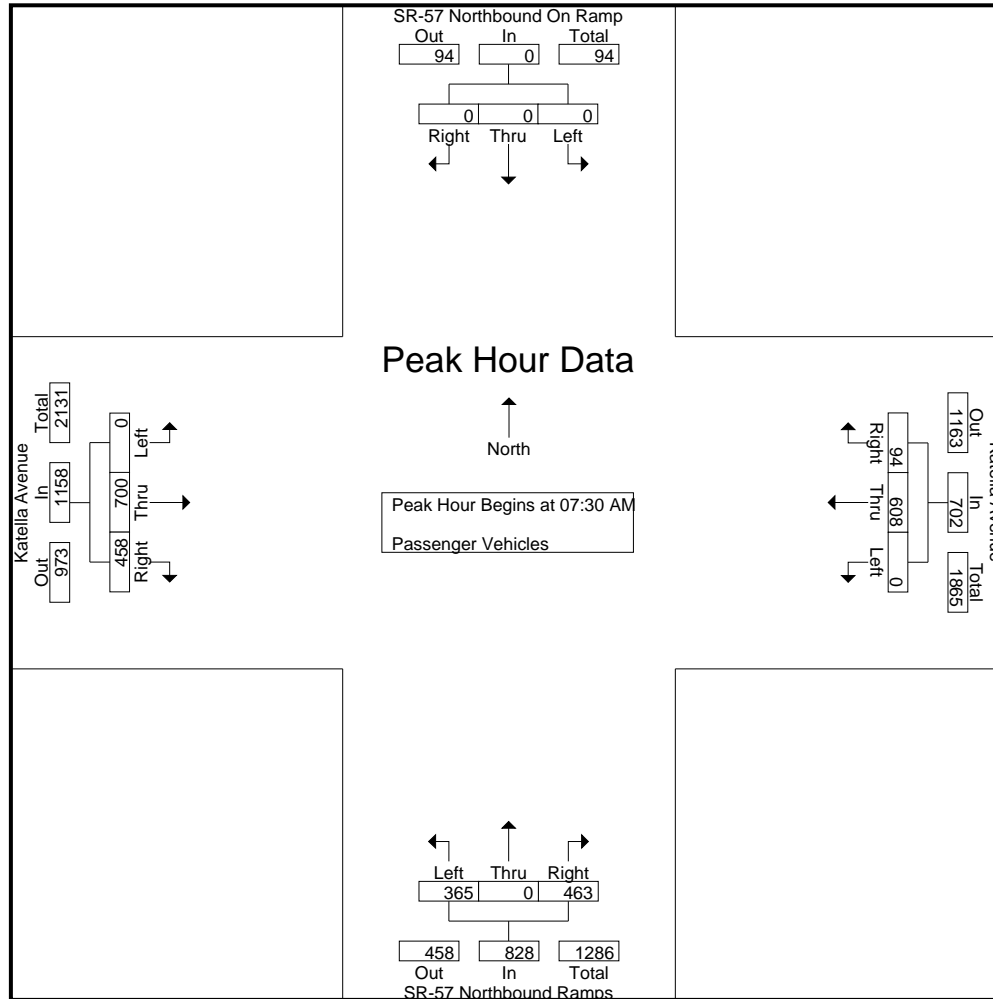
Groups Printed- Passenger Vehicles

| Start Time | SR-57 Northbound On Ramp Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Northbound Ramps Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|-------------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 18 | 0 | 124 | 49 | 0 | 78 | 54 | 127 | 0 | 103 | 74 | 0 | 177 | 54 | 428 | 482 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 32 | 0 | 158 | 48 | 0 | 85 | 56 | 133 | 2 | 121 | 99 | 0 | 222 | 56 | 513 | 569 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 26 | 0 | 182 | 88 | 0 | 103 | 46 | 191 | 0 | 167 | 126 | 0 | 293 | 46 | 666 | 712 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 23 | 0 | 155 | 109 | 0 | 138 | 50 | 247 | 0 | 182 | 123 | 0 | 305 | 50 | 707 | 757 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 520 | 99 | 0 | 619 | 294 | 0 | 404 | 206 | 698 | 2 | 573 | 422 | 0 | 997 | 206 | 2314 | 2520 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 157 | 19 | 0 | 176 | 86 | 0 | 116 | 54 | 202 | 0 | 184 | 105 | 0 | 289 | 54 | 667 | 721 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 26 | 0 | 189 | 82 | 0 | 106 | 55 | 188 | 0 | 167 | 104 | 0 | 271 | 55 | 648 | 703 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 17 | 0 | 139 | 75 | 0 | 98 | 40 | 173 | 1 | 155 | 87 | 0 | 243 | 40 | 555 | 595 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 23 | 0 | 175 | 91 | 0 | 112 | 48 | 203 | 0 | 166 | 87 | 0 | 253 | 48 | 631 | 679 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 594 | 85 | 0 | 679 | 334 | 0 | 432 | 197 | 766 | 1 | 672 | 383 | 0 | 1056 | 197 | 2501 | 2698 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 1114 | 184 | 0 | 1298 | 628 | 0 | 836 | 403 | 1464 | 3 | 1245 | 805 | 0 | 2053 | 403 | 4815 | 5218 |
| Apprch % | 0 | 0 | 0 | | | 0 | 85.8 | 14.2 | | | 42.9 | 0 | 57.1 | | | 0.1 | 60.6 | 39.2 | | | | | |
| Total % | 0 | 0 | 0 | | | 0 | 23.1 | 3.8 | | 27 | 13 | 0 | 17.4 | | 30.4 | 0.1 | 25.9 | 16.7 | | 42.6 | 7.7 | 92.3 | |

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 | 0 | 156 | 26 | 182 | 88 | 0 | 103 | 191 | 0 | 167 | 126 | 293 | 666 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 132 | 23 | 155 | 109 | 0 | 138 | 247 | 0 | 182 | 123 | 305 | 707 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 157 | 19 | 176 | 86 | 0 | 116 | 202 | 0 | 184 | 105 | 289 | 667 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 163 | 26 | 189 | 82 | 0 | 106 | 188 | 0 | 167 | 104 | 271 | 648 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 608 | 94 | 702 | 365 | 0 | 463 | 828 | 0 | 700 | 458 | 1158 | 2688 |
| % App. Total | 0 | 0 | 0 | | 0 | 86.6 | 13.4 | | 44.1 | 0 | 55.9 | | 0 | 60.4 | 39.6 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .933 | .904 | .929 | .837 | .000 | .839 | .838 | .000 | .951 | .909 | .949 | .950 |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat AM
 Site Code : 05122754
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City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 156 | 26 | 182 | 88 | 0 | 103 | 191 | 0 | 167 | 126 | 293 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 132 | 23 | 155 | 109 | 0 | 138 | 247 | 0 | 182 | 123 | 305 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 157 | 19 | 176 | 86 | 0 | 116 | 202 | 0 | 184 | 105 | 289 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 163 | 26 | 189 | 82 | 0 | 106 | 188 | 0 | 167 | 104 | 271 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 608 | 94 | 702 | 365 | 0 | 463 | 828 | 0 | 700 | 458 | 1158 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 86.6 | 13.4 | | 44.1 | 0 | 55.9 | | 0 | 60.4 | 39.6 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .933 | .904 | .929 | .837 | .000 | .839 | .838 | .000 | .951 | .909 | .949 | |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

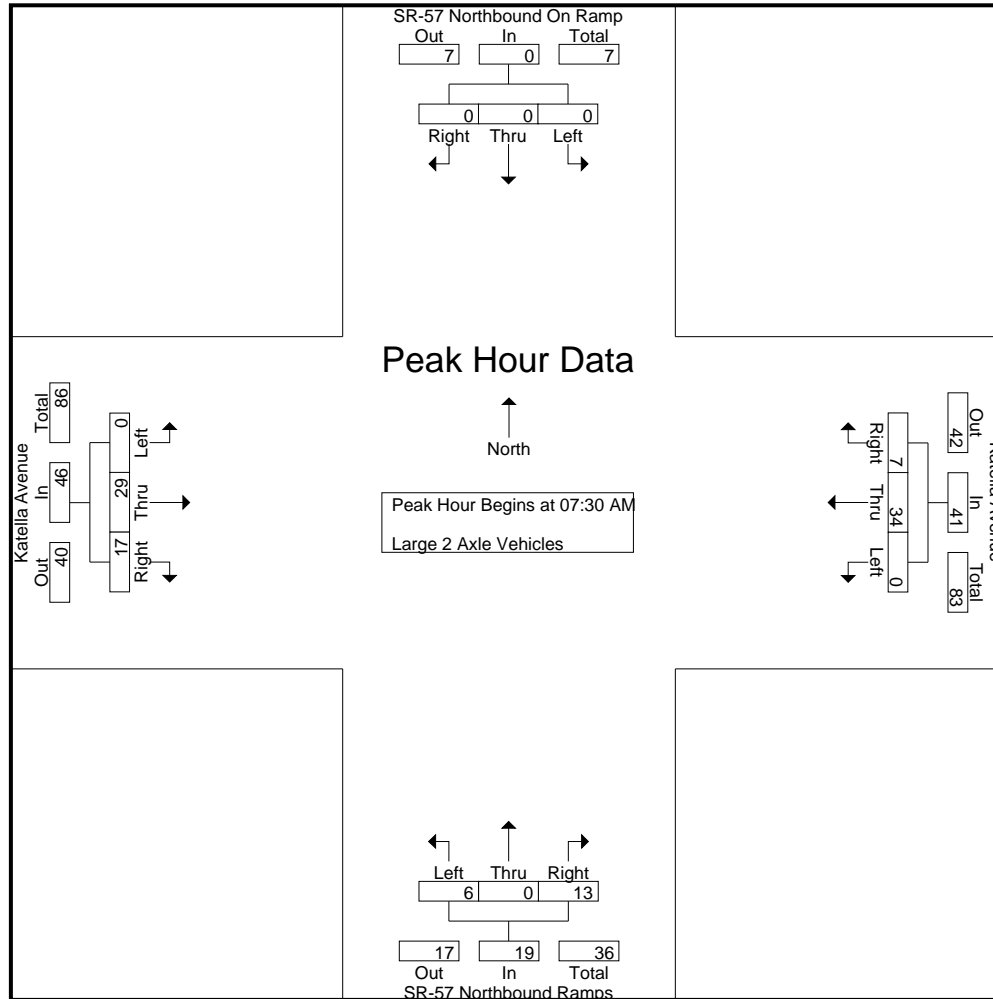
Groups Printed- Large 2 Axle Vehicles

| Start Time | SR-57 Northbound On Ramp Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Northbound Ramps Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|-------------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 3 | 0 | 2 | 1 | 5 | 0 | 4 | 2 | 0 | 6 | 1 | 17 | 18 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 13 | 1 | 0 | 2 | 2 | 3 | 0 | 5 | 3 | 0 | 8 | 2 | 24 | 26 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 2 | 1 | 4 | 0 | 13 | 1 | 0 | 14 | 1 | 20 | 21 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 10 | 1 | 0 | 2 | 1 | 3 | 0 | 9 | 3 | 0 | 12 | 1 | 25 | 26 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 3 | 0 | 31 | 7 | 0 | 8 | 5 | 15 | 0 | 31 | 9 | 0 | 40 | 5 | 86 | 91 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 15 | 2 | 0 | 7 | 2 | 9 | 0 | 4 | 6 | 0 | 10 | 2 | 34 | 36 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 14 | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 7 | 0 | 10 | 0 | 27 | 27 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 4 | 2 | 4 | 0 | 9 | 4 | 0 | 13 | 2 | 24 | 26 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 9 | 4 | 0 | 1 | 0 | 5 | 0 | 4 | 6 | 0 | 10 | 0 | 24 | 24 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 9 | 0 | 45 | 7 | 0 | 14 | 4 | 21 | 0 | 20 | 23 | 0 | 43 | 4 | 109 | 113 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 12 | 0 | 76 | 14 | 0 | 22 | 9 | 36 | 0 | 51 | 32 | 0 | 83 | 9 | 195 | 204 |
| Apprch % | 0 | 0 | 0 | | | 0 | 84.2 | 15.8 | | | 38.9 | 0 | 61.1 | | | 0 | 61.4 | 38.6 | | | | | |
| Total % | 0 | 0 | 0 | | | 0 | 32.8 | 6.2 | | 39 | 7.2 | 0 | 11.3 | | 18.5 | 0 | 26.2 | 16.4 | | 42.6 | 4.4 | 95.6 | |

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 4 | 0 | 13 | 1 | 14 | 20 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 10 | 1 | 0 | 2 | 3 | 0 | 9 | 3 | 12 | 25 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 15 | 2 | 0 | 7 | 9 | 0 | 4 | 6 | 10 | 34 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 14 | 1 | 0 | 2 | 3 | 0 | 3 | 7 | 10 | 27 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 34 | 7 | 41 | 6 | 0 | 13 | 19 | 0 | 29 | 17 | 46 | 106 |
| % App. Total | 0 | 0 | 0 | | 0 | 82.9 | 17.1 | | 31.6 | 0 | 68.4 | | 0 | 63 | 37 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .654 | .583 | .683 | .750 | .000 | .464 | .528 | .000 | .558 | .607 | .821 | .779 |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 4 | 0 | 13 | 1 | 14 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 10 | 1 | 0 | 2 | 3 | 0 | 9 | 3 | 12 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 15 | 2 | 0 | 7 | 9 | 0 | 4 | 6 | 10 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 14 | 1 | 0 | 2 | 3 | 0 | 3 | 7 | 10 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 34 | 7 | 41 | 6 | 0 | 13 | 19 | 0 | 29 | 17 | 46 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 82.9 | 17.1 | | 31.6 | 0 | 68.4 | | 0 | 63 | 37 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .654 | .583 | .683 | .750 | .000 | .464 | .528 | .000 | .558 | .607 | .821 | |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

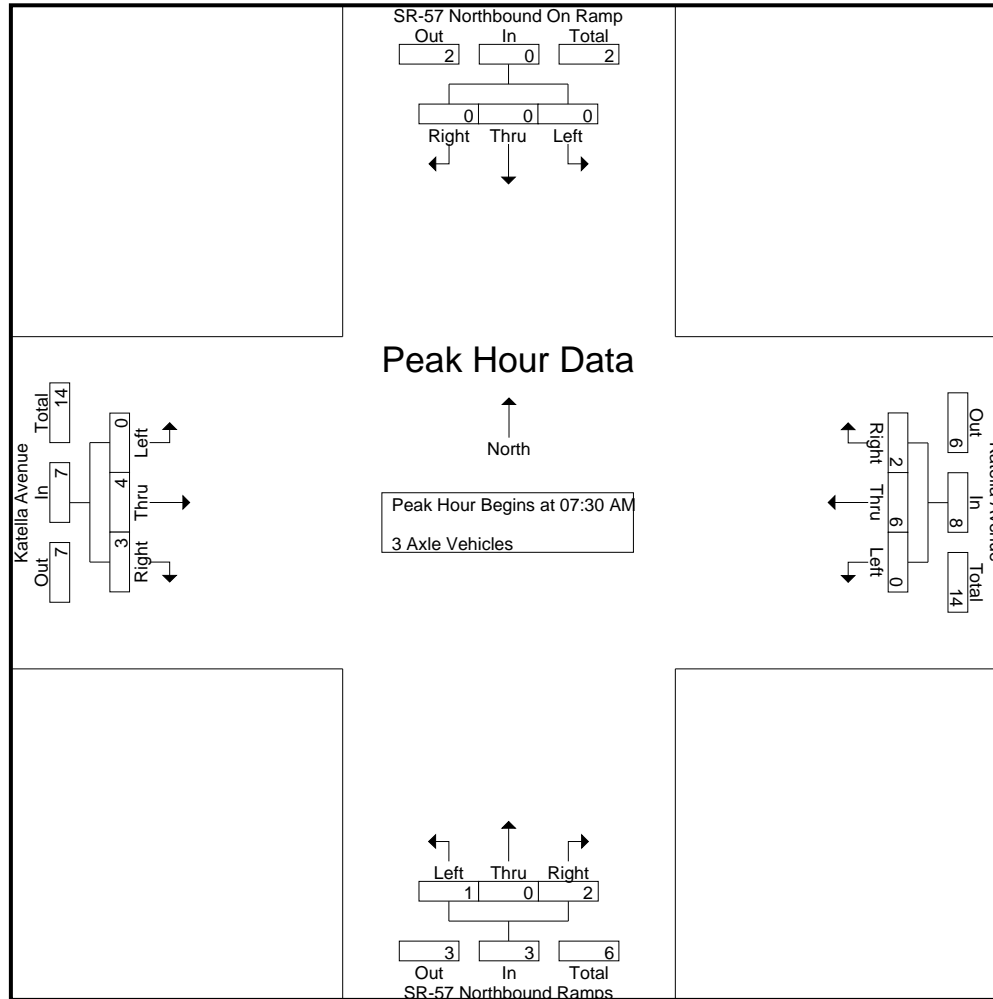
Groups Printed- 3 Axle Vehicles

| Start Time | SR-57 Northbound On Ramp Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Northbound Ramps Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | | | | | |
|-------------|-------------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|---|----|---|-----|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 2 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 10 | 0 | 10 | 0 | 10 | 10 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 1 | 0 | 2 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 14 | 0 | 14 | 0 | 14 | 14 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 11 | 1 | 0 | 2 | 0 | 3 | 0 | 5 | 5 | 0 | 10 | 0 | 0 | 24 | 0 | 24 | 0 | 24 | 24 |
| Apprch % | 0 | 0 | 0 | | | 0 | 81.8 | 18.2 | | | 33.3 | 0 | 66.7 | | | 0 | 50 | 50 | | | | | | | | | | |
| Total % | 0 | 0 | 0 | | | 0 | 37.5 | 8.3 | | 45.8 | 4.2 | 0 | 8.3 | | 12.5 | 0 | 20.8 | 20.8 | | 41.7 | 0 | 0 | 100 | | | 0 | 100 | |

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 4 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 8 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 1 | 0 | 2 | 3 | 0 | 4 | 3 | 7 | 18 |
| % App. Total | 0 | 0 | 0 | | 0 | 75 | 25 | | 33.3 | 0 | 66.7 | | 0 | 57.1 | 42.9 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .500 | .500 | .250 | .000 | .250 | .375 | .000 | .333 | .375 | .583 | .563 |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
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File Name : 02_ANA_57N_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 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 | 1 | 1 | 2 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 1 | 0 | 2 | 3 | 0 | 4 | 3 | 7 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 75 | 25 | | 33.3 | 0 | 66.7 | | 0 | 57.1 | 42.9 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .500 | .500 | .250 | .000 | .250 | .375 | .000 | .333 | .375 | .583 | |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

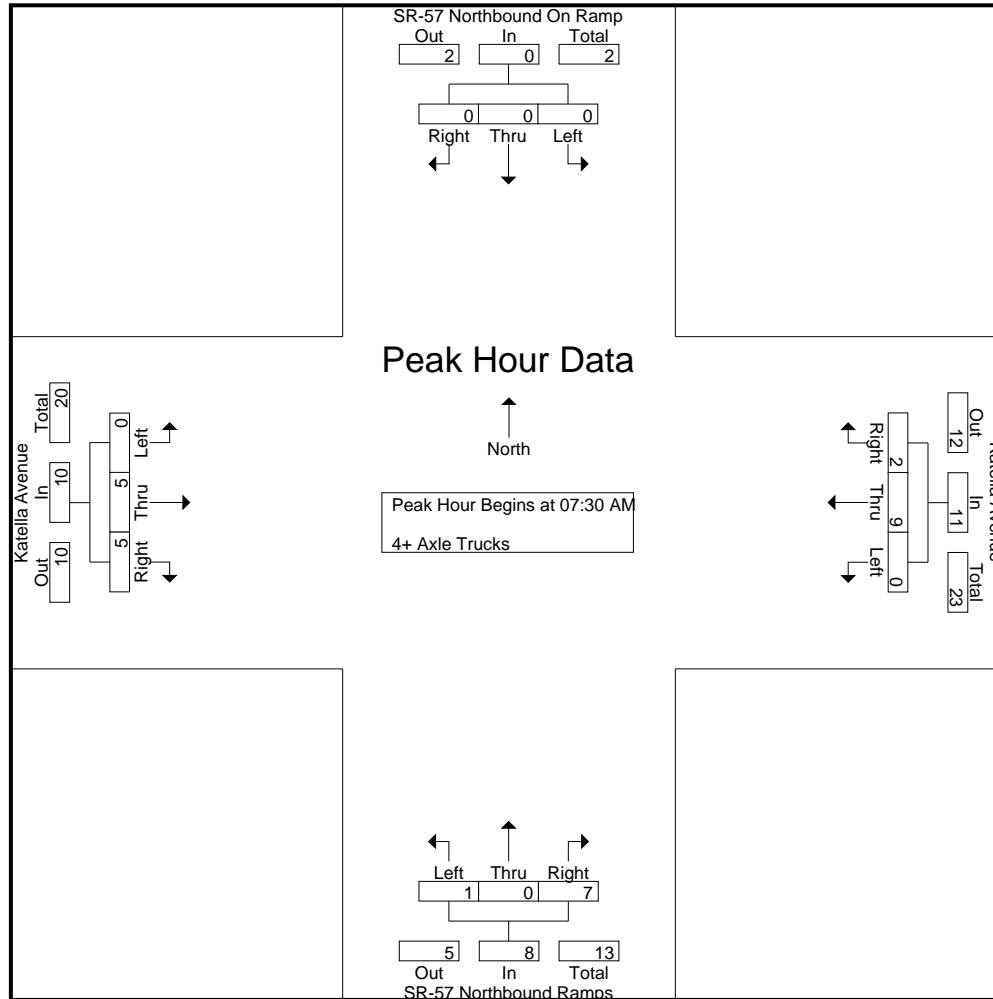
Groups Printed- 4+ Axle Trucks

| Start Time | SR-57 Northbound On Ramp Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Northbound Ramps Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | |
|-------------|-------------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 3 | 3 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 7 | 7 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 8 | 8 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 3 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 9 | 9 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 1 | 0 | 4 | 0 | 5 | 0 | 3 | 11 | 0 | 14 | 0 | 0 | 27 | 27 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 5 | 5 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 7 | 7 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 6 | 0 | 8 | 0 | 0 | 10 | 10 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | 0 | 4 | 6 | 0 | 10 | 0 | 0 | 15 | 15 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 3 | 0 | 7 | 0 | 10 | 0 | 8 | 14 | 0 | 22 | 0 | 0 | 37 | 37 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 13 | 4 | 0 | 11 | 0 | 15 | 0 | 11 | 25 | 0 | 36 | 0 | 0 | 64 | 64 |
| Apprch % | 0 | 0 | 0 | | | 0 | 76.9 | 23.1 | | | 26.7 | 0 | 73.3 | | | 0 | 30.6 | 69.4 | | | 0 | 0 | | |
| Total % | 0 | 0 | 0 | | | 0 | 15.6 | 4.7 | | 20.3 | 6.2 | 0 | 17.2 | | 23.4 | 0 | 17.2 | 39.1 | | 56.2 | 0 | 0 | 100 | |

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 2 | 3 | 5 | 8 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 1 | 0 | 3 | 4 | 0 | 1 | 0 | 1 | 9 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 3 | 5 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 7 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 11 | 1 | 0 | 7 | 8 | 0 | 5 | 5 | 10 | 29 |
| % App. Total | 0 | 0 | 0 | | 0 | 81.8 | 18.2 | | 12.5 | 0 | 87.5 | | 0 | 50 | 50 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .750 | .500 | .688 | .250 | .000 | .583 | .500 | .000 | .625 | .417 | .500 | .806 |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 2 | 3 | 5 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 1 | 0 | 3 | 4 | 0 | 1 | 0 | 1 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 3 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 11 | 1 | 0 | 7 | 8 | 0 | 5 | 5 | 10 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 81.8 | 18.2 | | 12.5 | 0 | 87.5 | | 0 | 50 | 50 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .750 | .500 | .688 | .250 | .000 | .583 | .500 | .000 | .625 | .417 | .500 | |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

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

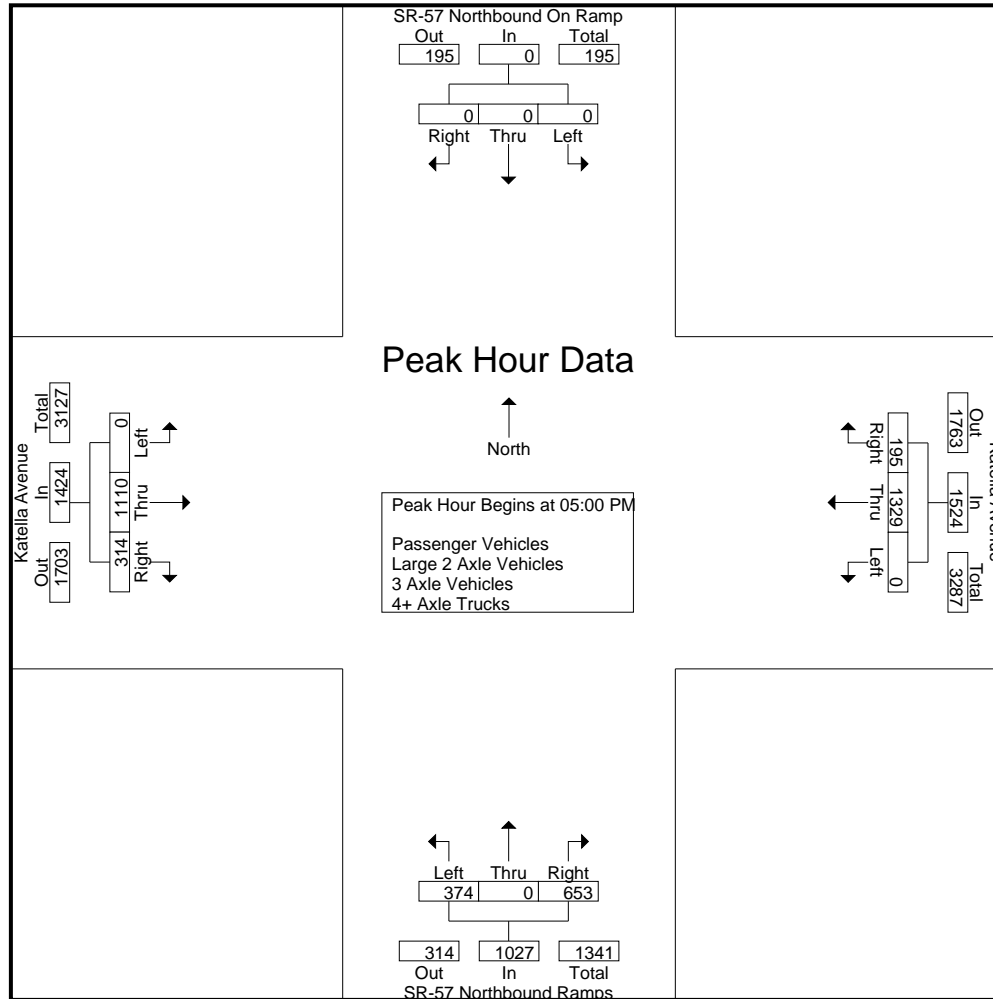
| Start Time | SR-57 Northbound On Ramp Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Northbound Ramps Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------------------|-------------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 326 | 58 | 0 | 384 | 57 | 0 | 125 | 88 | 182 | 0 | 209 | 107 | 0 | 316 | 88 | 882 | 970 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 341 | 48 | 0 | 389 | 57 | 0 | 119 | 87 | 176 | 0 | 223 | 94 | 0 | 317 | 87 | 882 | 969 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 314 | 67 | 0 | 381 | 63 | 0 | 123 | 78 | 186 | 0 | 229 | 108 | 0 | 337 | 78 | 904 | 982 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 278 | 48 | 0 | 326 | 54 | 0 | 147 | 72 | 201 | 0 | 237 | 75 | 0 | 312 | 72 | 839 | 911 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1259 | 221 | 0 | 1480 | 231 | 0 | 514 | 325 | 745 | 0 | 898 | 384 | 0 | 1282 | 325 | 3507 | 3832 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 362 | 71 | 0 | 433 | 64 | 0 | 133 | 48 | 197 | 0 | 283 | 107 | 0 | 390 | 48 | 1020 | 1068 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 331 | 42 | 0 | 373 | 87 | 0 | 168 | 43 | 255 | 0 | 253 | 74 | 0 | 327 | 43 | 955 | 998 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 328 | 51 | 0 | 379 | 101 | 0 | 167 | 12 | 268 | 0 | 311 | 75 | 0 | 386 | 12 | 1033 | 1045 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 308 | 31 | 0 | 339 | 122 | 0 | 185 | 3 | 307 | 0 | 263 | 58 | 0 | 321 | 3 | 967 | 970 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1329 | 195 | 0 | 1524 | 374 | 0 | 653 | 106 | 1027 | 0 | 1110 | 314 | 0 | 1424 | 106 | 3975 | 4081 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 2588 | 416 | 0 | 3004 | 605 | 0 | 1167 | 431 | 1772 | 0 | 2008 | 698 | 0 | 2706 | 431 | 7482 | 7913 |
| Apprch % | 0 | 0 | 0 | | | 0 | 86.2 | 13.8 | | | 34.1 | 0 | 65.9 | | | 0 | 74.2 | 25.8 | | | | | |
| Total % | 0 | 0 | 0 | | | 0 | 34.6 | 5.6 | | 40.1 | 8.1 | 0 | 15.6 | | 23.7 | 0 | 26.8 | 9.3 | | 36.2 | 5.4 | 94.6 | |
| Passenger Vehicles | 0 | 0 | 0 | | | 0 | 2548 | 410 | | 2958 | 551 | 0 | 1139 | | 2110 | 0 | 1958 | 684 | | 2642 | 0 | 0 | 7710 |
| % Passenger Vehicles | 0 | 0 | 0 | | | 0 | 98.5 | 98.6 | | 98.5 | 91.1 | 0 | 97.6 | 97.4 | 95.8 | 0 | 97.5 | 98 | | 97.6 | 0 | 0 | 97.4 |
| Large 2 Axle Vehicles | 0 | 0 | 0 | | | 0 | 34 | 5 | | 39 | 47 | 0 | 23 | | 79 | 0 | 39 | 8 | | 47 | 0 | 0 | 165 |
| % Large 2 Axle Vehicles | 0 | 0 | 0 | | | 0 | 1.3 | 1.2 | | 1.3 | 7.8 | 0 | 2 | 2.1 | 3.6 | 0 | 1.9 | 1.1 | | 1.7 | 0 | 0 | 2.1 |
| 3 Axle Vehicles | 0 | 0 | 0 | | | 0 | 3 | 0 | | 3 | 4 | 0 | 3 | | 9 | 0 | 5 | 1 | | 6 | 0 | 0 | 18 |
| % 3 Axle Vehicles | 0 | 0 | 0 | | | 0 | 0.1 | 0 | | 0.1 | 0.7 | 0 | 0.3 | 0.5 | 0.4 | 0 | 0.2 | 0.1 | | 0.2 | 0 | 0 | 0.2 |
| 4+ Axle Trucks | 0 | 0 | 0 | | | 0 | 3 | 1 | | 4 | 3 | 0 | 2 | | 5 | 0 | 6 | 5 | | 11 | 0 | 0 | 20 |
| % 4+ Axle Trucks | 0 | 0 | 0 | | | 0 | 0.1 | 0.2 | | 0.1 | 0.5 | 0 | 0.2 | 0 | 0.2 | 0 | 0.3 | 0.7 | | 0.4 | 0 | 0 | 0.3 |

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 | 362 | 71 | 433 | 64 | 0 | 133 | 197 | 0 | 283 | 107 | 390 | 1020 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 331 | 42 | 373 | 87 | 0 | 168 | 255 | 0 | 253 | 74 | 327 | 955 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 328 | 51 | 379 | 101 | 0 | 167 | 268 | 0 | 311 | 75 | 386 | 1033 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 308 | 31 | 339 | 122 | 0 | 185 | 307 | 0 | 263 | 58 | 321 | 967 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1329 | 195 | 1524 | 374 | 0 | 653 | 1027 | 0 | 1110 | 314 | 1424 | 3975 |
| % App. Total | 0 | 0 | 0 | | 0 | 87.2 | 12.8 | | 36.4 | 0 | 63.6 | | 0 | 77.9 | 22.1 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .918 | .687 | .880 | .766 | .000 | .882 | .836 | .000 | .892 | .734 | .913 | .962 |

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

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
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City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 04:00 PM | | | | 04:15 PM | | | | 05:00 PM | | | | 05:00 PM | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 341 | 48 | 389 | 64 | 0 | 133 | 197 | 0 | 283 | 107 | 390 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 314 | 67 | 381 | 87 | 0 | 168 | 255 | 0 | 253 | 74 | 327 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 278 | 48 | 326 | 101 | 0 | 167 | 268 | 0 | 311 | 75 | 386 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 362 | 71 | 433 | 122 | 0 | 185 | 307 | 0 | 263 | 58 | 321 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1295 | 234 | 1529 | 374 | 0 | 653 | 1027 | 0 | 1110 | 314 | 1424 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 84.7 | 15.3 | | 36.4 | 0 | 63.6 | | 0 | 77.9 | 22.1 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .894 | .824 | .883 | .766 | .000 | .882 | .836 | .000 | .892 | .734 | .913 | |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

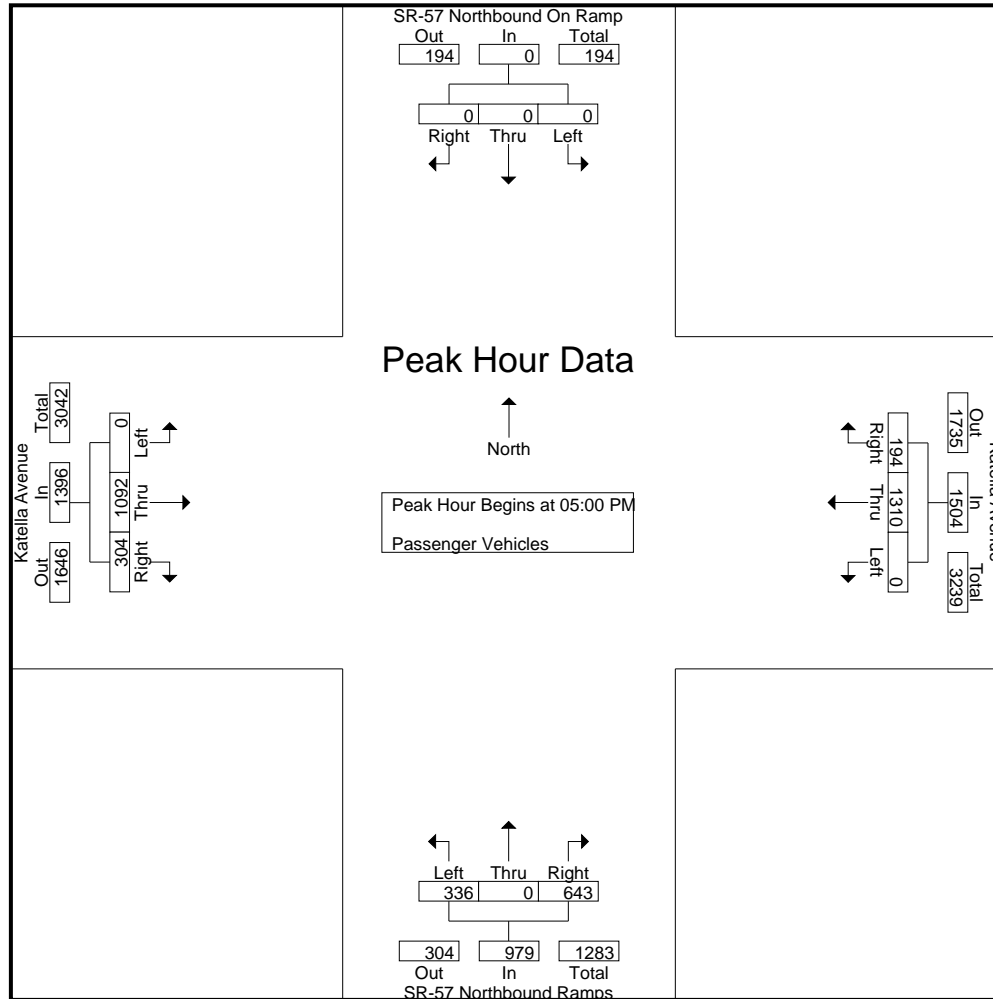
Groups Printed- Passenger Vehicles

| Start Time | SR-57 Northbound On Ramp Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Northbound Ramps Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|-------------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 318 | 55 | 0 | 373 | 52 | 0 | 117 | 83 | 169 | 0 | 199 | 106 | 0 | 305 | 83 | 847 | 930 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 336 | 47 | 0 | 383 | 55 | 0 | 117 | 86 | 172 | 0 | 217 | 93 | 0 | 310 | 86 | 865 | 951 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 308 | 66 | 0 | 374 | 56 | 0 | 122 | 77 | 178 | 0 | 219 | 107 | 0 | 326 | 77 | 878 | 955 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 276 | 48 | 0 | 324 | 52 | 0 | 140 | 69 | 192 | 0 | 231 | 74 | 0 | 305 | 69 | 821 | 890 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1238 | 216 | 0 | 1454 | 215 | 0 | 496 | 315 | 711 | 0 | 866 | 380 | 0 | 1246 | 315 | 3411 | 3726 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 356 | 70 | 0 | 426 | 60 | 0 | 129 | 47 | 189 | 0 | 278 | 105 | 0 | 383 | 47 | 998 | 1045 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 330 | 42 | 0 | 372 | 82 | 0 | 168 | 43 | 250 | 0 | 251 | 69 | 0 | 320 | 43 | 942 | 985 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 319 | 51 | 0 | 370 | 85 | 0 | 162 | 12 | 247 | 0 | 302 | 73 | 0 | 375 | 12 | 992 | 1004 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 305 | 31 | 0 | 336 | 109 | 0 | 184 | 3 | 293 | 0 | 261 | 57 | 0 | 318 | 3 | 947 | 950 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1310 | 194 | 0 | 1504 | 336 | 0 | 643 | 105 | 979 | 0 | 1092 | 304 | 0 | 1396 | 105 | 3879 | 3984 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 2548 | 410 | 0 | 2958 | 551 | 0 | 1139 | 420 | 1690 | 0 | 1958 | 684 | 0 | 2642 | 420 | 7290 | 7710 |
| Apprch % | 0 | 0 | 0 | | | 0 | 86.1 | 13.9 | | | 32.6 | 0 | 67.4 | | | 0 | 74.1 | 25.9 | | | | | |
| Total % | 0 | 0 | 0 | | | 0 | 35 | 5.6 | | 40.6 | 7.6 | 0 | 15.6 | | 23.2 | 0 | 26.9 | 9.4 | | 36.2 | 5.4 | 94.6 | |

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 | 356 | 70 | 426 | 60 | 0 | 129 | 189 | 0 | 278 | 105 | 383 | 998 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 330 | 42 | 372 | 82 | 0 | 168 | 250 | 0 | 251 | 69 | 320 | 942 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 319 | 51 | 370 | 85 | 0 | 162 | 247 | 0 | 302 | 73 | 375 | 992 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 305 | 31 | 336 | 109 | 0 | 184 | 293 | 0 | 261 | 57 | 318 | 947 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1310 | 194 | 1504 | 336 | 0 | 643 | 979 | 0 | 1092 | 304 | 1396 | 3879 |
| % App. Total | 0 | 0 | 0 | | 0 | 87.1 | 12.9 | | 34.3 | 0 | 65.7 | | 0 | 78.2 | 21.8 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .920 | .693 | .883 | .771 | .000 | .874 | .835 | .000 | .904 | .724 | .911 | .972 |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
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City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
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File Name : 02_ANA_57N_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 356 | 70 | 426 | 60 | 0 | 129 | 189 | 0 | 278 | 105 | 383 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 330 | 42 | 372 | 82 | 0 | 168 | 250 | 0 | 251 | 69 | 320 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 319 | 51 | 370 | 85 | 0 | 162 | 247 | 0 | 302 | 73 | 375 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 305 | 31 | 336 | 109 | 0 | 184 | 293 | 0 | 261 | 57 | 318 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1310 | 194 | 1504 | 336 | 0 | 643 | 979 | 0 | 1092 | 304 | 1396 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 87.1 | 12.9 | | 34.3 | 0 | 65.7 | | 0 | 78.2 | 21.8 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .920 | .693 | .883 | .771 | .000 | .874 | .835 | .000 | .904 | .724 | .911 | |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

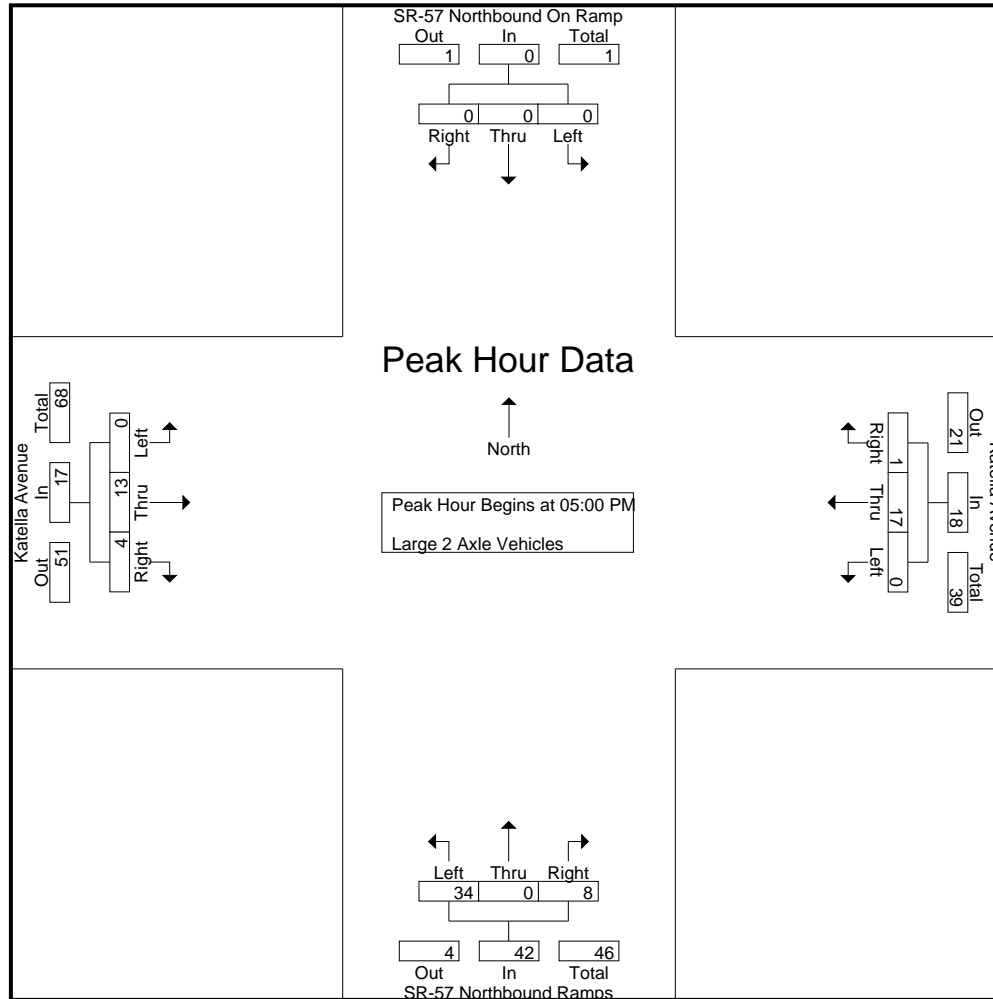
Groups Printed- Large 2 Axle Vehicles

| Start Time | SR-57 Northbound On Ramp Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Northbound Ramps Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|-------------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 9 | 5 | 0 | 6 | 4 | 11 | 0 | 8 | 1 | 0 | 9 | 4 | 29 | 33 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 1 | 0 | 2 | 1 | 3 | 0 | 4 | 1 | 0 | 5 | 1 | 13 | 14 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 5 | 0 | 1 | 1 | 6 | 0 | 8 | 1 | 0 | 9 | 1 | 21 | 22 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 6 | 2 | 8 | 0 | 6 | 1 | 0 | 7 | 2 | 16 | 18 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 4 | 0 | 21 | 13 | 0 | 15 | 8 | 28 | 0 | 26 | 4 | 0 | 30 | 8 | 79 | 87 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 3 | 0 | 3 | 1 | 6 | 0 | 5 | 1 | 0 | 6 | 1 | 18 | 19 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 7 | 7 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 14 | 0 | 4 | 0 | 18 | 0 | 7 | 0 | 0 | 7 | 0 | 33 | 33 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 13 | 0 | 1 | 0 | 14 | 0 | 1 | 1 | 0 | 2 | 0 | 19 | 19 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 18 | 34 | 0 | 8 | 1 | 42 | 0 | 13 | 4 | 0 | 17 | 1 | 77 | 78 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 5 | 0 | 39 | 47 | 0 | 23 | 9 | 70 | 0 | 39 | 8 | 0 | 47 | 9 | 156 | 165 |
| Apprch % | 0 | 0 | 0 | | | 0 | 87.2 | 12.8 | | | 67.1 | 0 | 32.9 | | | 0 | 83 | 17 | | | | | |
| Total % | 0 | 0 | 0 | | | 0 | 21.8 | 3.2 | | 25 | 30.1 | 0 | 14.7 | | 44.9 | 0 | 25 | 5.1 | | 30.1 | 5.5 | 94.5 | |

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 | 5 | 1 | 6 | 3 | 0 | 3 | 6 | 0 | 5 | 1 | 6 | 18 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 4 | 0 | 0 | 2 | 2 | 7 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 14 | 0 | 4 | 18 | 0 | 7 | 0 | 7 | 33 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 13 | 0 | 1 | 14 | 0 | 1 | 1 | 2 | 19 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 18 | 34 | 0 | 8 | 42 | 0 | 13 | 4 | 17 | 77 |
| % App. Total | 0 | 0 | 0 | | 0 | 94.4 | 5.6 | | 81 | 0 | 19 | | 0 | 76.5 | 23.5 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .531 | .250 | .563 | .607 | .000 | .500 | .583 | .000 | .464 | .500 | .607 | .583 |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 6 | 3 | 0 | 3 | 6 | 0 | 5 | 1 | 6 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 4 | 0 | 0 | 2 | 2 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 14 | 0 | 4 | 18 | 0 | 7 | 0 | 7 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 13 | 0 | 1 | 14 | 0 | 1 | 1 | 2 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 18 | 34 | 0 | 8 | 42 | 0 | 13 | 4 | 17 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 94.4 | 5.6 | | 81 | 0 | 19 | | 0 | 76.5 | 23.5 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .531 | .250 | .563 | .607 | .000 | .500 | .583 | .000 | .464 | .500 | .607 | |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

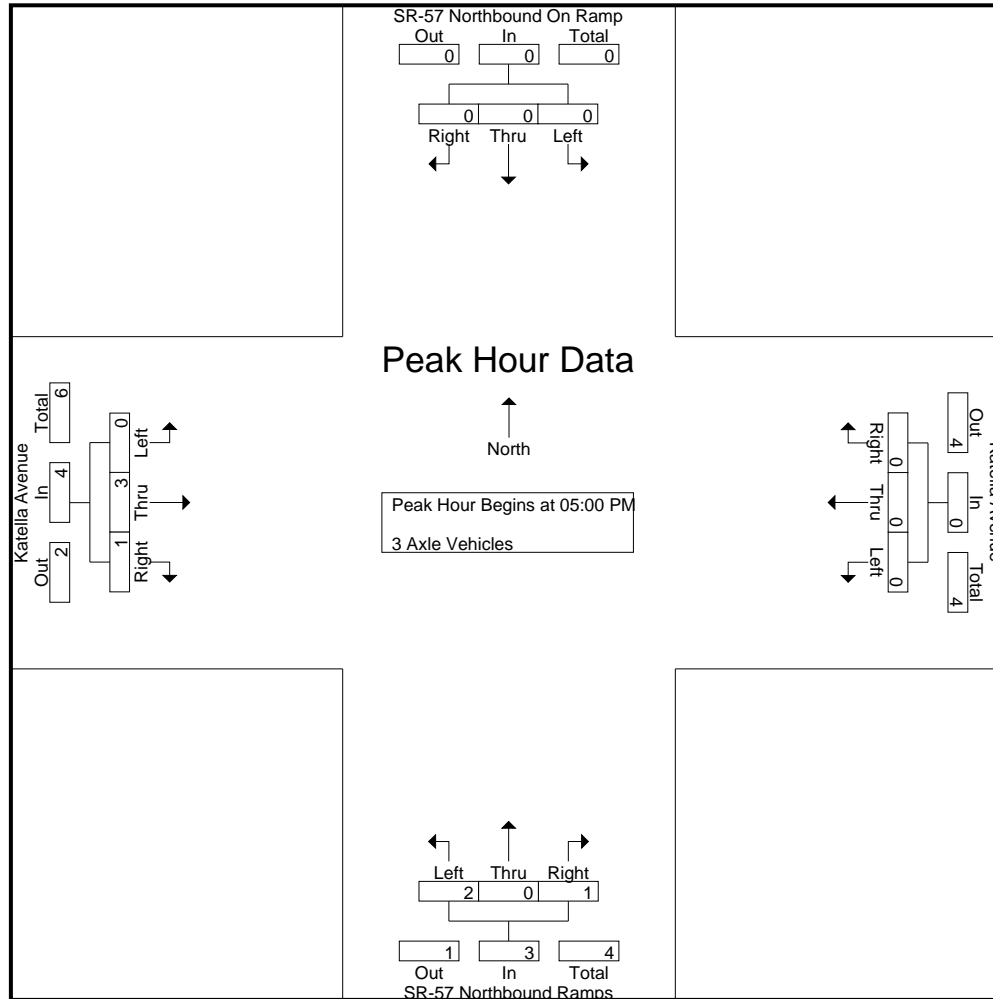
Groups Printed- 3 Axle Vehicles

| Start Time | SR-57 Northbound On Ramp Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Northbound Ramps Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|-------------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 2 | 0 | 2 | 2 | 4 | 0 | 2 | 0 | 0 | 2 | 2 | 9 | 11 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 5 | 5 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 2 | 0 | 1 | 0 | 3 | 0 | 3 | 1 | 0 | 4 | 0 | 7 | 7 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 | 0 | 3 | 2 | 7 | 0 | 5 | 1 | 0 | 6 | 2 | 16 | 18 |
| Apprch % | 0 | 0 | 0 | | | 0 | 100 | 0 | | | 57.1 | 0 | 42.9 | | | 0 | 83.3 | 16.7 | | | | | |
| Total % | 0 | 0 | 0 | | | 0 | 18.8 | 0 | | 18.8 | 25 | 0 | 18.8 | | 43.8 | 0 | 31.2 | 6.2 | | 37.5 | 11.1 | 88.9 | |

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 1 | 3 | 5 |
| 05:45 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 | 2 | 0 | 1 | 3 | 0 | 3 | 1 | 4 | 7 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 66.7 | 0 | 33.3 | | 0 | 75 | 25 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .250 | .375 | .000 | .375 | .250 | .333 | .350 |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 1 | 3 | 3 |
| +45 mins. | 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 | 2 | 0 | 1 | 3 | 0 | 3 | 1 | 4 | 4 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66.7 | 0 | 33.3 | | 0 | 75 | 25 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .250 | .375 | .000 | .375 | .250 | .333 | |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

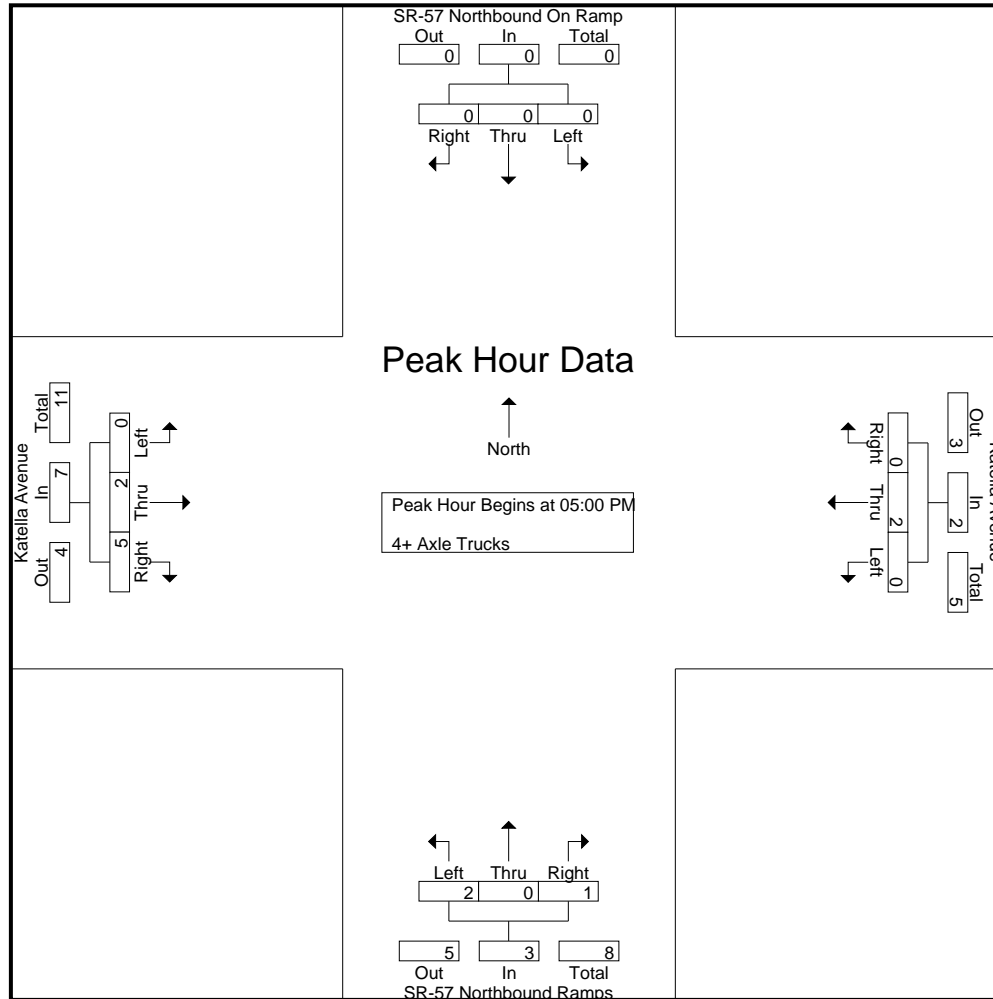
Groups Printed- 4+ Axle Trucks

| Start Time | SR-57 Northbound On Ramp Southbound | | | | | Katella Avenue Westbound | | | | | SR-57 Northbound Ramps Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | |
|-------------|-------------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 4 | 4 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 8 | 8 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 5 | 5 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 3 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 3 | 0 | 2 | 5 | 0 | 7 | 0 | 0 | 12 | 12 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 3 | 0 | 2 | 0 | 5 | 0 | 6 | 5 | 0 | 11 | 0 | 0 | 20 | 20 |
| Apprch % | 0 | 0 | 0 | | | 0 | 75 | 25 | | | 60 | 0 | 40 | | | 0 | 54.5 | 45.5 | | | 0 | 0 | 100 | |
| Total % | 0 | 0 | 0 | | | 0 | 15 | 5 | | 20 | 15 | 0 | 10 | | 25 | 0 | 30 | 25 | | 55 | 0 | 0 | 100 | |

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 | 1 | 1 | 0 | 0 | 1 | 1 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 3 | 4 | 5 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 3 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 1 | 3 | 0 | 2 | 5 | 7 | 12 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 66.7 | 0 | 33.3 | | 0 | 28.6 | 71.4 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .500 | .000 | .250 | .750 | .000 | .500 | .417 | .438 | .600 |

City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Anaheim
 N/S: SR-57 Northbound Ramps
 E/W: Katella Avenue
 Weather: Clear

File Name : 02_ANA_57N_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | SR-57 Northbound On Ramp Southbound | | | | Katella Avenue Westbound | | | | SR-57 Northbound Ramps Northbound | | | | Katella Avenue 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 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 | 1 | 1 | 0 | 0 | 1 | 1 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 3 | 4 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 1 | 3 | 0 | 2 | 5 | 7 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 100 | 0 | | 66.7 | 0 | 33.3 | | 0 | 28.6 | 71.4 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .500 | .000 | .250 | .750 | .000 | .500 | .417 | .438 | |

Location: Anaheim
 N/S: SR-57 NB Ramps
 E/W: Katella Avenue



Date: 8/31/2022
 Day: Wednesday

PEDESTRIANS

| | North Leg SR-57 NB Ramps | East Leg Katella Avenue | South Leg SR-57 NB Ramps | West Leg Katella Avenue | |
|----------------|-----------------------------|----------------------------|-----------------------------|----------------------------|---|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 0 | 0 | 1 | 0 | 1 |
| 7:15 AM | 0 | 0 | 1 | 0 | 1 |
| 7:30 AM | 0 | 0 | 1 | 0 | 1 |
| 7:45 AM | 0 | 0 | 1 | 0 | 1 |
| 8:00 AM | 0 | 0 | 2 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 1 | 0 | 1 |
| 8:45 AM | 1 | 0 | 1 | 0 | 2 |
| TOTAL VOLUMES: | 1 | 0 | 8 | 0 | 9 |

| | North Leg SR-57 NB Ramps | East Leg Katella Avenue | South Leg SR-57 NB Ramps | West Leg Katella Avenue | |
|----------------|-----------------------------|----------------------------|-----------------------------|----------------------------|----|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 0 | 0 | 2 | 0 | 2 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 4 | 0 | 4 |
| 5:00 PM | 0 | 0 | 4 | 0 | 4 |
| 5:15 PM | 0 | 0 | 1 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 11 | 0 | 11 |

Location: Anaheim
 N/S: SR-57 NB Ramps
 E/W: Katella Avenue



Date: 8/31/2022
 Day: Wednesday

BICYCLES

| | Southbound SR-57 NB Ramps | | | Westbound Katella Avenue | | | Northbound SR-57 NB Ramps | | | Eastbound Katella Avenue | | | |
|----------------|------------------------------|------|-------|-----------------------------|------|-------|------------------------------|------|-------|-----------------------------|------|-------|----|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 7:00 AM | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| 7:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 11 |

| | Southbound SR-57 NB Ramps | | | Westbound Katella Avenue | | | Northbound SR-57 NB Ramps | | | Eastbound Katella Avenue | | | |
|----------------|------------------------------|------|-------|-----------------------------|------|-------|------------------------------|------|-------|-----------------------------|------|-------|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

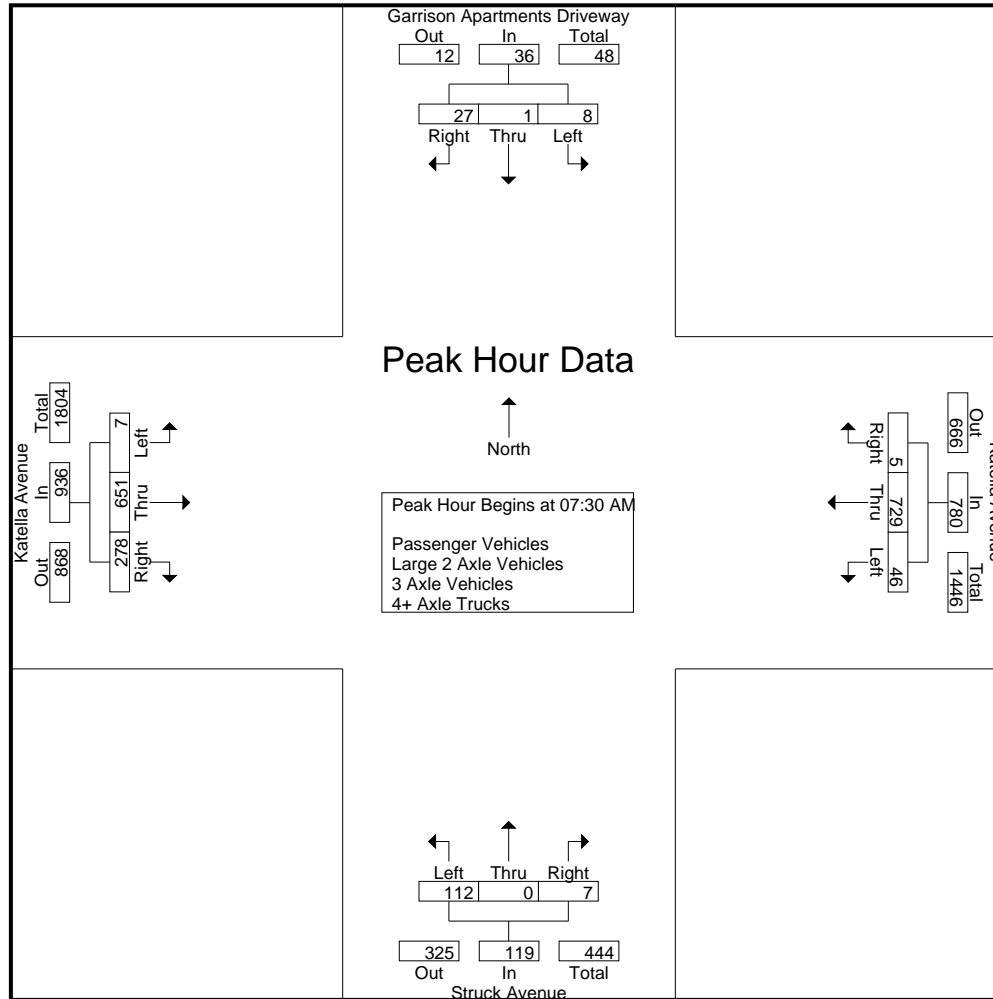
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| Start Time | Garrison Apartments Driveway Southbound | | | | | Katella Avenue Westbound | | | | | Struck Avenue Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------------------|---|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 1 | 0 | 3 | 0 | 4 | 3 | 140 | 0 | 0 | 143 | 25 | 0 | 1 | 0 | 26 | 0 | 99 | 49 | 15 | 148 | 15 | 321 | 336 |
| 07:15 AM | 2 | 1 | 8 | 2 | 11 | 8 | 113 | 0 | 0 | 121 | 35 | 0 | 1 | 0 | 36 | 1 | 128 | 51 | 16 | 180 | 18 | 348 | 366 |
| 07:30 AM | 0 | 0 | 6 | 3 | 6 | 9 | 168 | 1 | 0 | 178 | 18 | 0 | 1 | 0 | 19 | 2 | 139 | 69 | 24 | 210 | 27 | 413 | 440 |
| 07:45 AM | 4 | 0 | 9 | 4 | 13 | 10 | 165 | 1 | 1 | 176 | 28 | 0 | 1 | 0 | 29 | 2 | 179 | 73 | 30 | 254 | 35 | 472 | 507 |
| Total | 7 | 1 | 26 | 9 | 34 | 30 | 586 | 2 | 1 | 618 | 106 | 0 | 4 | 0 | 110 | 5 | 545 | 242 | 85 | 792 | 95 | 1554 | 1649 |
| 08:00 AM | 2 | 0 | 5 | 2 | 7 | 10 | 194 | 2 | 0 | 206 | 28 | 0 | 1 | 0 | 29 | 3 | 177 | 77 | 24 | 257 | 26 | 499 | 525 |
| 08:15 AM | 2 | 1 | 7 | 1 | 10 | 17 | 202 | 1 | 0 | 220 | 38 | 0 | 4 | 3 | 42 | 0 | 156 | 59 | 23 | 215 | 27 | 487 | 514 |
| 08:30 AM | 0 | 1 | 3 | 2 | 4 | 12 | 137 | 0 | 0 | 149 | 23 | 0 | 1 | 1 | 24 | 0 | 161 | 64 | 13 | 225 | 16 | 402 | 418 |
| 08:45 AM | 1 | 0 | 1 | 0 | 2 | 9 | 160 | 1 | 0 | 170 | 33 | 0 | 3 | 0 | 36 | 1 | 145 | 76 | 22 | 222 | 22 | 430 | 452 |
| Total | 5 | 2 | 16 | 5 | 23 | 48 | 693 | 4 | 0 | 745 | 122 | 0 | 9 | 4 | 131 | 4 | 639 | 276 | 82 | 919 | 91 | 1818 | 1909 |
| Grand Total | 12 | 3 | 42 | 14 | 57 | 78 | 1279 | 6 | 1 | 1363 | 228 | 0 | 13 | 4 | 241 | 9 | 1184 | 518 | 167 | 1711 | 186 | 3372 | 3558 |
| Apprch % | 21.1 | 5.3 | 73.7 | | | 5.7 | 93.8 | 0.4 | | | 94.6 | 0 | 5.4 | | | 0.5 | 69.2 | 30.3 | | | | | |
| Total % | 0.4 | 0.1 | 1.2 | | 1.7 | 2.3 | 37.9 | 0.2 | | 40.4 | 6.8 | 0 | 0.4 | | 7.1 | 0.3 | 35.1 | 15.4 | | 50.7 | 5.2 | 94.8 | |
| Passenger Vehicles | 12 | 3 | 42 | | 71 | 78 | 1161 | 6 | | 1246 | 215 | 0 | 13 | | 232 | 8 | 1093 | 491 | | 1751 | 0 | 0 | 3300 |
| % Passenger Vehicles | 100 | 100 | 100 | 100 | 100 | 100 | 90.8 | 100 | 100 | 91.3 | 94.3 | 0 | 100 | 100 | 94.7 | 88.9 | 92.3 | 94.8 | 95.2 | 93.2 | 0 | 0 | 92.7 |
| Large 2 Axle Vehicles | 0 | 0 | 0 | | 0 | 0 | 89 | 0 | | 89 | 12 | 0 | 0 | | 12 | 1 | 69 | 24 | | 102 | 0 | 0 | 203 |
| % Large 2 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 6.5 | 5.3 | 0 | 0 | 0 | 4.9 | 11.1 | 5.8 | 4.6 | 4.8 | 5.4 | 0 | 0 | 5.7 |
| 3 Axle Vehicles | 0 | 0 | 0 | | 0 | 0 | 7 | 0 | | 7 | 1 | 0 | 0 | | 1 | 0 | 6 | 2 | | 8 | 0 | 0 | 16 |
| % 3 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0.5 | 0.4 | 0 | 0 | 0 | 0.4 | 0 | 0.5 | 0.4 | 0 | 0.4 | 0 | 0 | 0.4 |
| 4+ Axle Trucks | 0 | 0 | 0 | | 0 | 0 | 22 | 0 | | 22 | 0 | 0 | 0 | | 0 | 0 | 16 | 1 | | 17 | 0 | 0 | 39 |
| % 4+ Axle Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1.7 | 0 | 0 | 1.6 | 0 | 0 | 0 | 0 | 0 | 0 | 1.4 | 0.2 | 0 | 0.9 | 0 | 0 | 1.1 |

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 | 0 | 0 | 6 | 6 | 9 | 168 | 1 | 178 | 18 | 0 | 1 | 19 | 2 | 139 | 69 | 210 | 413 |
| 07:45 AM | 4 | 0 | 9 | 13 | 10 | 165 | 1 | 176 | 28 | 0 | 1 | 29 | 2 | 179 | 73 | 254 | 472 |
| 08:00 AM | 2 | 0 | 5 | 7 | 10 | 194 | 2 | 206 | 28 | 0 | 1 | 29 | 3 | 177 | 77 | 257 | 499 |
| 08:15 AM | 2 | 1 | 7 | 10 | 17 | 202 | 1 | 220 | 38 | 0 | 4 | 42 | 0 | 156 | 59 | 215 | 487 |
| Total Volume | 8 | 1 | 27 | 36 | 46 | 729 | 5 | 780 | 112 | 0 | 7 | 119 | 7 | 651 | 278 | 936 | 1871 |
| % App. Total | 22.2 | 2.8 | 75 | | 5.9 | 93.5 | 0.6 | | 94.1 | 0 | 5.9 | | 0.7 | 69.6 | 29.7 | | |
| PHF | .500 | .250 | .750 | .692 | .676 | .902 | .625 | .886 | .737 | .000 | .438 | .708 | .583 | .909 | .903 | .911 | .937 |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:15 AM | | | | 07:30 AM | | | | 08:00 AM | | | | 07:45 AM | | | | |
| +0 mins. | 2 | 1 | 8 | 11 | 9 | 168 | 1 | 178 | 28 | 0 | 1 | 29 | 2 | 179 | 73 | 254 | |
| +15 mins. | 0 | 0 | 6 | 6 | 10 | 165 | 1 | 176 | 38 | 0 | 4 | 42 | 3 | 177 | 77 | 257 | |
| +30 mins. | 4 | 0 | 9 | 13 | 10 | 194 | 2 | 206 | 23 | 0 | 1 | 24 | 0 | 156 | 59 | 215 | |
| +45 mins. | 2 | 0 | 5 | 7 | 17 | 202 | 1 | 220 | 33 | 0 | 3 | 36 | 0 | 161 | 64 | 225 | |
| Total Volume | 8 | 1 | 28 | 37 | 46 | 729 | 5 | 780 | 122 | 0 | 9 | 131 | 5 | 673 | 273 | 951 | |
| % App. Total | 21.6 | 2.7 | 75.7 | | 5.9 | 93.5 | 0.6 | | 93.1 | 0 | 6.9 | | 0.5 | 70.8 | 28.7 | | |
| PHF | .500 | .250 | .778 | .712 | .676 | .902 | .625 | .886 | .803 | .000 | .563 | .780 | .417 | .940 | .886 | .925 | |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

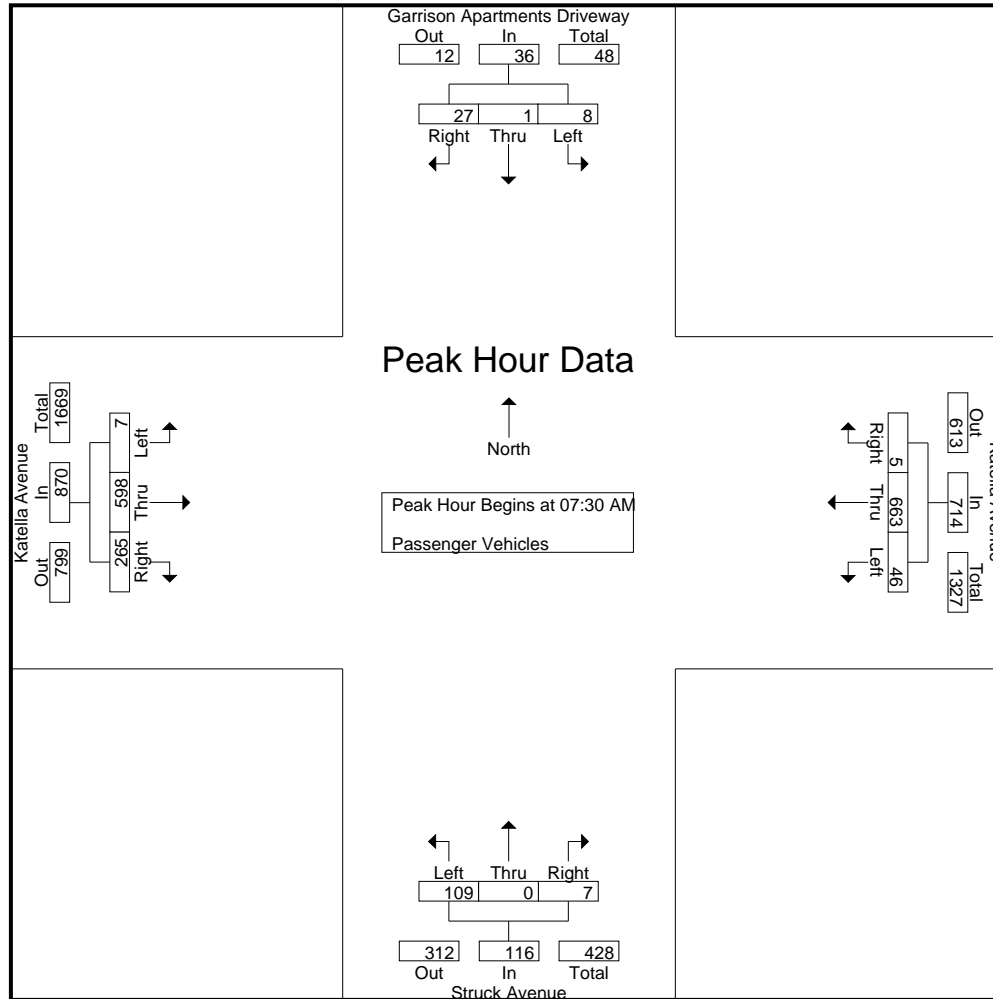
Groups Printed- Passenger Vehicles

| Start Time | Garrison Apartments Driveway Southbound | | | | | Katella Avenue Westbound | | | | | Struck Avenue Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 1 | 0 | 3 | 0 | 4 | 3 | 125 | 0 | 0 | 128 | 21 | 0 | 1 | 0 | 22 | 0 | 92 | 45 | 13 | 137 | 13 | 291 | 304 |
| 07:15 AM | 2 | 1 | 8 | 2 | 11 | 8 | 101 | 0 | 0 | 109 | 34 | 0 | 1 | 0 | 35 | 0 | 120 | 49 | 15 | 169 | 17 | 324 | 341 |
| 07:30 AM | 0 | 0 | 6 | 3 | 6 | 9 | 153 | 1 | 0 | 163 | 18 | 0 | 1 | 0 | 19 | 2 | 126 | 64 | 23 | 192 | 26 | 380 | 406 |
| 07:45 AM | 4 | 0 | 9 | 4 | 13 | 10 | 150 | 1 | 1 | 161 | 26 | 0 | 1 | 0 | 27 | 2 | 163 | 72 | 29 | 237 | 34 | 438 | 472 |
| Total | 7 | 1 | 26 | 9 | 34 | 30 | 529 | 2 | 1 | 561 | 99 | 0 | 4 | 0 | 103 | 4 | 501 | 230 | 80 | 735 | 90 | 1433 | 1523 |
| 08:00 AM | 2 | 0 | 5 | 2 | 7 | 10 | 177 | 2 | 0 | 189 | 28 | 0 | 1 | 0 | 29 | 3 | 162 | 74 | 24 | 239 | 26 | 464 | 490 |
| 08:15 AM | 2 | 1 | 7 | 1 | 10 | 17 | 183 | 1 | 0 | 201 | 37 | 0 | 4 | 3 | 41 | 0 | 147 | 55 | 22 | 202 | 26 | 454 | 480 |
| 08:30 AM | 0 | 1 | 3 | 2 | 4 | 12 | 123 | 0 | 0 | 135 | 21 | 0 | 1 | 1 | 22 | 0 | 149 | 61 | 12 | 210 | 15 | 371 | 386 |
| 08:45 AM | 1 | 0 | 1 | 0 | 2 | 9 | 149 | 1 | 0 | 159 | 30 | 0 | 3 | 0 | 33 | 1 | 134 | 71 | 21 | 206 | 21 | 400 | 421 |
| Total | 5 | 2 | 16 | 5 | 23 | 48 | 632 | 4 | 0 | 684 | 116 | 0 | 9 | 4 | 125 | 4 | 592 | 261 | 79 | 857 | 88 | 1689 | 1777 |
| Grand Total | 12 | 3 | 42 | 14 | 57 | 78 | 1161 | 6 | 1 | 1245 | 215 | 0 | 13 | 4 | 228 | 8 | 1093 | 491 | 159 | 1592 | 178 | 3122 | 3300 |
| Apprch % | 21.1 | 5.3 | 73.7 | | | 6.3 | 93.3 | 0.5 | | | 94.3 | 0 | 5.7 | | | 0.5 | 68.7 | 30.8 | | | | | |
| Total % | 0.4 | 0.1 | 1.3 | | 1.8 | 2.5 | 37.2 | 0.2 | | 39.9 | 6.9 | 0 | 0.4 | | 7.3 | 0.3 | 35 | 15.7 | | 51 | 5.4 | 94.6 | |

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 | 6 | 6 | 9 | 153 | 1 | 163 | 18 | 0 | 1 | 19 | 2 | 126 | 64 | 192 | 380 |
| 07:45 AM | 4 | 0 | 9 | 13 | 10 | 150 | 1 | 161 | 26 | 0 | 1 | 27 | 2 | 163 | 72 | 237 | 438 |
| 08:00 AM | 2 | 0 | 5 | 7 | 10 | 177 | 2 | 189 | 28 | 0 | 1 | 29 | 3 | 162 | 74 | 239 | 464 |
| 08:15 AM | 2 | 1 | 7 | 10 | 17 | 183 | 1 | 201 | 37 | 0 | 4 | 41 | 0 | 147 | 55 | 202 | 454 |
| Total Volume | 8 | 1 | 27 | 36 | 46 | 663 | 5 | 714 | 109 | 0 | 7 | 116 | 7 | 598 | 265 | 870 | 1736 |
| % App. Total | 22.2 | 2.8 | 75 | | 6.4 | 92.9 | 0.7 | | 94 | 0 | 6 | | 0.8 | 68.7 | 30.5 | | |
| PHF | .500 | .250 | .750 | .692 | .676 | .906 | .625 | .888 | .736 | .000 | .438 | .707 | .583 | .917 | .895 | .910 | .935 |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | |
| +0 mins. | 0 | 0 | 6 | 6 | 9 | 153 | 1 | 163 | 18 | 0 | 1 | 19 | 2 | 126 | 64 | 192 | |
| +15 mins. | 4 | 0 | 9 | 13 | 10 | 150 | 1 | 161 | 26 | 0 | 1 | 27 | 2 | 163 | 72 | 237 | |
| +30 mins. | 2 | 0 | 5 | 7 | 10 | 177 | 2 | 189 | 28 | 0 | 1 | 29 | 3 | 162 | 74 | 239 | |
| +45 mins. | 2 | 1 | 7 | 10 | 17 | 183 | 1 | 201 | 37 | 0 | 4 | 41 | 0 | 147 | 55 | 202 | |
| Total Volume | 8 | 1 | 27 | 36 | 46 | 663 | 5 | 714 | 109 | 0 | 7 | 116 | 7 | 598 | 265 | 870 | |
| % App. Total | 22.2 | 2.8 | 75 | | 6.4 | 92.9 | 0.7 | | 94 | 0 | 6 | | 0.8 | 68.7 | 30.5 | | |
| PHF | .500 | .250 | .750 | .692 | .676 | .906 | .625 | .888 | .736 | .000 | .438 | .707 | .583 | .917 | .895 | .910 | |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

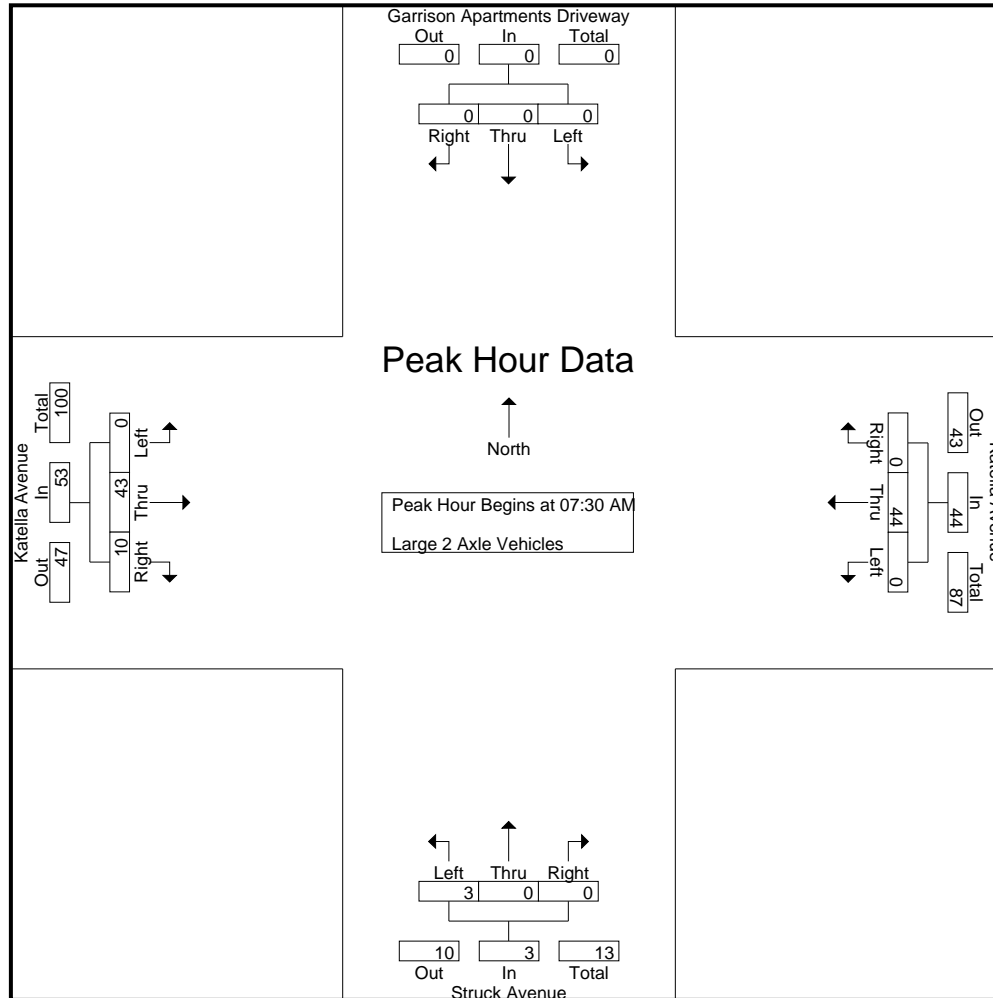
Groups Printed- Large 2 Axle Vehicles

| Start Time | Garrison Apartments Driveway Southbound | | | | | Katella Avenue Westbound | | | | | Struck Avenue Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 3 | 0 | 6 | 4 | 2 | 10 | 2 | 26 | 28 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 1 | 7 | 2 | 1 | 10 | 1 | 23 | 24 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 4 | 1 | 15 | 1 | 23 | 24 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 2 | 0 | 14 | 1 | 1 | 15 | 1 | 28 | 29 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 44 | 6 | 0 | 0 | 0 | 6 | 1 | 38 | 11 | 5 | 50 | 5 | 100 | 105 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 3 | 0 | 17 | 0 | 31 | 31 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 1 | 6 | 1 | 18 | 19 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 2 | 0 | 8 | 3 | 1 | 11 | 1 | 24 | 25 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 3 | 0 | 5 | 5 | 1 | 10 | 1 | 22 | 23 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 45 | 6 | 0 | 0 | 0 | 6 | 0 | 31 | 13 | 3 | 44 | 3 | 95 | 98 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 89 | 12 | 0 | 0 | 0 | 12 | 1 | 69 | 24 | 8 | 94 | 8 | 195 | 203 |
| Apprch % | 0 | 0 | 0 | | | 0 | 100 | 0 | | | 100 | 0 | 0 | | | 1.1 | 73.4 | 25.5 | | | | | |
| Total % | 0 | 0 | 0 | | | 0 | 45.6 | 0 | | 45.6 | 6.2 | 0 | 0 | | 6.2 | 0.5 | 35.4 | 12.3 | | 48.2 | 3.9 | 96.1 | |

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 11 | 4 | 15 | 23 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 2 | 0 | 0 | 2 | 0 | 14 | 1 | 15 | 28 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 14 | 3 | 17 | 31 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 1 | 0 | 0 | 1 | 0 | 4 | 2 | 6 | 18 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 44 | 3 | 0 | 0 | 3 | 0 | 43 | 10 | 53 | 100 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 81.1 | 18.9 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .786 | .000 | .786 | .375 | .000 | .000 | .375 | .000 | .768 | .625 | .779 | .806 |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 11 | 4 | 15 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 2 | 0 | 0 | 2 | 0 | 14 | 1 | 15 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 14 | 3 | 17 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 1 | 0 | 0 | 1 | 0 | 4 | 2 | 6 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 44 | 3 | 0 | 0 | 3 | 0 | 43 | 10 | 53 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 100 | 0 | 0 | 100 | 0 | 81.1 | 18.9 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .786 | .000 | .786 | .375 | .000 | .000 | .375 | .000 | .768 | .625 | .779 | |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

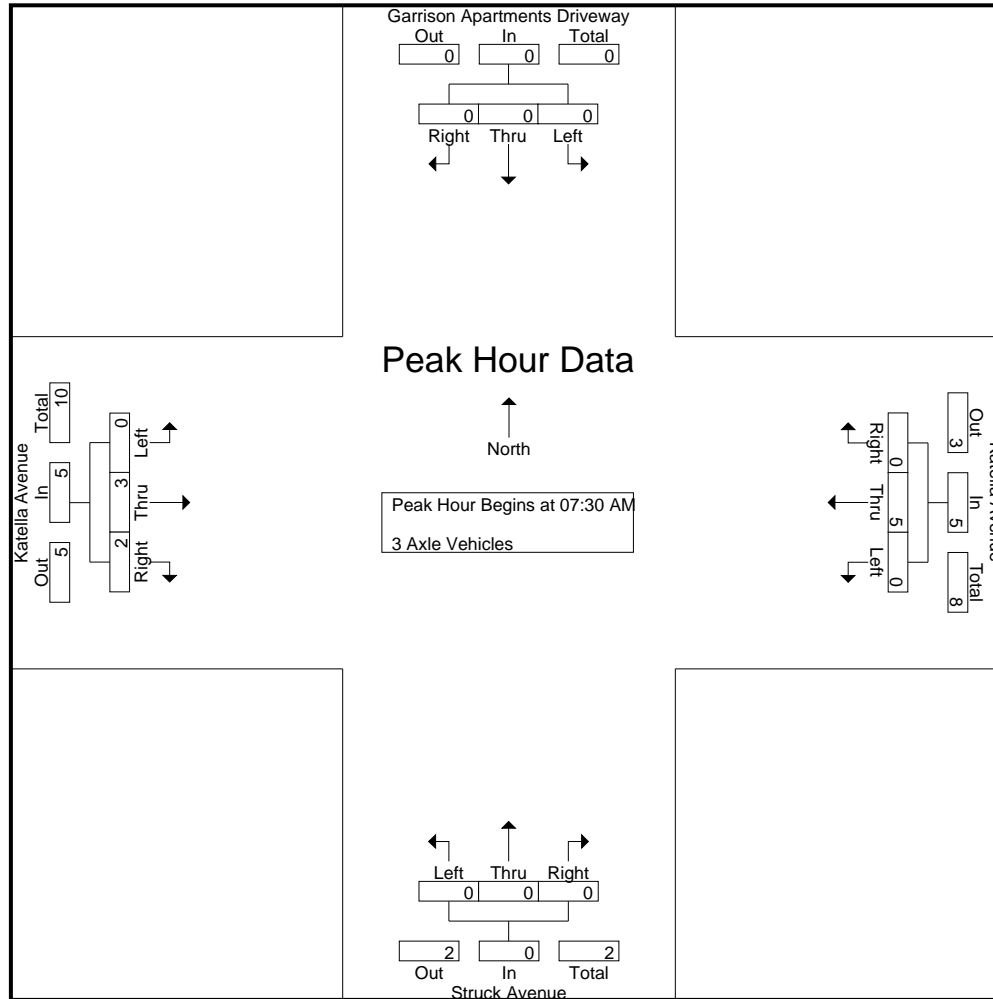
Groups Printed- 3 Axle Vehicles

| Start Time | Garrison Apartments Driveway Southbound | | | | | Katella Avenue Westbound | | | | | Struck Avenue Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | | | | | |
|-------------|---|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|---|----|---|-----|-----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 2 | 1 | 0 | 3 | 0 | 6 | 6 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 2 | 1 | 0 | 3 | 0 | 5 | 5 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 4 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 4 | 1 | 0 | 5 | 0 | 10 | 10 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 2 | 0 | 8 | 0 | 6 | 2 | 0 | 8 | 0 | 16 | 16 |
| Apprch % | 0 | 0 | 0 | | | 0 | 100 | 0 | | | 100 | 0 | 0 | | | 0 | 75 | 25 | | | 0 | 75 | 25 | | | 0 | 100 | 100 |
| Total % | 0 | 0 | 0 | | | 0 | 43.8 | 0 | | 43.8 | 6.2 | 0 | 0 | | 6.2 | 0 | 37.5 | 12.5 | | 50 | 0 | 37.5 | 12.5 | | 50 | 0 | 100 | 100 |

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 5 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 10 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 60 | 40 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .625 | .000 | .000 | .000 | .000 | .000 | .375 | .500 | .417 | .500 |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 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 | 1 | 1 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| +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 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 40 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .625 | .000 | .000 | .000 | .000 | .000 | .375 | .500 | .417 | |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

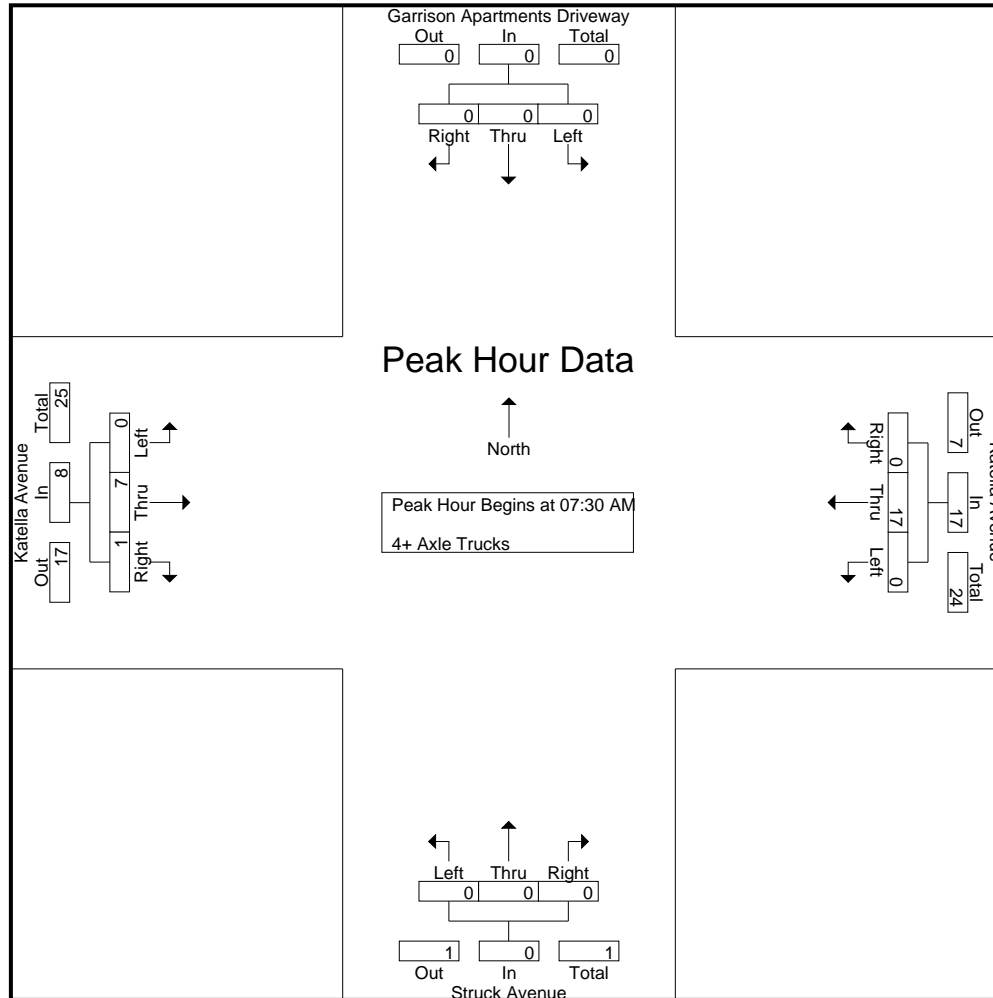
Groups Printed- 4+ Axle Trucks

| Start Time | Garrison Apartments Driveway Southbound | | | | | Katella Avenue Westbound | | | | | Struck Avenue Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | |
|-------------|---|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 3 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 9 | 9 | 9 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 3 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 15 | 15 | 15 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 3 | 3 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 10 | 10 | 10 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 3 | 3 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 8 | 8 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 13 | 0 | 24 | 24 | 24 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 17 | 0 | 39 | 39 | 39 |
| Apprch % | 0 | 0 | 0 | | | 0 | 100 | 0 | | | 0 | 0 | 0 | | | 0 | 94.1 | 5.9 | | | 0 | | | |
| Total % | 0 | 0 | 0 | | | 0 | 56.4 | 0 | | 56.4 | 0 | 0 | 0 | | | 0 | 41 | 2.6 | | 43.6 | 0 | 100 | | |

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 9 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 10 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 8 | 25 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 87.5 | 12.5 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .607 | .000 | .607 | .000 | .000 | .000 | .000 | .000 | .583 | .250 | .500 | .625 |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | 07:30 AM | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 8 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | 0 | 0 | 87.5 | 12.5 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .607 | .000 | .607 | .000 | .000 | .000 | .000 | .000 | .583 | .250 | .500 | |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

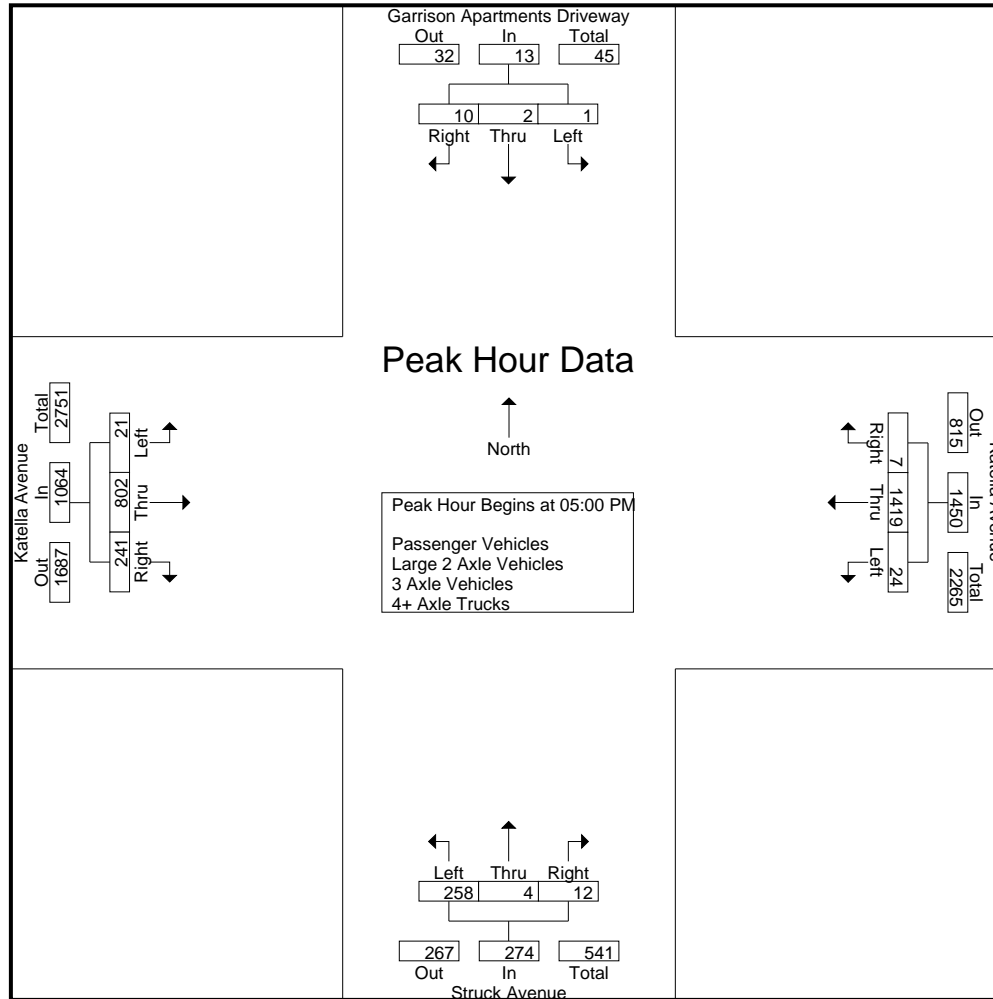
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| Start Time | Garrison Apartments Driveway Southbound | | | | | Katella Avenue Westbound | | | | | Struck Avenue Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------------------|---|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 2 | 0 | 1 | 0 | 3 | 1 | 281 | 1 | 0 | 283 | 74 | 0 | 6 | 0 | 80 | 9 | 192 | 70 | 9 | 271 | 9 | 637 | 646 |
| 04:15 PM | 1 | 0 | 1 | 0 | 2 | 4 | 252 | 1 | 0 | 257 | 85 | 0 | 3 | 0 | 88 | 3 | 168 | 69 | 7 | 240 | 7 | 587 | 594 |
| 04:30 PM | 1 | 0 | 1 | 1 | 2 | 7 | 261 | 4 | 0 | 272 | 77 | 0 | 1 | 1 | 78 | 7 | 225 | 67 | 5 | 299 | 7 | 651 | 658 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 6 | 315 | 2 | 0 | 323 | 62 | 0 | 1 | 0 | 63 | 5 | 212 | 55 | 5 | 272 | 5 | 658 | 663 |
| Total | 4 | 0 | 3 | 1 | 7 | 18 | 1109 | 8 | 0 | 1135 | 298 | 0 | 11 | 1 | 309 | 24 | 797 | 261 | 26 | 1082 | 28 | 2533 | 2561 |
| 05:00 PM | 0 | 1 | 1 | 0 | 2 | 3 | 322 | 1 | 0 | 326 | 88 | 0 | 5 | 0 | 93 | 8 | 217 | 64 | 1 | 289 | 1 | 710 | 711 |
| 05:15 PM | 0 | 0 | 4 | 0 | 4 | 7 | 402 | 0 | 0 | 409 | 63 | 0 | 1 | 1 | 64 | 4 | 199 | 62 | 4 | 265 | 5 | 742 | 747 |
| 05:30 PM | 0 | 1 | 0 | 0 | 1 | 7 | 327 | 5 | 0 | 339 | 64 | 3 | 3 | 2 | 70 | 9 | 187 | 59 | 4 | 255 | 6 | 665 | 671 |
| 05:45 PM | 1 | 0 | 5 | 3 | 6 | 7 | 368 | 1 | 0 | 376 | 43 | 1 | 3 | 0 | 47 | 0 | 199 | 56 | 16 | 255 | 19 | 684 | 703 |
| Total | 1 | 2 | 10 | 3 | 13 | 24 | 1419 | 7 | 0 | 1450 | 258 | 4 | 12 | 3 | 274 | 21 | 802 | 241 | 25 | 1064 | 31 | 2801 | 2832 |
| Grand Total | 5 | 2 | 13 | 4 | 20 | 42 | 2528 | 15 | 0 | 2585 | 556 | 4 | 23 | 4 | 583 | 45 | 1599 | 502 | 51 | 2146 | 59 | 5334 | 5393 |
| Apprch % | 25 | 10 | 65 | | | 1.6 | 97.8 | 0.6 | | | 95.4 | 0.7 | 3.9 | | | 2.1 | 74.5 | 23.4 | | | | | |
| Total % | 0.1 | 0 | 0.2 | | 0.4 | 0.8 | 47.4 | 0.3 | | 48.5 | 10.4 | 0.1 | 0.4 | | 10.9 | 0.8 | 30 | 9.4 | | 40.2 | 1.1 | 98.9 | |
| Passenger Vehicles | 5 | 2 | 13 | | 24 | 42 | 2461 | 15 | | 2518 | 550 | 4 | 22 | | 579 | 45 | 1533 | 480 | | 2106 | 0 | 0 | 5227 |
| % Passenger Vehicles | 100 | 100 | 100 | 100 | 100 | 100 | 97.3 | 100 | 0 | 97.4 | 98.9 | 100 | 95.7 | 75 | 98.6 | 100 | 95.9 | 95.6 | 94.1 | 95.9 | 0 | 0 | 96.9 |
| Large 2 Axle Vehicles | 0 | 0 | 0 | | 0 | 0 | 59 | 0 | | 59 | 6 | 0 | 1 | | 8 | 0 | 55 | 20 | | 78 | 0 | 0 | 145 |
| % Large 2 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 2.3 | 0 | 0 | 2.3 | 1.1 | 0 | 4.3 | 25 | 1.4 | 0 | 3.4 | 4 | 5.9 | 3.6 | 0 | 0 | 2.7 |
| 3 Axle Vehicles | 0 | 0 | 0 | | 0 | 0 | 2 | 0 | | 2 | 0 | 0 | 0 | | 0 | 0 | 5 | 2 | | 7 | 0 | 0 | 9 |
| % 3 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0.4 | 0 | 0.3 | 0 | 0 | 0.2 |
| 4+ Axle Trucks | 0 | 0 | 0 | | 0 | 0 | 6 | 0 | | 6 | 0 | 0 | 0 | | 0 | 0 | 6 | 0 | | 6 | 0 | 0 | 12 |
| % 4+ Axle Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0.3 | 0 | 0 | 0.2 |

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 | 0 | 1 | 1 | 2 | 3 | 322 | 1 | 326 | 88 | 0 | 5 | 93 | 8 | 217 | 64 | 289 | 710 |
| 05:15 PM | 0 | 0 | 4 | 4 | 7 | 402 | 0 | 409 | 63 | 0 | 1 | 64 | 4 | 199 | 62 | 265 | 742 |
| 05:30 PM | 0 | 1 | 0 | 1 | 7 | 327 | 5 | 339 | 64 | 3 | 3 | 70 | 9 | 187 | 59 | 255 | 665 |
| 05:45 PM | 1 | 0 | 5 | 6 | 7 | 368 | 1 | 376 | 43 | 1 | 3 | 47 | 0 | 199 | 56 | 255 | 684 |
| Total Volume | 1 | 2 | 10 | 13 | 24 | 1419 | 7 | 1450 | 258 | 4 | 12 | 274 | 21 | 802 | 241 | 1064 | 2801 |
| % App. Total | 7.7 | 15.4 | 76.9 | | 1.7 | 97.9 | 0.5 | | 94.2 | 1.5 | 4.4 | | 2 | 75.4 | 22.7 | | |
| PHF | .250 | .500 | .500 | .542 | .857 | .882 | .350 | .886 | .733 | .333 | .600 | .737 | .583 | .924 | .941 | .920 | .944 |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 05:00 PM | | | | 04:15 PM | | | | 04:30 PM | | | | |
| +0 mins. | 0 | 1 | 1 | 2 | 3 | 322 | 1 | 326 | 85 | 0 | 3 | 88 | 7 | 225 | 67 | 299 | |
| +15 mins. | 0 | 0 | 4 | 4 | 7 | 402 | 0 | 409 | 77 | 0 | 1 | 78 | 5 | 212 | 55 | 272 | |
| +30 mins. | 0 | 1 | 0 | 1 | 7 | 327 | 5 | 339 | 62 | 0 | 1 | 63 | 8 | 217 | 64 | 289 | |
| +45 mins. | 1 | 0 | 5 | 6 | 7 | 368 | 1 | 376 | 88 | 0 | 5 | 93 | 4 | 199 | 62 | 265 | |
| Total Volume | 1 | 2 | 10 | 13 | 24 | 1419 | 7 | 1450 | 312 | 0 | 10 | 322 | 24 | 853 | 248 | 1125 | |
| % App. Total | 7.7 | 15.4 | 76.9 | | 1.7 | 97.9 | 0.5 | | 96.9 | 0 | 3.1 | | 2.1 | 75.8 | 22 | | |
| PHF | .250 | .500 | .500 | .542 | .857 | .882 | .350 | .886 | .886 | .000 | .500 | .866 | .750 | .948 | .925 | .941 | |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

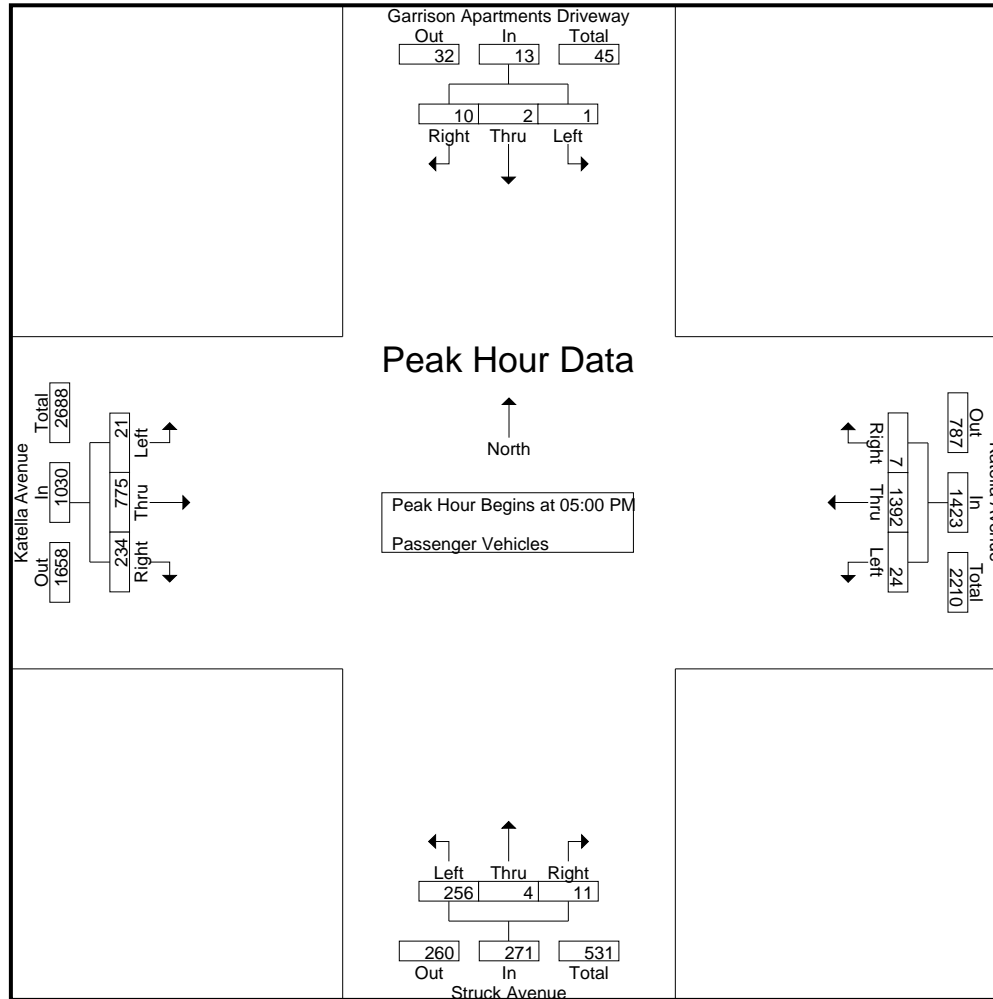
Groups Printed- Passenger Vehicles

| Start Time | Garrison Apartments Driveway Southbound | | | | | Katella Avenue Westbound | | | | | Struck Avenue Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 2 | 0 | 1 | 0 | 3 | 1 | 269 | 1 | 0 | 271 | 73 | 0 | 6 | 0 | 79 | 9 | 176 | 66 | 7 | 251 | 7 | 604 | 611 |
| 04:15 PM | 1 | 0 | 1 | 0 | 2 | 4 | 245 | 1 | 0 | 250 | 84 | 0 | 3 | 0 | 87 | 3 | 161 | 66 | 6 | 230 | 6 | 569 | 575 |
| 04:30 PM | 1 | 0 | 1 | 1 | 2 | 7 | 251 | 4 | 0 | 262 | 76 | 0 | 1 | 1 | 77 | 7 | 214 | 63 | 5 | 284 | 7 | 625 | 632 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 6 | 304 | 2 | 0 | 312 | 61 | 0 | 1 | 0 | 62 | 5 | 207 | 51 | 5 | 263 | 5 | 637 | 642 |
| Total | 4 | 0 | 3 | 1 | 7 | 18 | 1069 | 8 | 0 | 1095 | 294 | 0 | 11 | 1 | 305 | 24 | 758 | 246 | 23 | 1028 | 25 | 2435 | 2460 |
| 05:00 PM | 0 | 1 | 1 | 0 | 2 | 3 | 319 | 1 | 0 | 323 | 86 | 0 | 5 | 0 | 91 | 8 | 209 | 62 | 1 | 279 | 1 | 695 | 696 |
| 05:15 PM | 0 | 0 | 4 | 0 | 4 | 7 | 392 | 0 | 0 | 399 | 63 | 0 | 1 | 1 | 64 | 4 | 196 | 61 | 4 | 261 | 5 | 728 | 733 |
| 05:30 PM | 0 | 1 | 0 | 0 | 1 | 7 | 322 | 5 | 0 | 334 | 64 | 3 | 2 | 1 | 69 | 9 | 177 | 56 | 4 | 242 | 5 | 646 | 651 |
| 05:45 PM | 1 | 0 | 5 | 3 | 6 | 7 | 359 | 1 | 0 | 367 | 43 | 1 | 3 | 0 | 47 | 0 | 193 | 55 | 16 | 248 | 19 | 668 | 687 |
| Total | 1 | 2 | 10 | 3 | 13 | 24 | 1392 | 7 | 0 | 1423 | 256 | 4 | 11 | 2 | 271 | 21 | 775 | 234 | 25 | 1030 | 30 | 2737 | 2767 |
| Grand Total | 5 | 2 | 13 | 4 | 20 | 42 | 2461 | 15 | 0 | 2518 | 550 | 4 | 22 | 3 | 576 | 45 | 1533 | 480 | 48 | 2058 | 55 | 5172 | 5227 |
| Apprch % | 25 | 10 | 65 | | | 1.7 | 97.7 | 0.6 | | | 95.5 | 0.7 | 3.8 | | | 2.2 | 74.5 | 23.3 | | | | | |
| Total % | 0.1 | 0 | 0.3 | | 0.4 | 0.8 | 47.6 | 0.3 | | 48.7 | 10.6 | 0.1 | 0.4 | | 11.1 | 0.9 | 29.6 | 9.3 | | 39.8 | 1.1 | 98.9 | |

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 | 1 | 1 | 2 | 3 | 319 | 1 | 323 | 86 | 0 | 5 | 91 | 8 | 209 | 62 | 279 | 695 |
| 05:15 PM | 0 | 0 | 4 | 4 | 7 | 392 | 0 | 399 | 63 | 0 | 1 | 64 | 4 | 196 | 61 | 261 | 728 |
| 05:30 PM | 0 | 1 | 0 | 1 | 7 | 322 | 5 | 334 | 64 | 3 | 2 | 69 | 9 | 177 | 56 | 242 | 646 |
| 05:45 PM | 1 | 0 | 5 | 6 | 7 | 359 | 1 | 367 | 43 | 1 | 3 | 47 | 0 | 193 | 55 | 248 | 687 |
| Total Volume | 1 | 2 | 10 | 13 | 24 | 1392 | 7 | 1423 | 256 | 4 | 11 | 271 | 21 | 775 | 234 | 1030 | 2737 |
| % App. Total | 7.7 | 15.4 | 76.9 | | 1.7 | 97.8 | 0.5 | | 94.5 | 1.5 | 4.1 | | 2 | 75.2 | 22.7 | | |
| PHF | .250 | .500 | .500 | .542 | .857 | .888 | .350 | .892 | .744 | .333 | .550 | .745 | .583 | .927 | .944 | .923 | .940 |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | |
| +0 mins. | 0 | 1 | 1 | 2 | 3 | 319 | 1 | 323 | 86 | 0 | 5 | 91 | 8 | 209 | 62 | 279 | |
| +15 mins. | 0 | 0 | 4 | 4 | 7 | 392 | 0 | 399 | 63 | 0 | 1 | 64 | 4 | 196 | 61 | 261 | |
| +30 mins. | 0 | 1 | 0 | 1 | 7 | 322 | 5 | 334 | 64 | 3 | 2 | 69 | 9 | 177 | 56 | 242 | |
| +45 mins. | 1 | 0 | 5 | 6 | 7 | 359 | 1 | 367 | 43 | 1 | 3 | 47 | 0 | 193 | 55 | 248 | |
| Total Volume | 1 | 2 | 10 | 13 | 24 | 1392 | 7 | 1423 | 256 | 4 | 11 | 271 | 21 | 775 | 234 | 1030 | |
| % App. Total | 7.7 | 15.4 | 76.9 | | 1.7 | 97.8 | 0.5 | | 94.5 | 1.5 | 4.1 | | 2 | 75.2 | 22.7 | | |
| PHF | .250 | .500 | .500 | .542 | .857 | .888 | .350 | .892 | .744 | .333 | .550 | .745 | .583 | .927 | .944 | .923 | |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

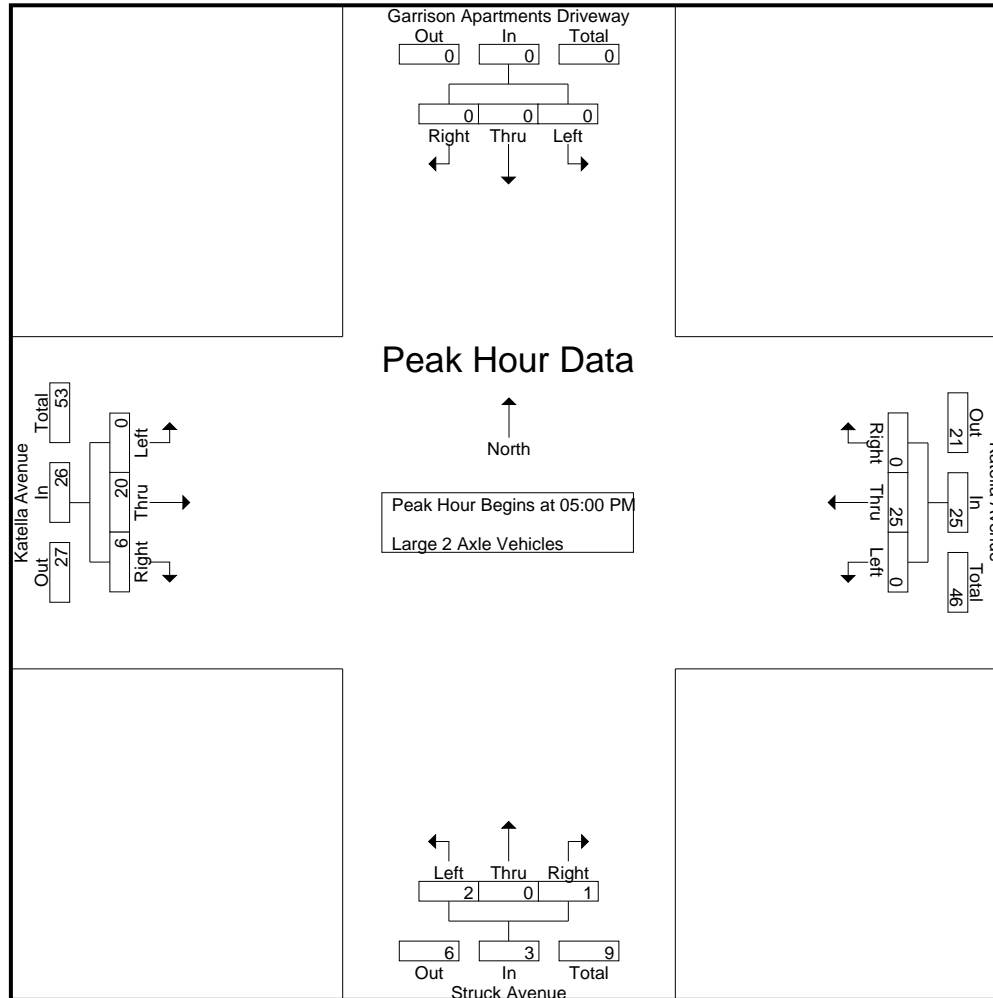
Groups Printed- Large 2 Axle Vehicles

| Start Time | Garrison Apartments Driveway Southbound | | | | | Katella Avenue Westbound | | | | | Struck Avenue Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 0 | 15 | 4 | 2 | 19 | 2 | 31 | 33 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 3 | 1 | 9 | 1 | 17 | 18 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 9 | 4 | 0 | 13 | 0 | 22 | 22 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 3 | 0 | 8 | 0 | 17 | 17 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 34 | 4 | 0 | 0 | 0 | 4 | 0 | 35 | 14 | 3 | 49 | 3 | 87 | 90 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 2 | 0 | 7 | 2 | 0 | 9 | 0 | 14 | 14 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 12 | 12 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 1 | 0 | 9 | 2 | 0 | 11 | 1 | 16 | 17 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 12 | 12 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 2 | 0 | 1 | 1 | 3 | 0 | 20 | 6 | 0 | 26 | 1 | 54 | 55 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 59 | 6 | 0 | 1 | 1 | 7 | 0 | 55 | 20 | 3 | 75 | 4 | 141 | 145 |
| Apprch % | 0 | 0 | 0 | | | 0 | 100 | 0 | | | 85.7 | 0 | 14.3 | | | 0 | 73.3 | 26.7 | | | | | |
| Total % | 0 | 0 | 0 | | | 0 | 41.8 | 0 | | 41.8 | 4.3 | 0 | 0.7 | | 5 | 0 | 39 | 14.2 | | 53.2 | 2.8 | 97.2 | |

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 | 3 | 0 | 3 | 2 | 0 | 0 | 2 | 0 | 7 | 2 | 9 | 14 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 12 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 9 | 2 | 11 | 16 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 12 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 | 2 | 0 | 1 | 3 | 0 | 20 | 6 | 26 | 54 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 66.7 | 0 | 33.3 | | 0 | 76.9 | 23.1 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .625 | .250 | .000 | .250 | .375 | .000 | .556 | .750 | .591 | .844 |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 Each Approach Begins at:

| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 2 | 0 | 7 | 2 | 9 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 9 | 2 | 11 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 | 2 | 0 | 1 | 3 | 0 | 20 | 6 | 26 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 66.7 | 0 | 33.3 | 33.3 | 0 | 76.9 | 23.1 | 76.9 |
| PHF | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .625 | .250 | .000 | .250 | .375 | .000 | .556 | .750 | .591 |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

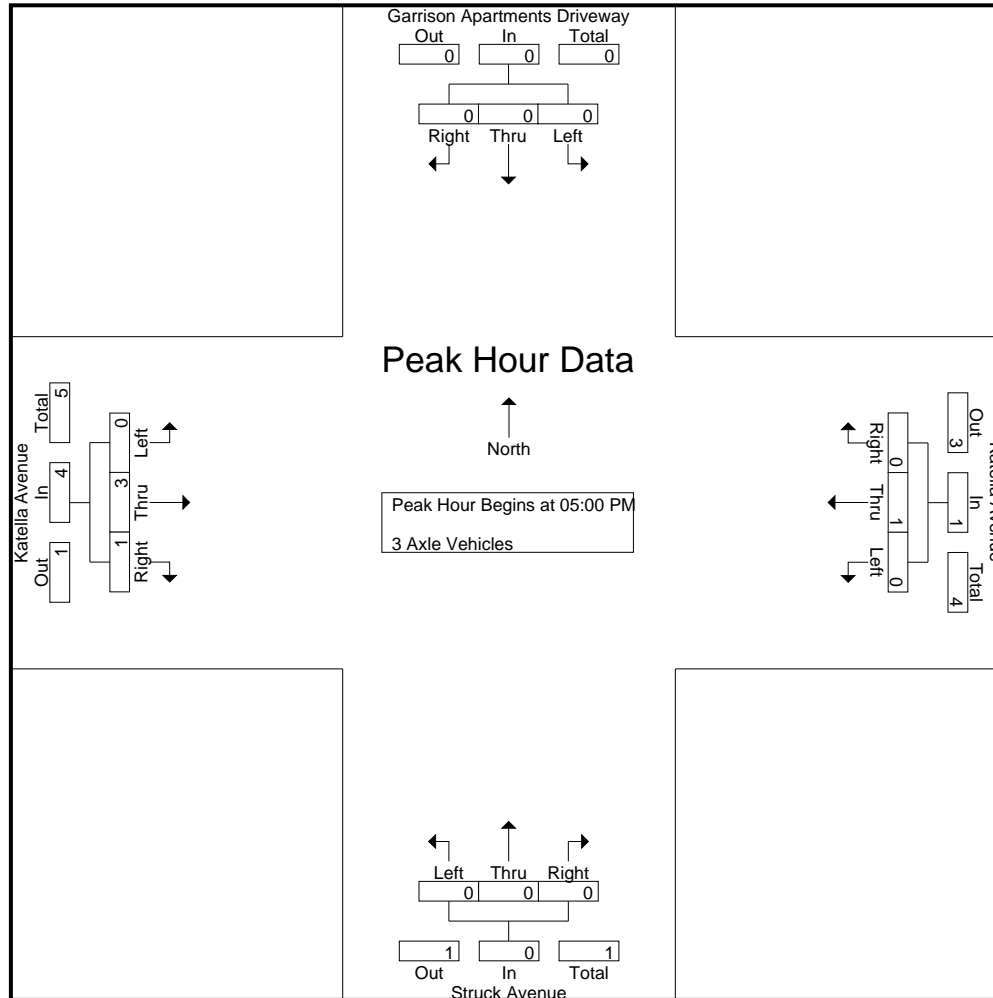
Groups Printed- 3 Axle Vehicles

| Start Time | Garrison Apartments Driveway Southbound | | | | | Katella Avenue Westbound | | | | | Struck Avenue Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | | | |
|-------------|---|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|---|-----|---|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 4 | 4 | 0 | 4 | 4 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 2 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 5 | 5 | 0 | 5 | 5 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 0 | 9 | 9 | 0 | 9 | 9 |
| Apprch % | 0 | 0 | 0 | | | 0 | 100 | 0 | | | 0 | 0 | 0 | | | 0 | 71.4 | 28.6 | | | | | | | | |
| Total % | 0 | 0 | 0 | | | 0 | 22.2 | 0 | | 22.2 | 0 | 0 | 0 | | | 0 | 55.6 | 22.2 | | 77.8 | 0 | 100 | | 0 | 100 | |

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 | 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 | 1 | 0 | 1 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 5 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 75 | 25 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .750 | .250 | .500 | .625 |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 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 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .750 | .250 | .500 | |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

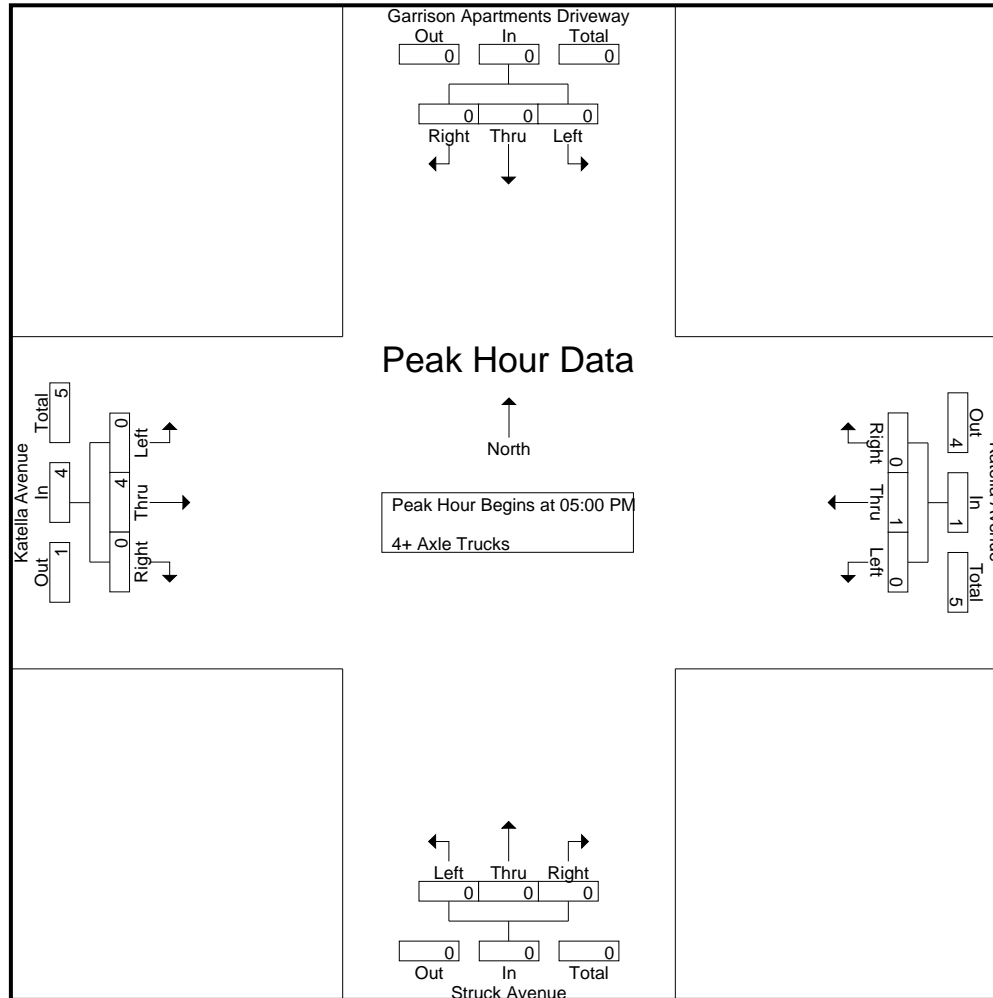
Groups Printed- 4+ Axle Trucks

| Start Time | Garrison Apartments Driveway Southbound | | | | | Katella Avenue Westbound | | | | | Struck Avenue Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | |
|-------------|---|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 3 | 3 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 7 | 7 | 7 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 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 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 2 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 5 | 5 | 5 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 12 | 12 | 12 |
| Apprch % | 0 | 0 | 0 | | | 0 | 100 | 0 | | | 0 | 0 | 0 | | | 0 | 100 | 0 | | | 0 | | | |
| Total % | 0 | 0 | 0 | | | 0 | 50 | 0 | | 50 | 0 | 0 | 0 | | | 0 | 50 | 0 | | 50 | 0 | 100 | | |

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 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 | 2 | 0 | 2 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 5 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .625 |

City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Struck Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 03_ORN_Str_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Garrison Apartments Driveway Southbound | | | | Katella Avenue Westbound | | | | Struck Avenue Northbound | | | | Katella Avenue 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 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 | 1 | 0 | 1 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| +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 | 2 | 0 | 2 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | |

Location: Orange
 N/S: Struck Avenue
 E/W: Katella Avenue



Date: 8/31/2022
 Day: Wednesday

PEDESTRIANS

| | North Leg Garrison Apts DW Pedestrians | East Leg Katella Avenue Pedestrians | South Leg Struck Avenue Pedestrians | West Leg Katella Avenue Pedestrians | |
|----------------|--|---|---|---|----|
| 7:00 AM | 0 | 2 | 0 | 0 | 2 |
| 7:15 AM | 3 | 1 | 0 | 0 | 4 |
| 7:30 AM | 3 | 4 | 0 | 0 | 7 |
| 7:45 AM | 2 | 1 | 0 | 0 | 3 |
| 8:00 AM | 2 | 0 | 1 | 0 | 3 |
| 8:15 AM | 1 | 0 | 0 | 0 | 1 |
| 8:30 AM | 5 | 2 | 3 | 0 | 10 |
| 8:45 AM | 3 | 0 | 0 | 0 | 3 |
| TOTAL VOLUMES: | 19 | 10 | 4 | 0 | 33 |

| | North Leg Garrison Apts DW Pedestrians | East Leg Katella Avenue Pedestrians | South Leg Struck Avenue Pedestrians | West Leg Katella Avenue Pedestrians | |
|----------------|--|---|---|---|----|
| 4:00 PM | 1 | 4 | 3 | 0 | 8 |
| 4:15 PM | 1 | 0 | 0 | 0 | 1 |
| 4:30 PM | 2 | 1 | 0 | 0 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 1 | 1 | 2 | 0 | 4 |
| 5:15 PM | 1 | 0 | 0 | 0 | 1 |
| 5:30 PM | 2 | 1 | 1 | 0 | 4 |
| 5:45 PM | 2 | 0 | 2 | 0 | 4 |
| TOTAL VOLUMES: | 10 | 7 | 8 | 0 | 25 |

Location: Orange
 N/S: Struck Avenue
 E/W: Katella Avenue



Date: 8/31/2022
 Day: Wednesday

BICYCLES

| | Southbound Garrison Apts DW | | | Westbound Katella Avenue | | | Northbound Struck Avenue | | | Eastbound Katella Avenue | | | |
|----------------|--------------------------------|------|-------|-----------------------------|------|-------|-----------------------------|------|-------|-----------------------------|------|-------|----|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 7:00 AM | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTAL VOLUMES: | 1 | 0 | 0 | 0 | 7 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 16 |

| | Southbound Garrison Apts DW | | | Westbound Katella Avenue | | | Northbound Struck Avenue | | | Eastbound Katella Avenue | | | |
|----------------|--------------------------------|------|-------|-----------------------------|------|-------|-----------------------------|------|-------|-----------------------------|------|-------|----|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 5 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 10 |

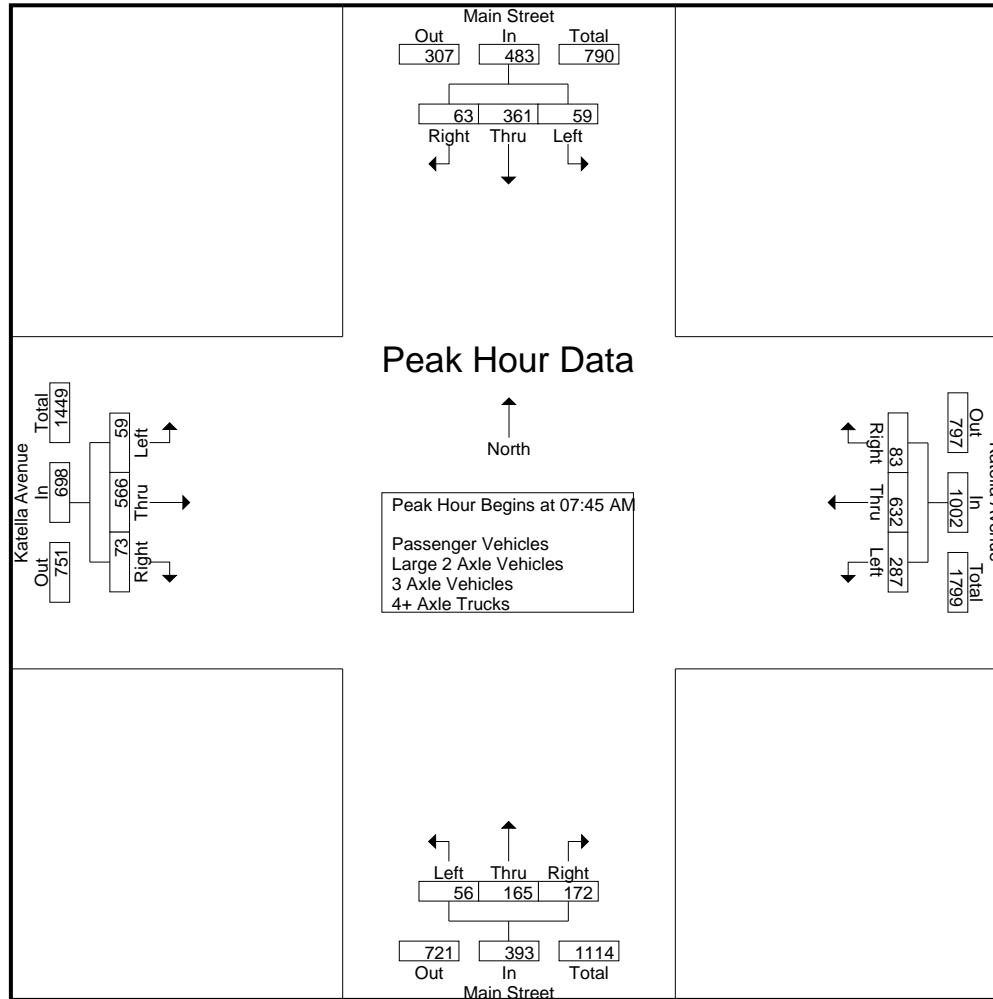
City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

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

| Start Time | Main Street Southbound | | | | | Katella Avenue Westbound | | | | | Main Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 12 | 65 | 4 | 2 | 81 | 53 | 120 | 16 | 0 | 189 | 9 | 24 | 25 | 13 | 58 | 9 | 73 | 7 | 3 | 89 | 18 | 417 | 435 |
| 07:15 AM | 13 | 70 | 5 | 3 | 88 | 57 | 118 | 14 | 0 | 189 | 9 | 37 | 37 | 26 | 83 | 12 | 105 | 7 | 1 | 124 | 30 | 484 | 514 |
| 07:30 AM | 18 | 73 | 10 | 3 | 101 | 58 | 140 | 18 | 1 | 216 | 12 | 29 | 37 | 17 | 78 | 12 | 114 | 11 | 4 | 137 | 25 | 532 | 557 |
| 07:45 AM | 13 | 108 | 20 | 12 | 141 | 73 | 163 | 22 | 2 | 258 | 10 | 49 | 46 | 31 | 105 | 14 | 149 | 16 | 4 | 179 | 49 | 683 | 732 |
| Total | 56 | 316 | 39 | 20 | 411 | 241 | 541 | 70 | 3 | 852 | 40 | 139 | 145 | 87 | 324 | 47 | 441 | 41 | 12 | 529 | 122 | 2116 | 2238 |
| 08:00 AM | 14 | 96 | 12 | 7 | 122 | 68 | 160 | 17 | 2 | 245 | 20 | 38 | 38 | 19 | 96 | 12 | 148 | 20 | 10 | 180 | 38 | 643 | 681 |
| 08:15 AM | 18 | 80 | 20 | 9 | 118 | 74 | 178 | 25 | 2 | 277 | 16 | 38 | 49 | 31 | 103 | 20 | 127 | 14 | 3 | 161 | 45 | 659 | 704 |
| 08:30 AM | 14 | 77 | 11 | 11 | 102 | 72 | 131 | 19 | 2 | 222 | 10 | 40 | 39 | 27 | 89 | 13 | 142 | 23 | 2 | 178 | 42 | 591 | 633 |
| 08:45 AM | 18 | 80 | 19 | 9 | 117 | 69 | 144 | 29 | 4 | 242 | 10 | 36 | 39 | 22 | 85 | 10 | 125 | 18 | 6 | 153 | 41 | 597 | 638 |
| Total | 64 | 333 | 62 | 36 | 459 | 283 | 613 | 90 | 10 | 986 | 56 | 152 | 165 | 99 | 373 | 55 | 542 | 75 | 21 | 672 | 166 | 2490 | 2656 |
| Grand Total | 120 | 649 | 101 | 56 | 870 | 524 | 1154 | 160 | 13 | 1838 | 96 | 291 | 310 | 186 | 697 | 102 | 983 | 116 | 33 | 1201 | 288 | 4606 | 4894 |
| Apprch % | 13.8 | 74.6 | 11.6 | | | 28.5 | 62.8 | 8.7 | | | 13.8 | 41.8 | 44.5 | | | 8.5 | 81.8 | 9.7 | | | | | |
| Total % | 2.6 | 14.1 | 2.2 | | 18.9 | 11.4 | 25.1 | 3.5 | | 39.9 | 2.1 | 6.3 | 6.7 | | 15.1 | 2.2 | 21.3 | 2.5 | | 26.1 | 5.9 | 94.1 | |
| Passenger Vehicles | 107 | 610 | 81 | | 845 | 486 | 1071 | 150 | | 1719 | 77 | 254 | 290 | | 795 | 87 | 927 | 98 | | 1139 | 0 | 0 | 4498 |
| % Passenger Vehicles | 89.2 | 94 | 80.2 | 83.9 | 91.3 | 92.7 | 92.8 | 93.8 | 92.3 | 92.9 | 80.2 | 87.3 | 93.5 | 93.5 | 90 | 85.3 | 94.3 | 84.5 | 81.8 | 92.3 | 0 | 0 | 91.9 |
| Large 2 Axle Vehicles | 10 | 29 | 11 | | 57 | 33 | 68 | 7 | | 109 | 15 | 36 | 17 | | 79 | 5 | 48 | 17 | | 76 | 0 | 0 | 321 |
| % Large 2 Axle Vehicles | 8.3 | 4.5 | 10.9 | 12.5 | 6.2 | 6.3 | 5.9 | 4.4 | 7.7 | 5.9 | 15.6 | 12.4 | 5.5 | 5.9 | 8.9 | 4.9 | 4.9 | 14.7 | 18.2 | 6.2 | 0 | 0 | 6.6 |
| 3 Axle Vehicles | 0 | 5 | 1 | | 7 | 1 | 5 | 1 | | 7 | 0 | 1 | 2 | | 3 | 1 | 2 | 0 | | 3 | 0 | 0 | 20 |
| % 3 Axle Vehicles | 0 | 0.8 | 1 | 1.8 | 0.8 | 0.2 | 0.4 | 0.6 | 0 | 0.4 | 0 | 0.3 | 0.6 | 0 | 0.3 | 1 | 0.2 | 0 | 0 | 0.2 | 0 | 0 | 0.4 |
| 4+ Axle Trucks | 3 | 5 | 8 | | 17 | 4 | 10 | 2 | | 16 | 4 | 0 | 1 | | 6 | 9 | 6 | 1 | | 16 | 0 | 0 | 55 |
| % 4+ Axle Trucks | 2.5 | 0.8 | 7.9 | 1.8 | 1.8 | 0.8 | 0.9 | 1.2 | 0 | 0.9 | 4.2 | 0 | 0.3 | 0.5 | 0.7 | 8.8 | 0.6 | 0.9 | 0 | 1.3 | 0 | 0 | 1.1 |

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 | 13 | 108 | 20 | 141 | 73 | 163 | 22 | 258 | 10 | 49 | 46 | 105 | 14 | 149 | 16 | 179 | 683 |
| 08:00 AM | 14 | 96 | 12 | 122 | 68 | 160 | 17 | 245 | 20 | 38 | 38 | 96 | 12 | 148 | 20 | 180 | 643 |
| 08:15 AM | 18 | 80 | 20 | 118 | 74 | 178 | 25 | 277 | 16 | 38 | 49 | 103 | 20 | 127 | 14 | 161 | 659 |
| 08:30 AM | 14 | 77 | 11 | 102 | 72 | 131 | 19 | 222 | 10 | 40 | 39 | 89 | 13 | 142 | 23 | 178 | 591 |
| Total Volume | 59 | 361 | 63 | 483 | 287 | 632 | 83 | 1002 | 56 | 165 | 172 | 393 | 59 | 566 | 73 | 698 | 2576 |
| % App. Total | 12.2 | 74.7 | 13 | | 28.6 | 63.1 | 8.3 | | 14.2 | 42 | 43.8 | | 8.5 | 81.1 | 10.5 | | |
| PHF | .819 | .836 | .788 | .856 | .970 | .888 | .830 | .904 | .700 | .842 | .878 | .936 | .738 | .950 | .793 | .969 | .943 |



City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | |
| +0 mins. | 13 | 108 | 20 | 141 | 73 | 163 | 22 | 258 | 10 | 49 | 46 | 105 | 14 | 149 | 16 | 179 | |
| +15 mins. | 14 | 96 | 12 | 122 | 68 | 160 | 17 | 245 | 20 | 38 | 38 | 96 | 12 | 148 | 20 | 180 | |
| +30 mins. | 18 | 80 | 20 | 118 | 74 | 178 | 25 | 277 | 16 | 38 | 49 | 103 | 20 | 127 | 14 | 161 | |
| +45 mins. | 14 | 77 | 11 | 102 | 72 | 131 | 19 | 222 | 10 | 40 | 39 | 89 | 13 | 142 | 23 | 178 | |
| Total Volume | 59 | 361 | 63 | 483 | 287 | 632 | 83 | 1002 | 56 | 165 | 172 | 393 | 59 | 566 | 73 | 698 | |
| % App. Total | 12.2 | 74.7 | 13 | | 28.6 | 63.1 | 8.3 | | 14.2 | 42 | 43.8 | | 8.5 | 81.1 | 10.5 | | |
| PHF | .819 | .836 | .788 | .856 | .970 | .888 | .830 | .904 | .700 | .842 | .878 | .936 | .738 | .950 | .793 | .969 | |

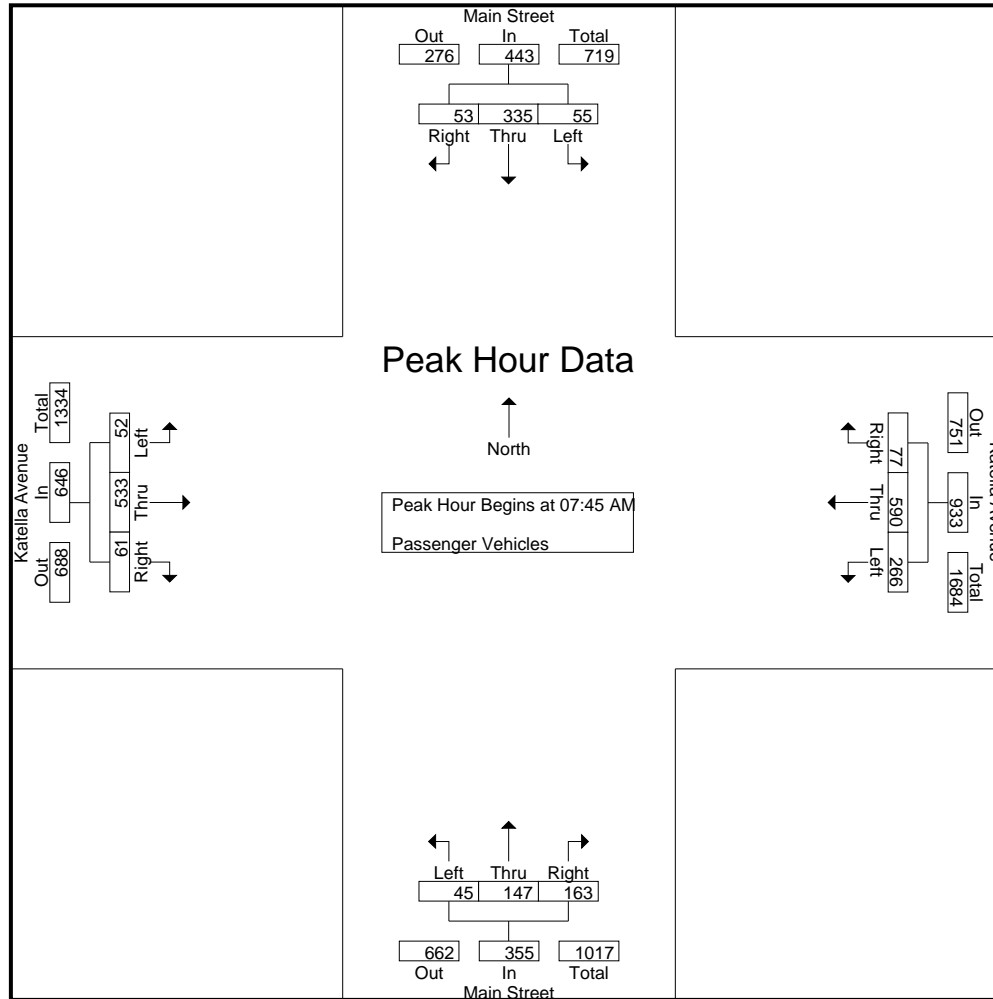
City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- Passenger Vehicles

| Start Time | Main Street Southbound | | | | | Katella Avenue Westbound | | | | | Main Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 8 | 61 | 3 | 2 | 72 | 47 | 107 | 16 | 0 | 170 | 6 | 20 | 21 | 12 | 47 | 8 | 70 | 6 | 3 | 84 | 17 | 373 | 390 |
| 07:15 AM | 12 | 67 | 5 | 3 | 84 | 53 | 105 | 12 | 0 | 170 | 8 | 27 | 34 | 24 | 69 | 12 | 99 | 6 | 1 | 117 | 28 | 440 | 468 |
| 07:30 AM | 16 | 71 | 7 | 3 | 94 | 53 | 131 | 17 | 1 | 201 | 10 | 27 | 35 | 16 | 72 | 8 | 107 | 10 | 3 | 125 | 23 | 492 | 515 |
| 07:45 AM | 13 | 100 | 18 | 11 | 131 | 68 | 152 | 21 | 2 | 241 | 8 | 43 | 45 | 30 | 96 | 14 | 137 | 10 | 2 | 161 | 45 | 629 | 674 |
| Total | 49 | 299 | 33 | 19 | 381 | 221 | 495 | 66 | 3 | 782 | 32 | 117 | 135 | 82 | 284 | 42 | 413 | 32 | 9 | 487 | 113 | 1934 | 2047 |
| 08:00 AM | 12 | 90 | 9 | 5 | 111 | 63 | 150 | 17 | 2 | 230 | 16 | 35 | 34 | 16 | 85 | 9 | 139 | 17 | 9 | 165 | 32 | 591 | 623 |
| 08:15 AM | 17 | 74 | 17 | 8 | 108 | 69 | 165 | 20 | 1 | 254 | 13 | 36 | 49 | 31 | 98 | 19 | 122 | 13 | 3 | 154 | 43 | 614 | 657 |
| 08:30 AM | 13 | 71 | 9 | 9 | 93 | 66 | 123 | 19 | 2 | 208 | 8 | 33 | 35 | 23 | 76 | 10 | 135 | 21 | 1 | 166 | 35 | 543 | 578 |
| 08:45 AM | 16 | 76 | 13 | 6 | 105 | 67 | 138 | 28 | 4 | 233 | 8 | 33 | 37 | 22 | 78 | 7 | 118 | 15 | 5 | 140 | 37 | 556 | 593 |
| Total | 58 | 311 | 48 | 28 | 417 | 265 | 576 | 84 | 9 | 925 | 45 | 137 | 155 | 92 | 337 | 45 | 514 | 66 | 18 | 625 | 147 | 2304 | 2451 |
| Grand Total | 107 | 610 | 81 | 47 | 798 | 486 | 1071 | 150 | 12 | 1707 | 77 | 254 | 290 | 174 | 621 | 87 | 927 | 98 | 27 | 1112 | 260 | 4238 | 4498 |
| Apprch % | 13.4 | 76.4 | 10.2 | | | 28.5 | 62.7 | 8.8 | | | 12.4 | 40.9 | 46.7 | | | 7.8 | 83.4 | 8.8 | | | | | |
| Total % | 2.5 | 14.4 | 1.9 | | 18.8 | 11.5 | 25.3 | 3.5 | | 40.3 | 1.8 | 6 | 6.8 | | 14.7 | 2.1 | 21.9 | 2.3 | | 26.2 | 5.8 | 94.2 | |

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 | 13 | 100 | 18 | 131 | 68 | 152 | 21 | 241 | 8 | 43 | 45 | 96 | 14 | 137 | 10 | 161 | 629 |
| 08:00 AM | 12 | 90 | 9 | 111 | 63 | 150 | 17 | 230 | 16 | 35 | 34 | 85 | 9 | 139 | 17 | 165 | 591 |
| 08:15 AM | 17 | 74 | 17 | 108 | 69 | 165 | 20 | 254 | 13 | 36 | 49 | 98 | 19 | 122 | 13 | 154 | 614 |
| 08:30 AM | 13 | 71 | 9 | 93 | 66 | 123 | 19 | 208 | 8 | 33 | 35 | 76 | 10 | 135 | 21 | 166 | 543 |
| Total Volume | 55 | 335 | 53 | 443 | 266 | 590 | 77 | 933 | 45 | 147 | 163 | 355 | 52 | 533 | 61 | 646 | 2377 |
| % App. Total | 12.4 | 75.6 | 12 | | 28.5 | 63.2 | 8.3 | | 12.7 | 41.4 | 45.9 | | 8 | 82.5 | 9.4 | | |
| PHF | .809 | .838 | .736 | .845 | .964 | .894 | .917 | .918 | .703 | .855 | .832 | .906 | .684 | .959 | .726 | .973 | .945 |



City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | |
| +0 mins. | 13 | 100 | 18 | 131 | 68 | 152 | 21 | 241 | 8 | 43 | 45 | 96 | 14 | 137 | 10 | 161 | |
| +15 mins. | 12 | 90 | 9 | 111 | 63 | 150 | 17 | 230 | 16 | 35 | 34 | 85 | 9 | 139 | 17 | 165 | |
| +30 mins. | 17 | 74 | 17 | 108 | 69 | 165 | 20 | 254 | 13 | 36 | 49 | 98 | 19 | 122 | 13 | 154 | |
| +45 mins. | 13 | 71 | 9 | 93 | 66 | 123 | 19 | 208 | 8 | 33 | 35 | 76 | 10 | 135 | 21 | 166 | |
| Total Volume | 55 | 335 | 53 | 443 | 266 | 590 | 77 | 933 | 45 | 147 | 163 | 355 | 52 | 533 | 61 | 646 | |
| % App. Total | 12.4 | 75.6 | 12 | | 28.5 | 63.2 | 8.3 | | 12.7 | 41.4 | 45.9 | | 8 | 82.5 | 9.4 | | |
| PHF | .809 | .838 | .736 | .845 | .964 | .894 | .917 | .918 | .703 | .855 | .832 | .906 | .684 | .959 | .726 | .973 | |

City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

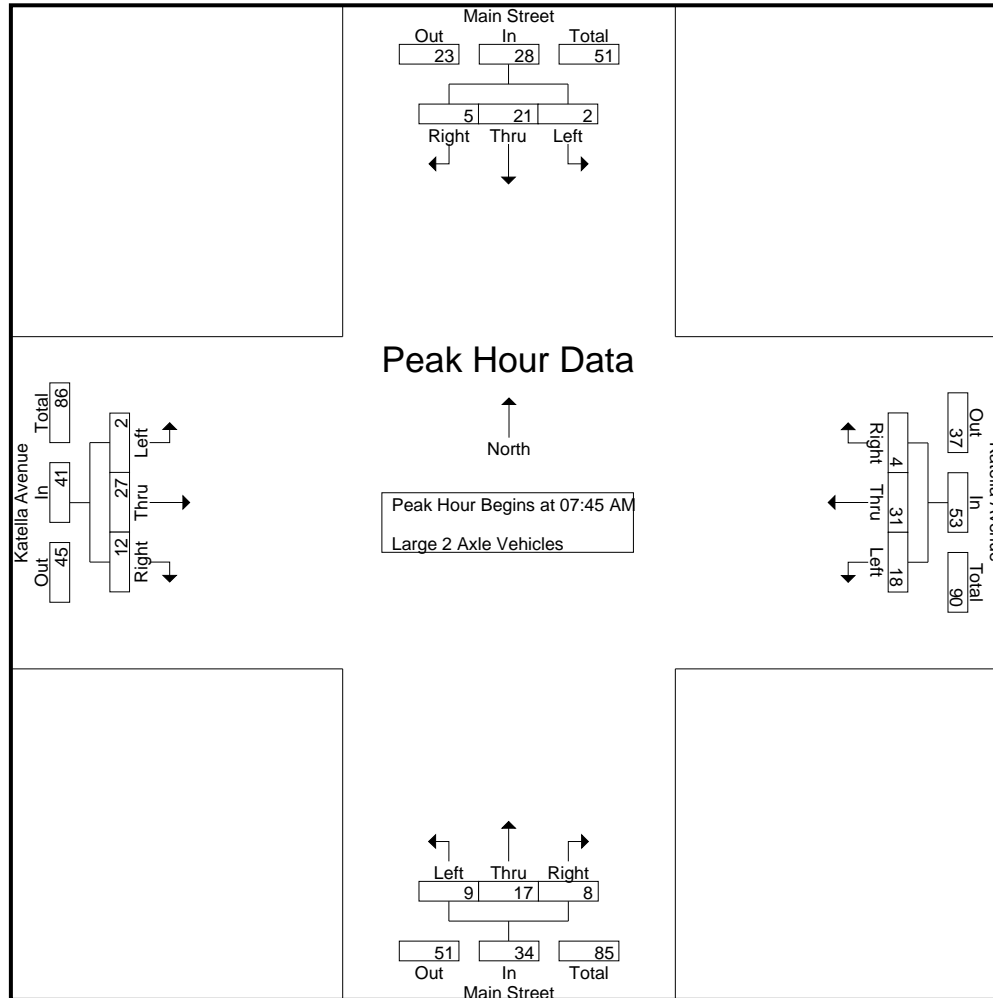
Groups Printed- Large 2 Axle Vehicles

| Start Time | Main Street Southbound | | | | | Katella Avenue Westbound | | | | | Main Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 4 | 3 | 0 | 0 | 7 | 5 | 13 | 0 | 0 | 18 | 1 | 4 | 3 | 1 | 8 | 1 | 3 | 1 | 0 | 5 | 1 | 38 | 39 |
| 07:15 AM | 1 | 1 | 0 | 0 | 2 | 4 | 13 | 1 | 0 | 18 | 1 | 10 | 3 | 2 | 14 | 0 | 6 | 1 | 0 | 7 | 2 | 41 | 43 |
| 07:30 AM | 1 | 1 | 0 | 0 | 2 | 4 | 7 | 1 | 0 | 12 | 2 | 2 | 2 | 1 | 6 | 2 | 7 | 1 | 1 | 10 | 2 | 30 | 32 |
| 07:45 AM | 0 | 7 | 2 | 1 | 9 | 5 | 7 | 1 | 0 | 13 | 2 | 6 | 1 | 1 | 9 | 0 | 11 | 6 | 2 | 17 | 4 | 48 | 52 |
| Total | 6 | 12 | 2 | 1 | 20 | 18 | 40 | 3 | 0 | 61 | 6 | 22 | 9 | 5 | 37 | 3 | 27 | 9 | 3 | 39 | 9 | 157 | 166 |
| 08:00 AM | 0 | 5 | 1 | 1 | 6 | 4 | 8 | 0 | 0 | 12 | 4 | 3 | 4 | 3 | 11 | 1 | 9 | 3 | 1 | 13 | 5 | 42 | 47 |
| 08:15 AM | 1 | 4 | 0 | 0 | 5 | 4 | 11 | 3 | 1 | 18 | 1 | 2 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 3 | 1 | 29 | 30 |
| 08:30 AM | 1 | 5 | 2 | 2 | 8 | 5 | 5 | 0 | 0 | 10 | 2 | 6 | 3 | 3 | 11 | 1 | 5 | 2 | 1 | 8 | 6 | 37 | 43 |
| 08:45 AM | 2 | 3 | 6 | 3 | 11 | 2 | 4 | 1 | 0 | 7 | 2 | 3 | 1 | 0 | 6 | 0 | 5 | 2 | 1 | 7 | 4 | 31 | 35 |
| Total | 4 | 17 | 9 | 6 | 30 | 15 | 28 | 4 | 1 | 47 | 9 | 14 | 8 | 6 | 31 | 2 | 21 | 8 | 3 | 31 | 16 | 139 | 155 |
| Grand Total | 10 | 29 | 11 | 7 | 50 | 33 | 68 | 7 | 1 | 108 | 15 | 36 | 17 | 11 | 68 | 5 | 48 | 17 | 6 | 70 | 25 | 296 | 321 |
| Apprch % | 20 | 58 | 22 | | | 30.6 | 63 | 6.5 | | | 22.1 | 52.9 | 25 | | | 7.1 | 68.6 | 24.3 | | | | | |
| Total % | 3.4 | 9.8 | 3.7 | | 16.9 | 11.1 | 23 | 2.4 | | 36.5 | 5.1 | 12.2 | 5.7 | | 23 | 1.7 | 16.2 | 5.7 | | 23.6 | 7.8 | 92.2 | |

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 | 0 | 7 | 2 | 9 | 5 | 7 | 1 | 13 | 2 | 6 | 1 | 9 | 0 | 11 | 6 | 17 | 48 |
| 08:00 AM | 0 | 5 | 1 | 6 | 4 | 8 | 0 | 12 | 4 | 3 | 4 | 11 | 1 | 9 | 3 | 13 | 42 |
| 08:15 AM | 1 | 4 | 0 | 5 | 4 | 11 | 3 | 18 | 1 | 2 | 0 | 3 | 0 | 2 | 1 | 3 | 29 |
| 08:30 AM | 1 | 5 | 2 | 8 | 5 | 5 | 0 | 10 | 2 | 6 | 3 | 11 | 1 | 5 | 2 | 8 | 37 |
| Total Volume | 2 | 21 | 5 | 28 | 18 | 31 | 4 | 53 | 9 | 17 | 8 | 34 | 2 | 27 | 12 | 41 | 156 |
| % App. Total | 7.1 | 75 | 17.9 | | 34 | 58.5 | 7.5 | | 26.5 | 50 | 23.5 | | 4.9 | 65.9 | 29.3 | | |
| PHF | .500 | .750 | .625 | .778 | .900 | .705 | .333 | .736 | .563 | .708 | .500 | .773 | .500 | .614 | .500 | .603 | .813 |

City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | |
| +0 mins. | 0 | 7 | 2 | 9 | 5 | 7 | 1 | 13 | 2 | 6 | 1 | 9 | 0 | 11 | 6 | 17 | |
| +15 mins. | 0 | 5 | 1 | 6 | 4 | 8 | 0 | 12 | 4 | 3 | 4 | 11 | 1 | 9 | 3 | 13 | |
| +30 mins. | 1 | 4 | 0 | 5 | 4 | 11 | 3 | 18 | 1 | 2 | 0 | 3 | 0 | 2 | 1 | 3 | |
| +45 mins. | 1 | 5 | 2 | 8 | 5 | 5 | 0 | 10 | 2 | 6 | 3 | 11 | 1 | 5 | 2 | 8 | |
| Total Volume | 2 | 21 | 5 | 28 | 18 | 31 | 4 | 53 | 9 | 17 | 8 | 34 | 2 | 27 | 12 | 41 | |
| % App. Total | 7.1 | 75 | 17.9 | | 34 | 58.5 | 7.5 | | 26.5 | 50 | 23.5 | | 4.9 | 65.9 | 29.3 | | |
| PHF | .500 | .750 | .625 | .778 | .900 | .705 | .333 | .736 | .563 | .708 | .500 | .773 | .500 | .614 | .500 | .603 | |

City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

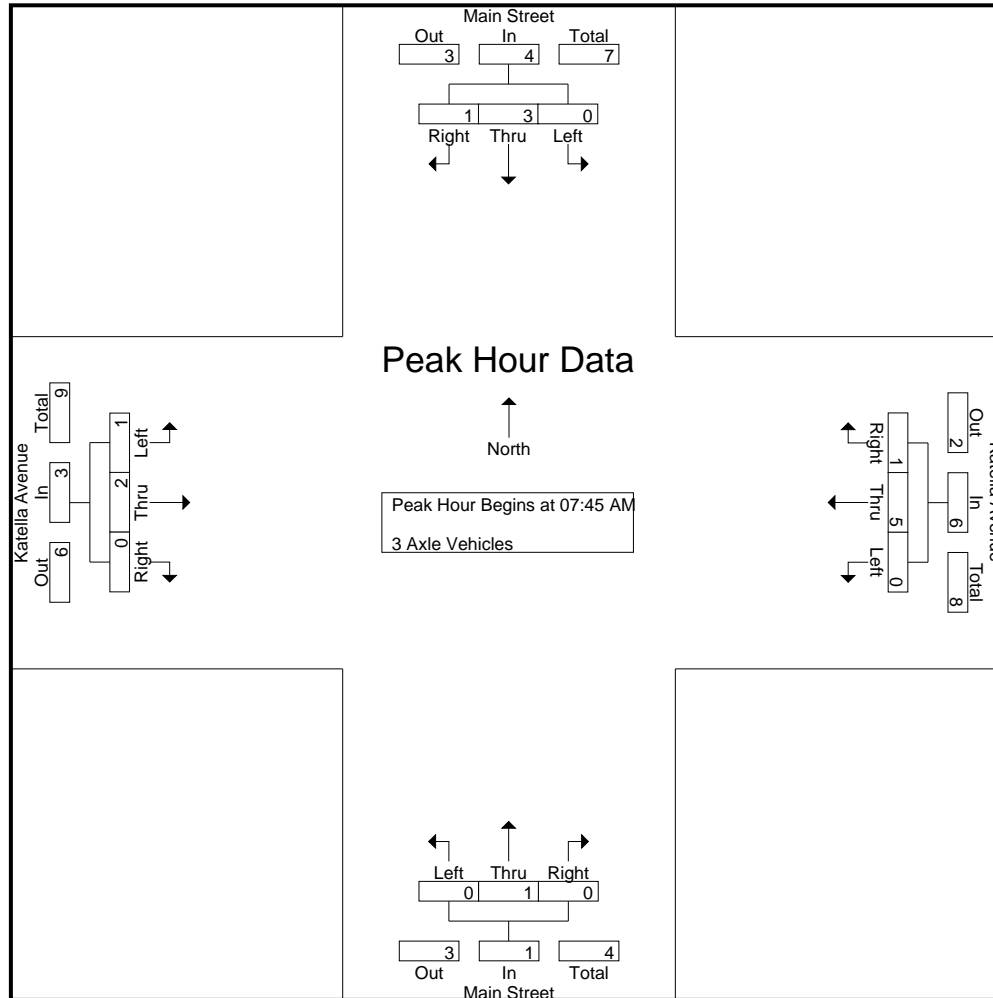
Groups Printed- 3 Axle Vehicles

| Start Time | Main Street Southbound | | | | | Katella Avenue Westbound | | | | | Main Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | | | | | |
|-------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|---|---|---|----|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | | | | | |
| 07:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Total | 0 | 3 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| 08:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 08:15 AM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 1 | 4 | 5 |
| 08:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 5 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 2 | 1 | 1 | 3 | 0 | 3 | 1 | 0 | 4 | 0 | 1 | 1 | 0 | 2 | 1 | 2 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 3 | 1 | 12 | 13 |
| Grand Total | 0 | 5 | 1 | 1 | 6 | 1 | 5 | 1 | 0 | 7 | 0 | 1 | 2 | 0 | 3 | 1 | 2 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 3 | 1 | 19 | 20 |
| Apprch % | 0 | 83.3 | 16.7 | | | 14.3 | 71.4 | 14.3 | | | 0 | 33.3 | 66.7 | | | 33.3 | 66.7 | 0 | | | 0 | 0 | 0 | | | 5 | 95 | |
| Total % | 0 | 26.3 | 5.3 | | 31.6 | 5.3 | 26.3 | 5.3 | | 36.8 | 0 | 5.3 | 10.5 | | 15.8 | 5.3 | 10.5 | 0 | | 15.8 | 0 | 0 | 0 | | | 5 | 95 | |

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:00 AM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 AM | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 4 |
| 08:30 AM | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 5 |
| Total Volume | 0 | 3 | 1 | 4 | 0 | 5 | 1 | 6 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 3 | 14 |
| % App. Total | 0 | 75 | 25 | | 0 | 83.3 | 16.7 | | 0 | 100 | 0 | | 33.3 | 66.7 | 0 | | |
| PHF | .000 | .750 | .250 | 1.00 | .000 | .625 | .250 | .750 | .000 | .250 | .000 | .250 | .250 | .500 | .000 | .375 | .700 |

City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 Each Approach Begins at:

| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | |
|--------------|----------|------|------|-------|----------|------|------|------|----------|------|------|------|----------|------|------|---|------|
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| +45 mins. | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Total Volume | 0 | 3 | 1 | 4 | 0 | 5 | 1 | 6 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 3 |
| % App. Total | 0 | 75 | 25 | | 0 | 83.3 | 16.7 | | 0 | 100 | 0 | | 33.3 | 66.7 | 0 | | |
| PHF | .000 | .750 | .250 | 1.000 | .000 | .625 | .250 | .750 | .000 | .250 | .000 | .250 | .250 | .500 | .000 | | .375 |

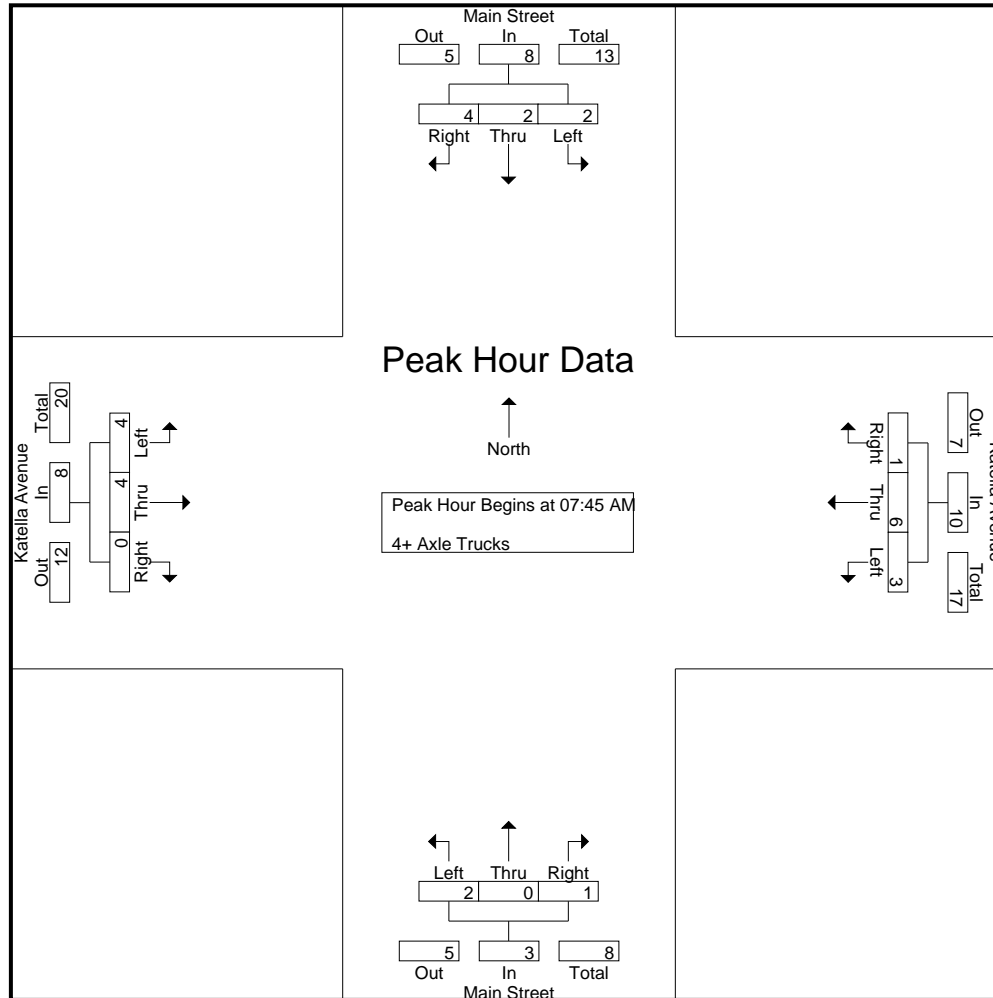
City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

| Start Time | Main Street Southbound | | | | | Katella Avenue Westbound | | | | | Main Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | |
|-------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | |
| 07:00 AM | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 07:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 |
| 07:30 AM | 1 | 1 | 3 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 9 | 9 | 9 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 3 | 3 |
| Total | 1 | 2 | 4 | 0 | 7 | 1 | 4 | 1 | 0 | 6 | 2 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 3 | 0 | 18 | 18 | 18 |
| 08:00 AM | 2 | 0 | 2 | 1 | 4 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 8 | 9 | 9 |
| 08:15 AM | 0 | 2 | 2 | 0 | 4 | 1 | 2 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 12 | 12 | 12 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 3 | 1 | 6 | 7 | 7 |
| 08:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 6 | 0 | 9 | 9 | 9 |
| Total | 2 | 3 | 4 | 1 | 9 | 3 | 6 | 1 | 0 | 10 | 2 | 0 | 1 | 1 | 3 | 7 | 5 | 1 | 0 | 13 | 2 | 35 | 37 | 37 |
| Grand Total | 3 | 5 | 8 | 1 | 16 | 4 | 10 | 2 | 0 | 16 | 4 | 0 | 1 | 1 | 5 | 9 | 6 | 1 | 0 | 16 | 2 | 53 | 55 | 55 |
| Apprch % | 18.8 | 31.2 | 50 | | | 25 | 62.5 | 12.5 | | | 80 | 0 | 20 | | | 56.2 | 37.5 | 6.2 | | | | | | |
| Total % | 5.7 | 9.4 | 15.1 | | 30.2 | 7.5 | 18.9 | 3.8 | | 30.2 | 7.5 | 0 | 1.9 | | 9.4 | 17 | 11.3 | 1.9 | | 30.2 | 3.6 | 96.4 | | |

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 08:00 AM | 2 | 0 | 2 | 4 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 8 |
| 08:15 AM | 0 | 2 | 2 | 4 | 1 | 2 | 1 | 4 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 12 |
| 08:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 3 | 6 |
| Total Volume | 2 | 2 | 4 | 8 | 3 | 6 | 1 | 10 | 2 | 0 | 1 | 3 | 4 | 4 | 0 | 8 | 29 |
| % App. Total | 25 | 25 | 50 | | 30 | 60 | 10 | | 66.7 | 0 | 33.3 | | 50 | 50 | 0 | | |
| PHF | .250 | .250 | .500 | .500 | .750 | .750 | .250 | .625 | .250 | .000 | .250 | .375 | .500 | .500 | .000 | .667 | .604 |



City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 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 | 1 | 0 | 1 | |
| +15 mins. | 2 | 0 | 2 | 4 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | |
| +30 mins. | 0 | 2 | 2 | 4 | 1 | 2 | 1 | 4 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | |
| +45 mins. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 3 | |
| Total Volume | 2 | 2 | 4 | 8 | 3 | 6 | 1 | 10 | 2 | 0 | 1 | 3 | 4 | 4 | 0 | 8 | |
| % App. Total | 25 | 25 | 50 | | 30 | 60 | 10 | | 66.7 | 0 | 33.3 | | 50 | 50 | 0 | | |
| PHF | .250 | .250 | .500 | .500 | .750 | .750 | .250 | .625 | .250 | .000 | .250 | .375 | .500 | .500 | .000 | .667 | |

City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

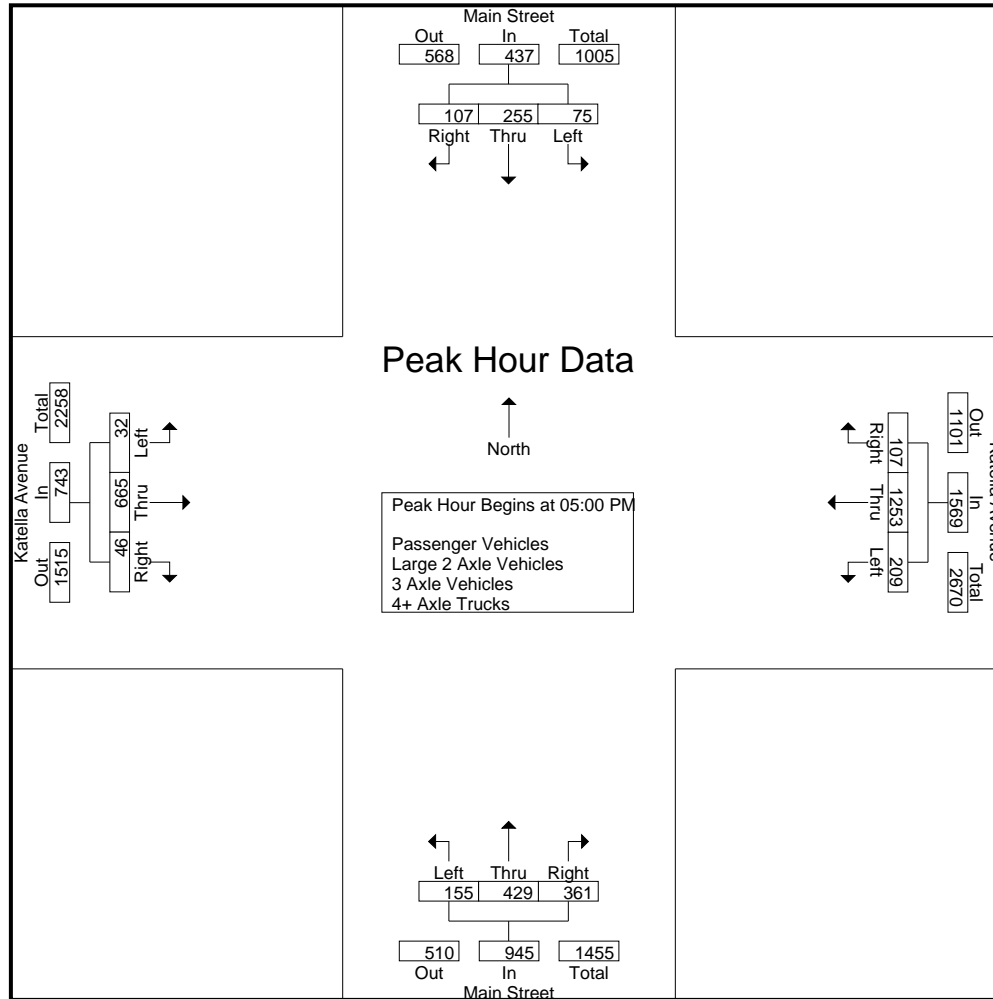
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| Start Time | Main Street Southbound | | | | | Katella Avenue Westbound | | | | | Main Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 13 | 53 | 21 | 12 | 87 | 48 | 241 | 39 | 3 | 328 | 29 | 91 | 67 | 45 | 187 | 15 | 182 | 7 | 2 | 204 | 62 | 806 | 868 |
| 04:15 PM | 21 | 69 | 27 | 19 | 117 | 51 | 209 | 15 | 1 | 275 | 23 | 62 | 78 | 34 | 163 | 11 | 136 | 12 | 4 | 159 | 58 | 714 | 772 |
| 04:30 PM | 20 | 63 | 22 | 8 | 105 | 57 | 239 | 36 | 4 | 332 | 21 | 73 | 82 | 50 | 176 | 9 | 182 | 14 | 9 | 205 | 71 | 818 | 889 |
| 04:45 PM | 20 | 44 | 19 | 5 | 83 | 57 | 259 | 33 | 0 | 349 | 40 | 77 | 58 | 31 | 175 | 14 | 155 | 11 | 3 | 180 | 39 | 787 | 826 |
| Total | 74 | 229 | 89 | 44 | 392 | 213 | 948 | 123 | 8 | 1284 | 113 | 303 | 285 | 160 | 701 | 49 | 655 | 44 | 18 | 748 | 230 | 3125 | 3355 |
| 05:00 PM | 18 | 70 | 35 | 17 | 123 | 56 | 286 | 29 | 3 | 371 | 39 | 112 | 92 | 66 | 243 | 10 | 184 | 18 | 8 | 212 | 94 | 949 | 1043 |
| 05:15 PM | 16 | 49 | 21 | 7 | 86 | 61 | 354 | 29 | 3 | 444 | 38 | 78 | 95 | 57 | 211 | 8 | 159 | 8 | 3 | 175 | 70 | 916 | 986 |
| 05:30 PM | 21 | 76 | 24 | 6 | 121 | 37 | 300 | 29 | 3 | 366 | 41 | 142 | 90 | 45 | 273 | 9 | 168 | 4 | 0 | 181 | 54 | 941 | 995 |
| 05:45 PM | 20 | 60 | 27 | 6 | 107 | 55 | 313 | 20 | 0 | 388 | 37 | 97 | 84 | 47 | 218 | 5 | 154 | 16 | 10 | 175 | 63 | 888 | 951 |
| Total | 75 | 255 | 107 | 36 | 437 | 209 | 1253 | 107 | 9 | 1569 | 155 | 429 | 361 | 215 | 945 | 32 | 665 | 46 | 21 | 743 | 281 | 3694 | 3975 |
| Grand Total | 149 | 484 | 196 | 80 | 829 | 422 | 2201 | 230 | 17 | 2853 | 268 | 732 | 646 | 375 | 1646 | 81 | 1320 | 90 | 39 | 1491 | 511 | 6819 | 7330 |
| Apprch % | 18 | 58.4 | 23.6 | | | 14.8 | 77.1 | 8.1 | | | 16.3 | 44.5 | 39.2 | | | 5.4 | 88.5 | 6 | | | | | |
| Total % | 2.2 | 7.1 | 2.9 | | 12.2 | 6.2 | 32.3 | 3.4 | | 41.8 | 3.9 | 10.7 | 9.5 | | 24.1 | 1.2 | 19.4 | 1.3 | | 21.9 | 7 | 93 | |
| Passenger Vehicles | 146 | 467 | 187 | | 878 | 410 | 2156 | 223 | | 2806 | 254 | 705 | 638 | | 1967 | 73 | 1277 | 77 | | 1459 | 0 | 0 | 7110 |
| % Passenger Vehicles | 98 | 96.5 | 95.4 | 97.5 | 96.6 | 97.2 | 98 | 97 | 100 | 97.8 | 94.8 | 96.3 | 98.8 | 98.7 | 97.3 | 90.1 | 96.7 | 85.6 | 82.1 | 95.4 | 0 | 0 | 97 |
| Large 2 Axle Vehicles | 3 | 12 | 6 | | 22 | 9 | 40 | 3 | | 52 | 13 | 19 | 8 | | 45 | 6 | 35 | 12 | | 60 | 0 | 0 | 179 |
| % Large 2 Axle Vehicles | 2 | 2.5 | 3.1 | 1.2 | 2.4 | 2.1 | 1.8 | 1.3 | 0 | 1.8 | 4.9 | 2.6 | 1.2 | 1.3 | 2.2 | 7.4 | 2.7 | 13.3 | 17.9 | 3.9 | 0 | 0 | 2.4 |
| 3 Axle Vehicles | 0 | 2 | 1 | | 3 | 1 | 1 | 0 | | 2 | 1 | 4 | 0 | | 5 | 0 | 3 | 1 | | 4 | 0 | 0 | 14 |
| % 3 Axle Vehicles | 0 | 0.4 | 0.5 | 0 | 0.3 | 0.2 | 0 | 0 | 0 | 0.1 | 0.4 | 0.5 | 0 | 0 | 0.2 | 0 | 0.2 | 1.1 | 0 | 0.3 | 0 | 0 | 0.2 |
| 4+ Axle Trucks | 0 | 3 | 2 | | 6 | 2 | 4 | 4 | | 10 | 0 | 4 | 0 | | 4 | 2 | 5 | 0 | | 7 | 0 | 0 | 27 |
| % 4+ Axle Trucks | 0 | 0.6 | 1 | 1.2 | 0.7 | 0.5 | 0.2 | 1.7 | 0 | 0.3 | 0 | 0.5 | 0 | 0 | 0.2 | 2.5 | 0.4 | 0 | 0 | 0.5 | 0 | 0 | 0.4 |

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 | 18 | 70 | 35 | 123 | 56 | 286 | 29 | 371 | 39 | 112 | 92 | 243 | 10 | 184 | 18 | 212 | 949 |
| 05:15 PM | 16 | 49 | 21 | 86 | 61 | 354 | 29 | 444 | 38 | 78 | 95 | 211 | 8 | 159 | 8 | 175 | 916 |
| 05:30 PM | 21 | 76 | 24 | 121 | 37 | 300 | 29 | 366 | 41 | 142 | 90 | 273 | 9 | 168 | 4 | 181 | 941 |
| 05:45 PM | 20 | 60 | 27 | 107 | 55 | 313 | 20 | 388 | 37 | 97 | 84 | 218 | 5 | 154 | 16 | 175 | 888 |
| Total Volume | 75 | 255 | 107 | 437 | 209 | 1253 | 107 | 1569 | 155 | 429 | 361 | 945 | 32 | 665 | 46 | 743 | 3694 |
| % App. Total | 17.2 | 58.4 | 24.5 | | 13.3 | 79.9 | 6.8 | | 16.4 | 45.4 | 38.2 | | 4.3 | 89.5 | 6.2 | | |
| PHF | .893 | .839 | .764 | .888 | .857 | .885 | .922 | .883 | .945 | .755 | .950 | .865 | .800 | .904 | .639 | .876 | .973 |

City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 04:30 PM | | | | |
| +0 mins. | 18 | 70 | 35 | 123 | 56 | 286 | 29 | 371 | 39 | 112 | 92 | 243 | 9 | 182 | 14 | 205 | |
| +15 mins. | 16 | 49 | 21 | 86 | 61 | 354 | 29 | 444 | 38 | 78 | 95 | 211 | 14 | 155 | 11 | 180 | |
| +30 mins. | 21 | 76 | 24 | 121 | 37 | 300 | 29 | 366 | 41 | 142 | 90 | 273 | 10 | 184 | 18 | 212 | |
| +45 mins. | 20 | 60 | 27 | 107 | 55 | 313 | 20 | 388 | 37 | 97 | 84 | 218 | 8 | 159 | 8 | 175 | |
| Total Volume | 75 | 255 | 107 | 437 | 209 | 1253 | 107 | 1569 | 155 | 429 | 361 | 945 | 41 | 680 | 51 | 772 | |
| % App. Total | 17.2 | 58.4 | 24.5 | | 13.3 | 79.9 | 6.8 | | 16.4 | 45.4 | 38.2 | | 5.3 | 88.1 | 6.6 | | |
| PHF | .893 | .839 | .764 | .888 | .857 | .885 | .922 | .883 | .945 | .755 | .950 | .865 | .732 | .924 | .708 | .910 | |

City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

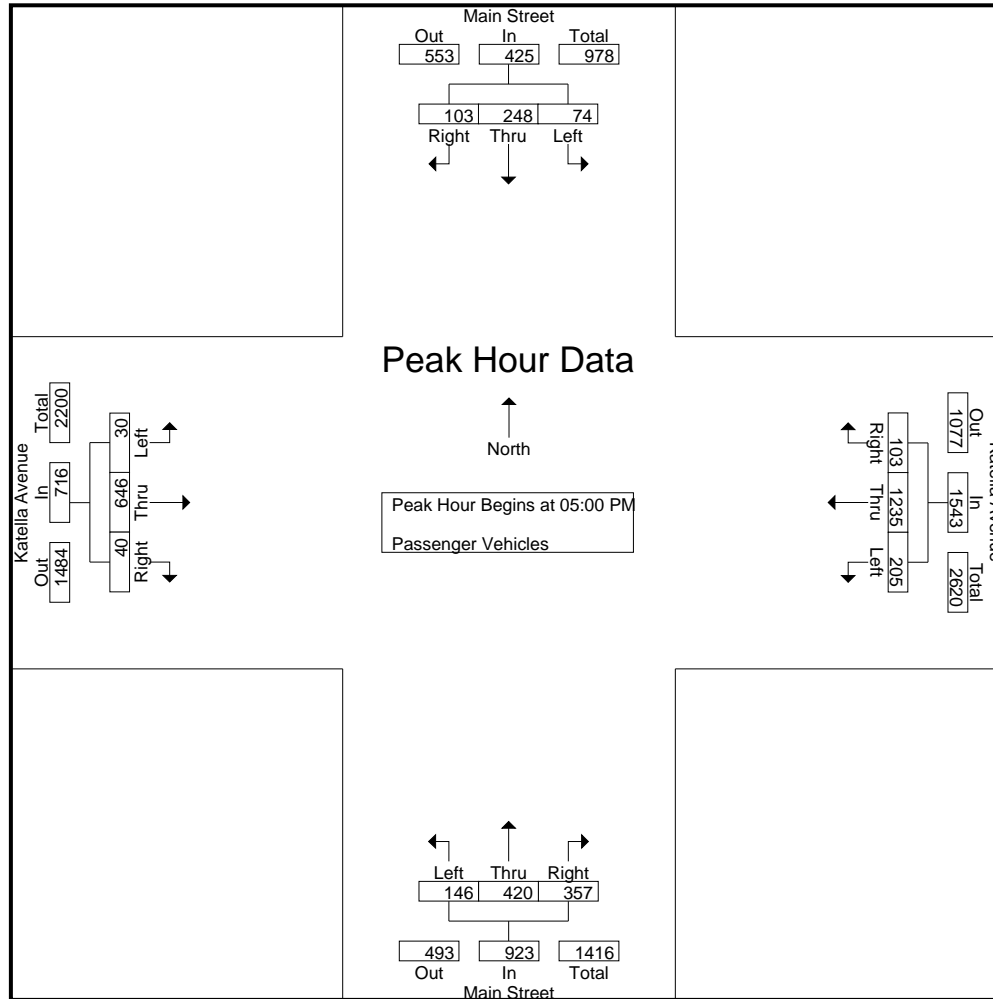
Groups Printed- Passenger Vehicles

| Start Time | Main Street Southbound | | | | | Katella Avenue Westbound | | | | | Main Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 13 | 53 | 21 | 12 | 87 | 47 | 229 | 38 | 3 | 314 | 28 | 85 | 66 | 44 | 179 | 11 | 172 | 6 | 2 | 189 | 61 | 769 | 830 |
| 04:15 PM | 20 | 64 | 27 | 19 | 111 | 48 | 206 | 15 | 1 | 269 | 22 | 57 | 77 | 34 | 156 | 11 | 131 | 11 | 3 | 153 | 57 | 689 | 746 |
| 04:30 PM | 19 | 60 | 21 | 8 | 100 | 55 | 231 | 35 | 4 | 321 | 19 | 71 | 82 | 50 | 172 | 7 | 176 | 10 | 5 | 193 | 67 | 786 | 853 |
| 04:45 PM | 20 | 42 | 15 | 3 | 77 | 55 | 255 | 32 | 0 | 342 | 39 | 72 | 56 | 30 | 167 | 14 | 152 | 10 | 2 | 176 | 35 | 762 | 797 |
| Total | 72 | 219 | 84 | 42 | 375 | 205 | 921 | 120 | 8 | 1246 | 108 | 285 | 281 | 158 | 674 | 43 | 631 | 37 | 12 | 711 | 220 | 3006 | 3226 |
| 05:00 PM | 18 | 67 | 34 | 17 | 119 | 55 | 285 | 27 | 3 | 367 | 36 | 110 | 91 | 65 | 237 | 8 | 180 | 17 | 7 | 205 | 92 | 928 | 1020 |
| 05:15 PM | 16 | 49 | 21 | 7 | 86 | 59 | 347 | 29 | 3 | 435 | 36 | 77 | 94 | 56 | 207 | 8 | 157 | 6 | 3 | 171 | 69 | 899 | 968 |
| 05:30 PM | 21 | 73 | 23 | 6 | 117 | 36 | 295 | 28 | 3 | 359 | 40 | 138 | 89 | 44 | 267 | 9 | 159 | 2 | 0 | 170 | 53 | 913 | 966 |
| 05:45 PM | 19 | 59 | 25 | 6 | 103 | 55 | 308 | 19 | 0 | 382 | 34 | 95 | 83 | 47 | 212 | 5 | 150 | 15 | 10 | 170 | 63 | 867 | 930 |
| Total | 74 | 248 | 103 | 36 | 425 | 205 | 1235 | 103 | 9 | 1543 | 146 | 420 | 357 | 212 | 923 | 30 | 646 | 40 | 20 | 716 | 277 | 3607 | 3884 |
| Grand Total | 146 | 467 | 187 | 78 | 800 | 410 | 2156 | 223 | 17 | 2789 | 254 | 705 | 638 | 370 | 1597 | 73 | 1277 | 77 | 32 | 1427 | 497 | 6613 | 7110 |
| Apprch % | 18.2 | 58.4 | 23.4 | | | 14.7 | 77.3 | 8 | | | 15.9 | 44.1 | 39.9 | | | 5.1 | 89.5 | 5.4 | | | | | |
| Total % | 2.2 | 7.1 | 2.8 | | 12.1 | 6.2 | 32.6 | 3.4 | | 42.2 | 3.8 | 10.7 | 9.6 | | 24.1 | 1.1 | 19.3 | 1.2 | | 21.6 | 7 | 93 | |

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 | 18 | 67 | 34 | 119 | 55 | 285 | 27 | 367 | 36 | 110 | 91 | 237 | 8 | 180 | 17 | 205 | 928 |
| 05:15 PM | 16 | 49 | 21 | 86 | 59 | 347 | 29 | 435 | 36 | 77 | 94 | 207 | 8 | 157 | 6 | 171 | 899 |
| 05:30 PM | 21 | 73 | 23 | 117 | 36 | 295 | 28 | 359 | 40 | 138 | 89 | 267 | 9 | 159 | 2 | 170 | 913 |
| 05:45 PM | 19 | 59 | 25 | 103 | 55 | 308 | 19 | 382 | 34 | 95 | 83 | 212 | 5 | 150 | 15 | 170 | 867 |
| Total Volume | 74 | 248 | 103 | 425 | 205 | 1235 | 103 | 1543 | 146 | 420 | 357 | 923 | 30 | 646 | 40 | 716 | 3607 |
| % App. Total | 17.4 | 58.4 | 24.2 | | 13.3 | 80 | 6.7 | | 15.8 | 45.5 | 38.7 | | 4.2 | 90.2 | 5.6 | | |
| PHF | .881 | .849 | .757 | .893 | .869 | .890 | .888 | .887 | .913 | .761 | .949 | .864 | .833 | .897 | .588 | .873 | .972 |

City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | |
| +0 mins. | 18 | 67 | 34 | 119 | 55 | 285 | 27 | 367 | 36 | 110 | 91 | 237 | 8 | 180 | 17 | 205 | |
| +15 mins. | 16 | 49 | 21 | 86 | 59 | 347 | 29 | 435 | 36 | 77 | 94 | 207 | 8 | 157 | 6 | 171 | |
| +30 mins. | 21 | 73 | 23 | 117 | 36 | 295 | 28 | 359 | 40 | 138 | 89 | 267 | 9 | 159 | 2 | 170 | |
| +45 mins. | 19 | 59 | 25 | 103 | 55 | 308 | 19 | 382 | 34 | 95 | 83 | 212 | 5 | 150 | 15 | 170 | |
| Total Volume | 74 | 248 | 103 | 425 | 205 | 1235 | 103 | 1543 | 146 | 420 | 357 | 923 | 30 | 646 | 40 | 716 | |
| % App. Total | 17.4 | 58.4 | 24.2 | | 13.3 | 80 | 6.7 | | 15.8 | 45.5 | 38.7 | | 4.2 | 90.2 | 5.6 | | |
| PHF | .881 | .849 | .757 | .893 | .869 | .890 | .888 | .887 | .913 | .761 | .949 | .864 | .833 | .897 | .588 | .873 | |

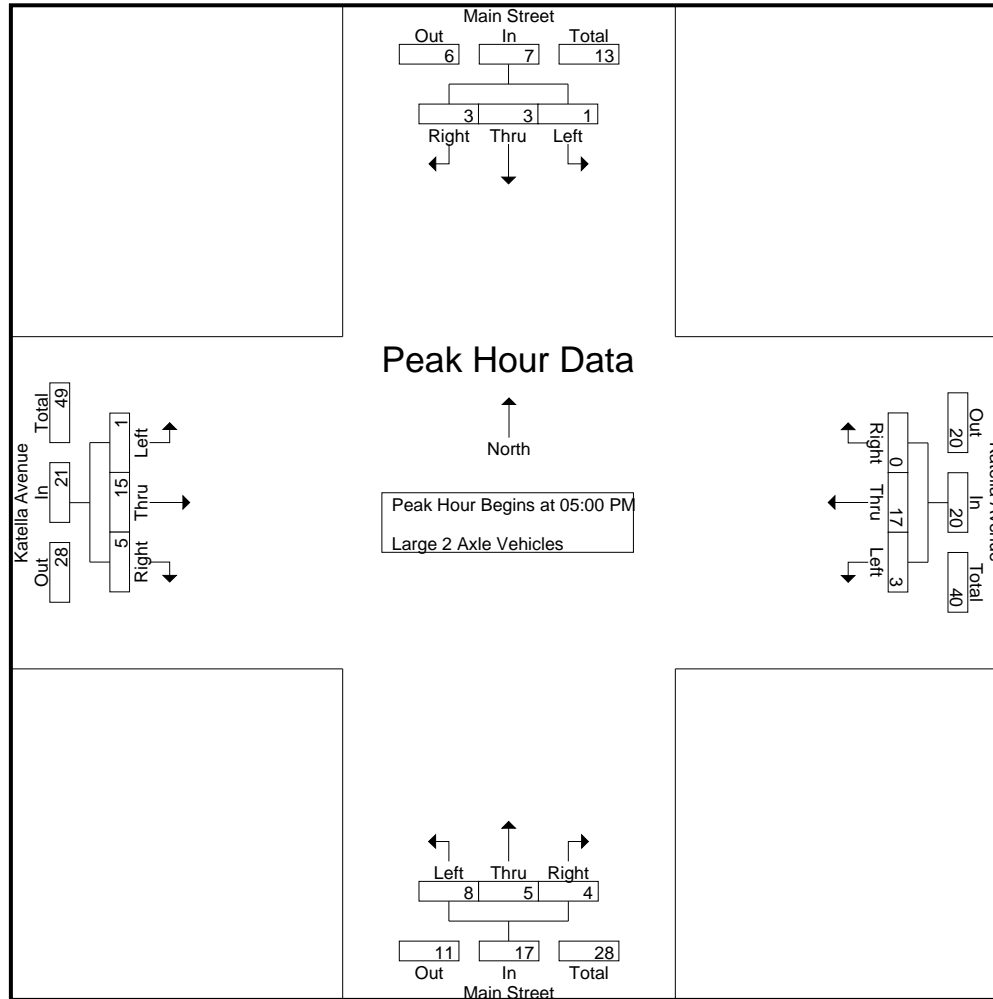
City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

| Start Time | Main Street Southbound | | | | | Katella Avenue Westbound | | | | | Main Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 1 | 0 | 13 | 1 | 5 | 1 | 1 | 7 | 3 | 9 | 1 | 0 | 13 | 1 | 33 | 34 |
| 04:15 PM | 1 | 5 | 0 | 0 | 6 | 2 | 3 | 0 | 0 | 5 | 1 | 5 | 1 | 0 | 7 | 0 | 4 | 1 | 1 | 5 | 1 | 23 | 24 |
| 04:30 PM | 1 | 3 | 1 | 0 | 5 | 1 | 6 | 1 | 0 | 8 | 2 | 2 | 0 | 0 | 4 | 2 | 4 | 4 | 4 | 10 | 4 | 27 | 31 |
| 04:45 PM | 0 | 1 | 2 | 1 | 3 | 2 | 3 | 1 | 0 | 6 | 1 | 2 | 2 | 1 | 5 | 0 | 3 | 1 | 1 | 4 | 3 | 18 | 21 |
| Total | 2 | 9 | 3 | 1 | 14 | 6 | 23 | 3 | 0 | 32 | 5 | 14 | 4 | 2 | 23 | 5 | 20 | 7 | 6 | 32 | 9 | 101 | 110 |
| 05:00 PM | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 3 | 2 | 1 | 1 | 6 | 1 | 4 | 1 | 1 | 6 | 2 | 16 | 18 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 8 | 2 | 0 | 1 | 1 | 3 | 0 | 0 | 2 | 0 | 2 | 1 | 13 | 14 |
| 05:30 PM | 0 | 2 | 1 | 0 | 3 | 1 | 4 | 0 | 0 | 5 | 1 | 2 | 1 | 1 | 4 | 0 | 9 | 1 | 0 | 10 | 1 | 22 | 23 |
| 05:45 PM | 1 | 0 | 1 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 2 | 1 | 1 | 0 | 4 | 0 | 2 | 1 | 0 | 3 | 0 | 14 | 14 |
| Total | 1 | 3 | 3 | 0 | 7 | 3 | 17 | 0 | 0 | 20 | 8 | 5 | 4 | 3 | 17 | 1 | 15 | 5 | 1 | 21 | 4 | 65 | 69 |
| Grand Total | 3 | 12 | 6 | 1 | 21 | 9 | 40 | 3 | 0 | 52 | 13 | 19 | 8 | 5 | 40 | 6 | 35 | 12 | 7 | 53 | 13 | 166 | 179 |
| Apprch % | 14.3 | 57.1 | 28.6 | | | 17.3 | 76.9 | 5.8 | | | 32.5 | 47.5 | 20 | | | 11.3 | 66 | 22.6 | | | | | |
| Total % | 1.8 | 7.2 | 3.6 | | 12.7 | 5.4 | 24.1 | 1.8 | | 31.3 | 7.8 | 11.4 | 4.8 | | 24.1 | 3.6 | 21.1 | 7.2 | | 31.9 | 7.3 | 92.7 | |

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 | 1 | 1 | 2 | 1 | 1 | 0 | 2 | 3 | 2 | 1 | 6 | 1 | 4 | 1 | 6 | 16 |
| 05:15 PM | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 8 | 2 | 0 | 1 | 3 | 0 | 0 | 2 | 2 | 13 |
| 05:30 PM | 0 | 2 | 1 | 3 | 1 | 4 | 0 | 5 | 1 | 2 | 1 | 4 | 0 | 9 | 1 | 10 | 22 |
| 05:45 PM | 1 | 0 | 1 | 2 | 0 | 5 | 0 | 5 | 2 | 1 | 1 | 4 | 0 | 2 | 1 | 3 | 14 |
| Total Volume | 1 | 3 | 3 | 7 | 3 | 17 | 0 | 20 | 8 | 5 | 4 | 17 | 1 | 15 | 5 | 21 | 65 |
| % App. Total | 14.3 | 42.9 | 42.9 | | 15 | 85 | 0 | | 47.1 | 29.4 | 23.5 | | 4.8 | 71.4 | 23.8 | | |
| PHF | .250 | .375 | .750 | .583 | .750 | .607 | .000 | .625 | .667 | .625 | 1.00 | .708 | .250 | .417 | .625 | .525 | .739 |



City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | |
| +0 mins. | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 2 | 3 | 2 | 1 | 6 | 1 | 4 | 1 | 6 | |
| +15 mins. | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 8 | 2 | 0 | 1 | 3 | 0 | 0 | 2 | 2 | |
| +30 mins. | 0 | 2 | 1 | 3 | 1 | 4 | 0 | 5 | 1 | 2 | 1 | 4 | 0 | 9 | 1 | 10 | |
| +45 mins. | 1 | 0 | 1 | 2 | 0 | 5 | 0 | 5 | 2 | 1 | 1 | 4 | 0 | 2 | 1 | 3 | |
| Total Volume | 1 | 3 | 3 | 7 | 3 | 17 | 0 | 20 | 8 | 5 | 4 | 17 | 1 | 15 | 5 | 21 | |
| % App. Total | 14.3 | 42.9 | 42.9 | | 15 | 85 | 0 | | 47.1 | 29.4 | 23.5 | | 4.8 | 71.4 | 23.8 | | |
| PHF | .250 | .375 | .750 | .583 | .750 | .607 | .000 | .625 | .667 | .625 | 1.000 | .708 | .250 | .417 | .625 | .525 | |

City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

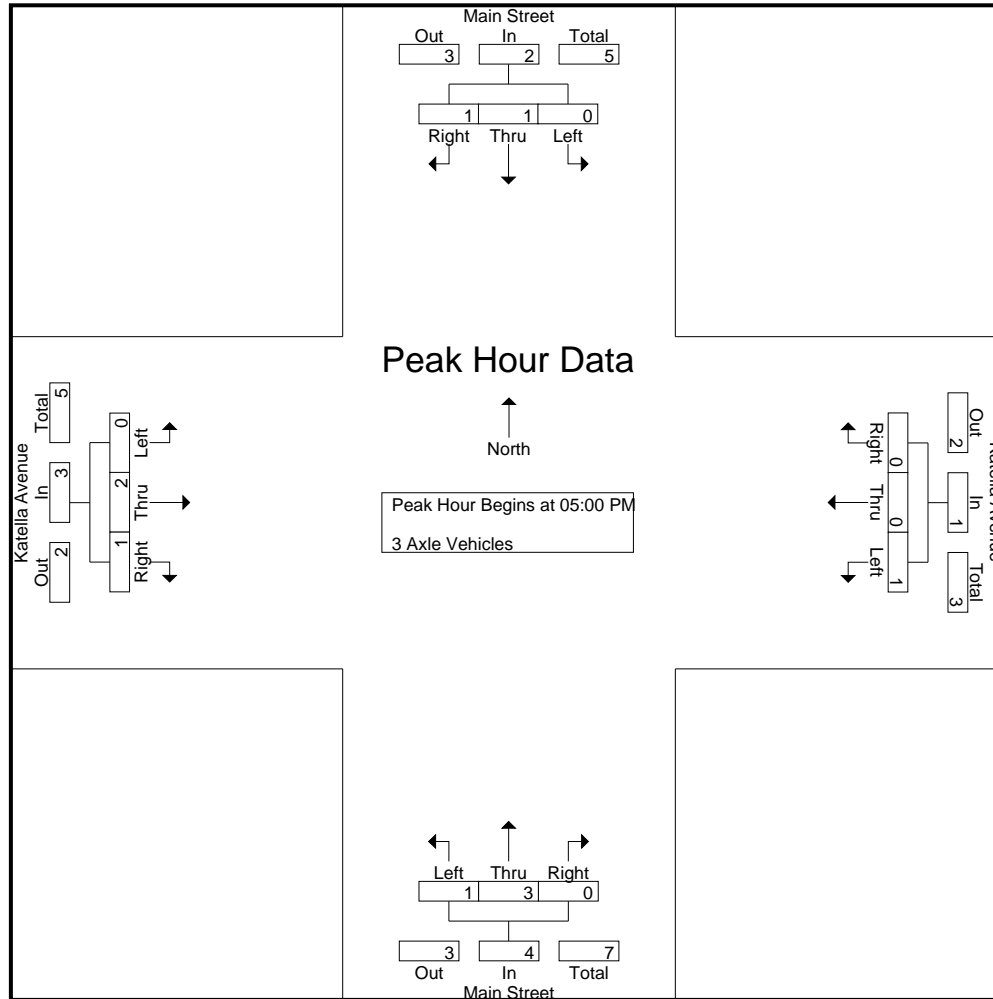
Groups Printed- 3 Axle Vehicles

| Start Time | Main Street Southbound | | | | | Katella Avenue Westbound | | | | | Main Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | | | | | |
|-------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|---|-----|---|----|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 4 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 |
| 05:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 4 |
| 05:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 4 |
| Total | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 10 |
| Grand Total | 0 | 2 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 2 | 1 | 4 | 0 | 0 | 5 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 14 | 14 |
| Apprch % | 0 | 66.7 | 33.3 | | | 50 | 50 | 0 | | | 20 | 80 | 0 | | | 0 | 75 | 25 | | | | | | | | | | |
| Total % | 0 | 14.3 | 7.1 | | 21.4 | 7.1 | 7.1 | 0 | | 14.3 | 7.1 | 28.6 | 0 | | 35.7 | 0 | 21.4 | 7.1 | | 28.6 | 0 | 0 | 0 | | 100 | | | |

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 05:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 4 |
| 05:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 4 |
| Total Volume | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 4 | 0 | 2 | 1 | 3 | 10 |
| % App. Total | 0 | 50 | 50 | | 100 | 0 | 0 | | 25 | 75 | 0 | | 0 | 66.7 | 33.3 | | |
| PHF | .000 | .250 | .250 | .500 | .250 | .000 | .000 | .250 | .250 | .375 | .000 | .500 | .000 | .500 | .250 | .750 | .625 |

City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 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 | 0 | 0 | 0 | |
| +15 mins. | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | |
| +45 mins. | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | |
| Total Volume | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 4 | 0 | 2 | 1 | 3 | |
| % App. Total | 0 | 50 | 50 | | 100 | 0 | 0 | | 25 | 75 | 0 | | 0 | 66.7 | 33.3 | | |
| PHF | .000 | .250 | .250 | .500 | .250 | .000 | .000 | .250 | .250 | .375 | .000 | .500 | .000 | .500 | .250 | .750 | |

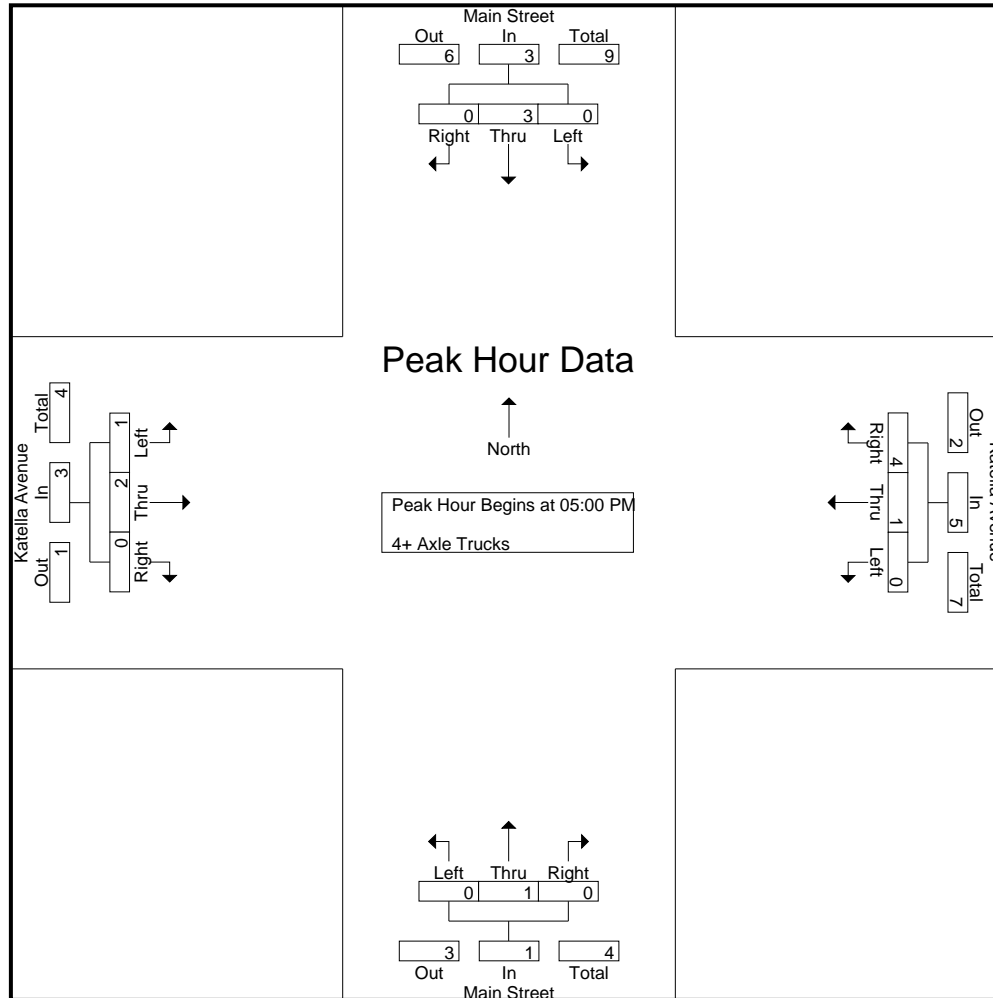
City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

Groups Printed- 4+ Axle Trucks

| Start Time | Main Street Southbound | | | | | Katella Avenue Westbound | | | | | Main Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 4 | 4 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 4 |
| 04:45 PM | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 |
| Total | 0 | 0 | 2 | 1 | 2 | 2 | 3 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 1 | 3 | 0 | 0 | 4 | 1 | 14 | 15 |
| 05:00 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 5 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 2 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 05:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 3 |
| Total | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 4 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 0 | 12 | 12 |
| Grand Total | 0 | 3 | 2 | 1 | 5 | 2 | 4 | 4 | 0 | 10 | 0 | 4 | 0 | 0 | 4 | 2 | 5 | 0 | 0 | 7 | 1 | 26 | 27 |
| Apprch % | 0 | 60 | 40 | | | 20 | 40 | 40 | | | 0 | 100 | 0 | | | 28.6 | 71.4 | 0 | | | | | |
| Total % | 0 | 11.5 | 7.7 | | 19.2 | 7.7 | 15.4 | 15.4 | | 38.5 | 0 | 15.4 | 0 | | 15.4 | 7.7 | 19.2 | 0 | | 26.9 | 3.7 | 96.3 | |

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 | 2 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| Total Volume | 0 | 3 | 0 | 3 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 3 | 12 |
| % App. Total | 0 | 100 | 0 | | 0 | 20 | 80 | | 0 | 100 | 0 | | 33.3 | 66.7 | 0 | | |
| PHF | .000 | .375 | .000 | .375 | .000 | .250 | .500 | .625 | .000 | .250 | .000 | .250 | .250 | .500 | .000 | .750 | .600 |



City of Orange
 N/S: Main Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 04_ORN_Main_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Katella Avenue Westbound | | | | Main Street Northbound | | | | Katella Avenue 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 Each Approach Begins at:

| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total Volume | 0 | 3 | 0 | 3 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 3 |
| % App. Total | 0 | 100 | 0 | | 0 | 20 | 80 | | 0 | 100 | 0 | | 33.3 | 66.7 | 0 | |
| PHF | .000 | .375 | .000 | .375 | .000 | .250 | .500 | .625 | .000 | .250 | .000 | .250 | .250 | .500 | .000 | .750 |

Location: Orange
 N/S: Main Street
 E/W: Katella Avenue



Date: 8/31/2022
 Day: Wednesday

PEDESTRIANS

| | North Leg Main Street | East Leg Katella Avenue | South Leg Main Street | West Leg Katella Avenue | |
|----------------|--------------------------|----------------------------|--------------------------|----------------------------|----|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 2 | 0 | 0 | 0 | 2 |
| 7:15 AM | 4 | 1 | 0 | 2 | 7 |
| 7:30 AM | 4 | 3 | 2 | 8 | 17 |
| 7:45 AM | 4 | 1 | 4 | 9 | 18 |
| 8:00 AM | 1 | 2 | 4 | 3 | 10 |
| 8:15 AM | 1 | 0 | 3 | 0 | 4 |
| 8:30 AM | 6 | 1 | 0 | 3 | 10 |
| 8:45 AM | 1 | 1 | 7 | 18 | 27 |
| TOTAL VOLUMES: | 23 | 9 | 20 | 43 | 95 |

| | North Leg Main Street | East Leg Katella Avenue | South Leg Main Street | West Leg Katella Avenue | |
|----------------|--------------------------|----------------------------|--------------------------|----------------------------|----|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 0 | 0 | 2 | 5 | 7 |
| 4:15 PM | 3 | 2 | 2 | 0 | 7 |
| 4:30 PM | 2 | 1 | 1 | 2 | 6 |
| 4:45 PM | 6 | 0 | 0 | 7 | 13 |
| 5:00 PM | 0 | 1 | 1 | 2 | 4 |
| 5:15 PM | 2 | 0 | 1 | 3 | 6 |
| 5:30 PM | 3 | 1 | 1 | 4 | 9 |
| 5:45 PM | 1 | 0 | 1 | 4 | 6 |
| TOTAL VOLUMES: | 17 | 5 | 9 | 27 | 58 |

Location: Orange
 N/S: Main Street
 E/W: Katella Avenue



Date: 8/31/2022
 Day: Wednesday

BICYCLES

| | Southbound Main Street | | | Westbound Katella Avenue | | | Northbound Main Street | | | Eastbound Katella Avenue | | | |
|----------------|---------------------------|------|-------|-----------------------------|------|-------|---------------------------|------|-------|-----------------------------|------|-------|----|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 7:00 AM | 0 | 1 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| TOTAL VOLUMES: | 0 | 3 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 13 |

| | Southbound Main Street | | | Westbound Katella Avenue | | | Northbound Main Street | | | Eastbound Katella Avenue | | | |
|----------------|---------------------------|------|-------|-----------------------------|------|-------|---------------------------|------|-------|-----------------------------|------|-------|----|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 5:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| TOTAL VOLUMES: | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 11 |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

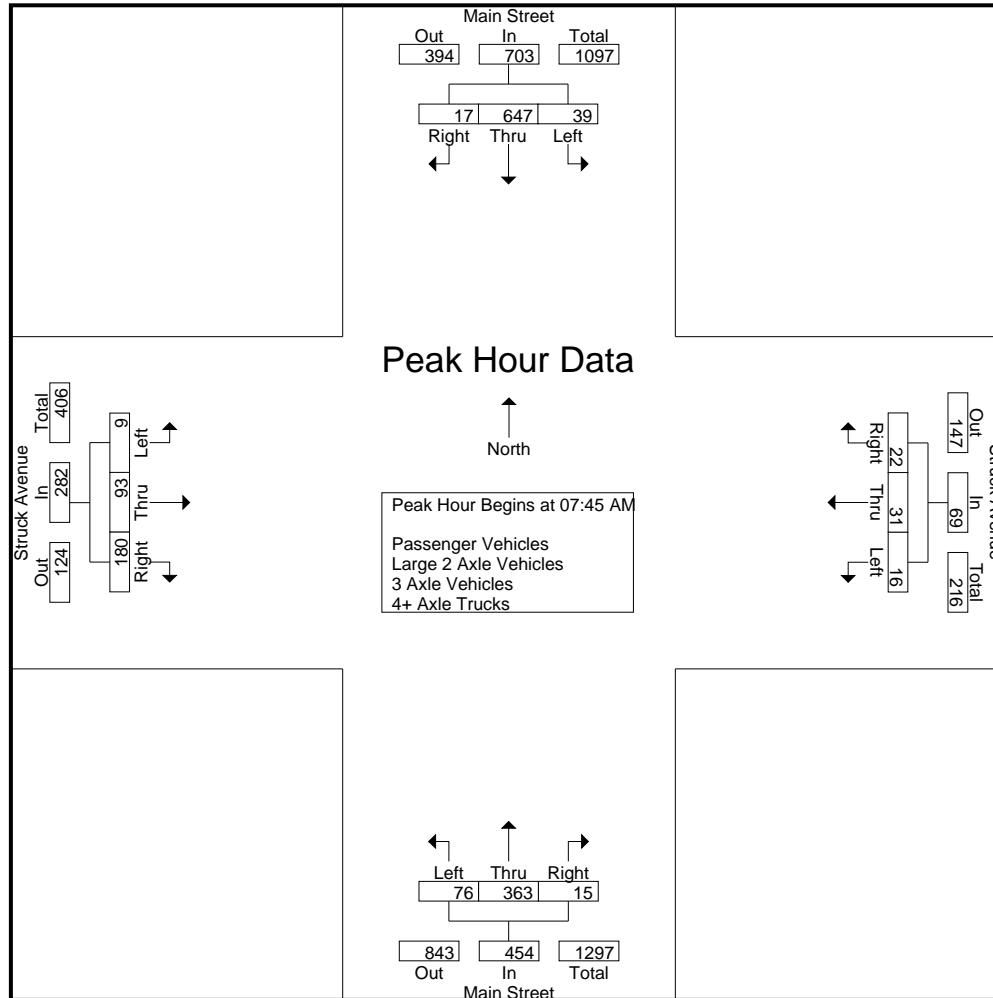
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| Start Time | Main Street Southbound | | | | | Struck Avenue Westbound | | | | | Main Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 10 | 105 | 0 | 0 | 115 | 6 | 2 | 3 | 3 | 11 | 20 | 55 | 3 | 0 | 78 | 1 | 11 | 28 | 18 | 40 | 21 | 244 | 265 |
| 07:15 AM | 6 | 112 | 1 | 0 | 119 | 1 | 4 | 0 | 0 | 5 | 21 | 65 | 2 | 0 | 88 | 2 | 13 | 47 | 38 | 62 | 38 | 274 | 312 |
| 07:30 AM | 7 | 137 | 4 | 1 | 148 | 1 | 4 | 5 | 2 | 10 | 14 | 77 | 3 | 0 | 94 | 5 | 21 | 34 | 25 | 60 | 28 | 312 | 340 |
| 07:45 AM | 10 | 173 | 5 | 1 | 188 | 5 | 8 | 7 | 3 | 20 | 18 | 88 | 4 | 0 | 110 | 1 | 21 | 50 | 35 | 72 | 39 | 390 | 429 |
| Total | 33 | 527 | 10 | 2 | 570 | 13 | 18 | 15 | 8 | 46 | 73 | 285 | 12 | 0 | 370 | 9 | 66 | 159 | 116 | 234 | 126 | 1220 | 1346 |
| 08:00 AM | 14 | 167 | 1 | 0 | 182 | 7 | 3 | 5 | 4 | 15 | 22 | 85 | 5 | 0 | 112 | 1 | 19 | 51 | 31 | 71 | 35 | 380 | 415 |
| 08:15 AM | 7 | 160 | 3 | 0 | 170 | 2 | 12 | 5 | 4 | 19 | 31 | 91 | 4 | 0 | 126 | 4 | 27 | 43 | 24 | 74 | 28 | 389 | 417 |
| 08:30 AM | 8 | 147 | 8 | 1 | 163 | 2 | 8 | 5 | 2 | 15 | 5 | 99 | 2 | 0 | 106 | 3 | 26 | 36 | 23 | 65 | 26 | 349 | 375 |
| 08:45 AM | 4 | 135 | 3 | 1 | 142 | 5 | 11 | 3 | 1 | 19 | 25 | 74 | 10 | 1 | 109 | 4 | 29 | 53 | 25 | 86 | 28 | 356 | 384 |
| Total | 33 | 609 | 15 | 2 | 657 | 16 | 34 | 18 | 11 | 68 | 83 | 349 | 21 | 1 | 453 | 12 | 101 | 183 | 103 | 296 | 117 | 1474 | 1591 |
| Grand Total | 66 | 1136 | 25 | 4 | 1227 | 29 | 52 | 33 | 19 | 114 | 156 | 634 | 33 | 1 | 823 | 21 | 167 | 342 | 219 | 530 | 243 | 2694 | 2937 |
| Apprch % | 5.4 | 92.6 | 2 | | | 25.4 | 45.6 | 28.9 | | | 19 | 77 | 4 | | | 4 | 31.5 | 64.5 | | | | | |
| Total % | 2.4 | 42.2 | 0.9 | | 45.5 | 1.1 | 1.9 | 1.2 | | 4.2 | 5.8 | 23.5 | 1.2 | | 30.5 | 0.8 | 6.2 | 12.7 | | 19.7 | 8.3 | 91.7 | |
| Passenger Vehicles | 62 | 1057 | 23 | | 1146 | 25 | 46 | 31 | | 121 | 147 | 584 | 29 | | 761 | 18 | 159 | 329 | | 718 | 0 | 0 | 2746 |
| % Passenger Vehicles | 93.9 | 93 | 92 | 100 | 93.1 | 86.2 | 88.5 | 93.9 | 100 | 91 | 94.2 | 92.1 | 87.9 | 100 | 92.4 | 85.7 | 95.2 | 96.2 | 96.8 | 95.9 | 0 | 0 | 93.5 |
| Large 2 Axle Vehicles | 3 | 62 | 2 | | 67 | 3 | 6 | 1 | | 10 | 8 | 41 | 4 | | 53 | 1 | 7 | 13 | | 28 | 0 | 0 | 158 |
| % Large 2 Axle Vehicles | 4.5 | 5.5 | 8 | 0 | 5.4 | 10.3 | 11.5 | 3 | 0 | 7.5 | 5.1 | 6.5 | 12.1 | 0 | 6.4 | 4.8 | 4.2 | 3.8 | 3.2 | 3.7 | 0 | 0 | 5.4 |
| 3 Axle Vehicles | 1 | 5 | 0 | | 6 | 1 | 0 | 0 | | 1 | 1 | 2 | 0 | | 3 | 1 | 1 | 0 | | 2 | 0 | 0 | 12 |
| % 3 Axle Vehicles | 1.5 | 0.4 | 0 | 0 | 0.5 | 3.4 | 0 | 0 | 0 | 0.8 | 0.6 | 0.3 | 0 | 0 | 0.4 | 4.8 | 0.6 | 0 | 0 | 0.3 | 0 | 0 | 0.4 |
| 4+ Axle Trucks | 0 | 12 | 0 | | 12 | 0 | 0 | 1 | | 1 | 0 | 7 | 0 | | 7 | 1 | 0 | 0 | | 1 | 0 | 0 | 21 |
| % 4+ Axle Trucks | 0 | 1.1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0.8 | 0 | 1.1 | 0 | 0 | 0.8 | 4.8 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0.7 |

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 | 173 | 5 | 188 | 5 | 8 | 7 | 20 | 18 | 88 | 4 | 110 | 1 | 21 | 50 | 72 | 390 |
| 08:00 AM | 14 | 167 | 1 | 182 | 7 | 3 | 5 | 15 | 22 | 85 | 5 | 112 | 1 | 19 | 51 | 71 | 380 |
| 08:15 AM | 7 | 160 | 3 | 170 | 2 | 12 | 5 | 19 | 31 | 91 | 4 | 126 | 4 | 27 | 43 | 74 | 389 |
| 08:30 AM | 8 | 147 | 8 | 163 | 2 | 8 | 5 | 15 | 5 | 99 | 2 | 106 | 3 | 26 | 36 | 65 | 349 |
| Total Volume | 39 | 647 | 17 | 703 | 16 | 31 | 22 | 69 | 76 | 363 | 15 | 454 | 9 | 93 | 180 | 282 | 1508 |
| % App. Total | 5.5 | 92 | 2.4 | | 23.2 | 44.9 | 31.9 | | 16.7 | 80 | 3.3 | | 3.2 | 33 | 63.8 | | |
| PHF | .696 | .935 | .531 | .935 | .571 | .646 | .786 | .863 | .613 | .917 | .750 | .901 | .563 | .861 | .882 | .953 | .967 |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 08:00 AM | | | | |
| +0 mins. | 10 | 173 | 5 | 188 | 5 | 8 | 7 | 20 | 18 | 88 | 4 | 110 | 1 | 19 | 51 | 71 | |
| +15 mins. | 14 | 167 | 1 | 182 | 7 | 3 | 5 | 15 | 22 | 85 | 5 | 112 | 4 | 27 | 43 | 74 | |
| +30 mins. | 7 | 160 | 3 | 170 | 2 | 12 | 5 | 19 | 31 | 91 | 4 | 126 | 3 | 26 | 36 | 65 | |
| +45 mins. | 8 | 147 | 8 | 163 | 2 | 8 | 5 | 15 | 5 | 99 | 2 | 106 | 4 | 29 | 53 | 86 | |
| Total Volume | 39 | 647 | 17 | 703 | 16 | 31 | 22 | 69 | 76 | 363 | 15 | 454 | 12 | 101 | 183 | 296 | |
| % App. Total | 5.5 | 92 | 2.4 | | 23.2 | 44.9 | 31.9 | | 16.7 | 80 | 3.3 | | 4.1 | 34.1 | 61.8 | | |
| PHF | .696 | .935 | .531 | .935 | .571 | .646 | .786 | .863 | .613 | .917 | .750 | .901 | .750 | .871 | .863 | .860 | |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

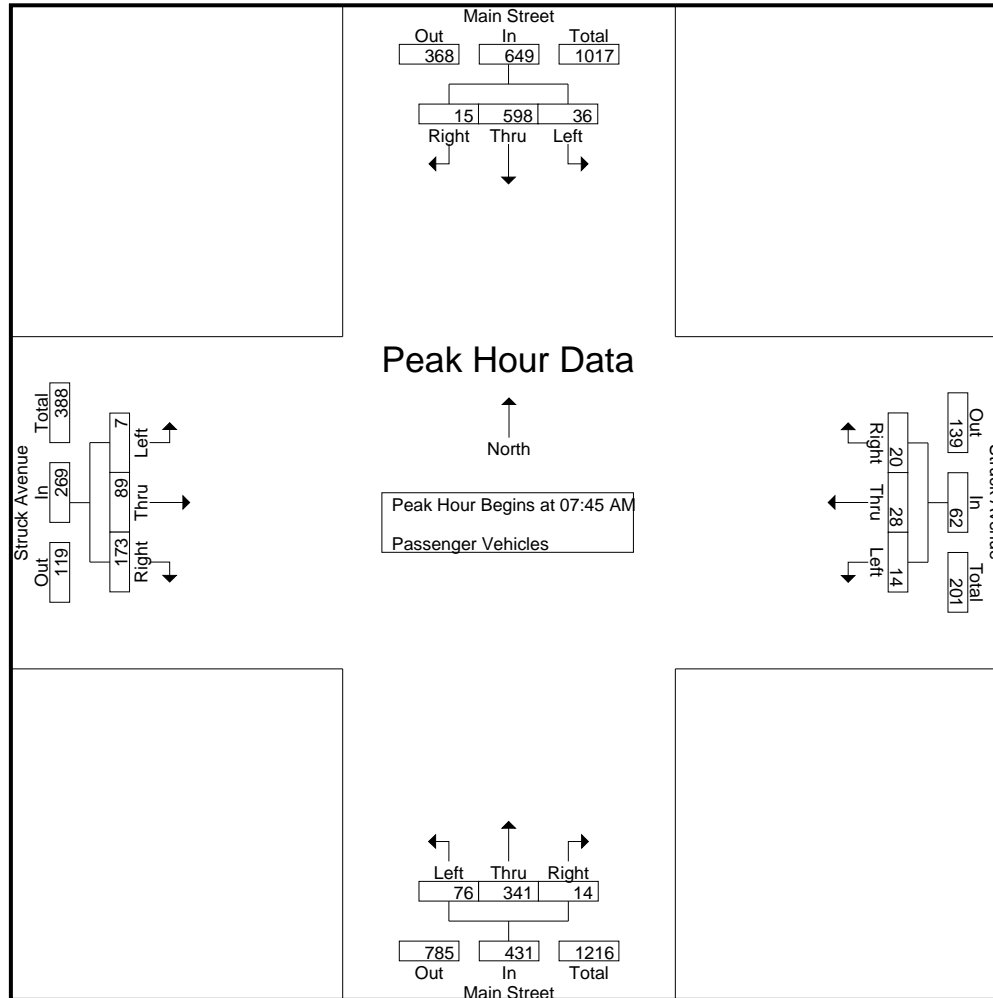
Groups Printed- Passenger Vehicles

| Start Time | Main Street Southbound | | | | | Struck Avenue Westbound | | | | | Main Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 10 | 97 | 0 | 0 | 107 | 5 | 1 | 3 | 3 | 9 | 16 | 46 | 3 | 0 | 65 | 1 | 11 | 26 | 17 | 38 | 20 | 219 | 239 |
| 07:15 AM | 6 | 105 | 1 | 0 | 112 | 1 | 4 | 0 | 0 | 5 | 20 | 56 | 1 | 0 | 77 | 2 | 13 | 46 | 37 | 61 | 37 | 255 | 292 |
| 07:30 AM | 7 | 130 | 4 | 1 | 141 | 1 | 4 | 5 | 2 | 10 | 14 | 71 | 3 | 0 | 88 | 4 | 18 | 33 | 25 | 55 | 28 | 294 | 322 |
| 07:45 AM | 9 | 160 | 4 | 1 | 173 | 3 | 7 | 6 | 3 | 16 | 18 | 84 | 3 | 0 | 105 | 1 | 21 | 48 | 34 | 70 | 38 | 364 | 402 |
| Total | 32 | 492 | 9 | 2 | 533 | 10 | 16 | 14 | 8 | 40 | 68 | 257 | 10 | 0 | 335 | 8 | 63 | 153 | 113 | 224 | 123 | 1132 | 1255 |
| 08:00 AM | 13 | 154 | 1 | 0 | 168 | 7 | 3 | 5 | 4 | 15 | 22 | 77 | 5 | 0 | 104 | 1 | 19 | 48 | 28 | 68 | 32 | 355 | 387 |
| 08:15 AM | 7 | 146 | 3 | 0 | 156 | 2 | 11 | 4 | 4 | 17 | 31 | 88 | 4 | 0 | 123 | 3 | 25 | 43 | 24 | 71 | 28 | 367 | 395 |
| 08:30 AM | 7 | 138 | 7 | 1 | 152 | 2 | 7 | 5 | 2 | 14 | 5 | 92 | 2 | 0 | 99 | 2 | 24 | 34 | 22 | 60 | 25 | 325 | 350 |
| 08:45 AM | 3 | 127 | 3 | 1 | 133 | 4 | 9 | 3 | 1 | 16 | 21 | 70 | 8 | 1 | 99 | 4 | 28 | 51 | 25 | 83 | 28 | 331 | 359 |
| Total | 30 | 565 | 14 | 2 | 609 | 15 | 30 | 17 | 11 | 62 | 79 | 327 | 19 | 1 | 425 | 10 | 96 | 176 | 99 | 282 | 113 | 1378 | 1491 |
| Grand Total | 62 | 1057 | 23 | 4 | 1142 | 25 | 46 | 31 | 19 | 102 | 147 | 584 | 29 | 1 | 760 | 18 | 159 | 329 | 212 | 506 | 236 | 2510 | 2746 |
| Apprch % | 5.4 | 92.6 | 2 | | | 24.5 | 45.1 | 30.4 | | | 19.3 | 76.8 | 3.8 | | | 3.6 | 31.4 | 65 | | | | | |
| Total % | 2.5 | 42.1 | 0.9 | | 45.5 | 1 | 1.8 | 1.2 | | 4.1 | 5.9 | 23.3 | 1.2 | | 30.3 | 0.7 | 6.3 | 13.1 | | 20.2 | 8.6 | 91.4 | |

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 | 9 | 160 | 4 | 173 | 3 | 7 | 6 | 16 | 18 | 84 | 3 | 105 | 1 | 21 | 48 | 70 | 364 |
| 08:00 AM | 13 | 154 | 1 | 168 | 7 | 3 | 5 | 15 | 22 | 77 | 5 | 104 | 1 | 19 | 48 | 68 | 355 |
| 08:15 AM | 7 | 146 | 3 | 156 | 2 | 11 | 4 | 17 | 31 | 88 | 4 | 123 | 3 | 25 | 43 | 71 | 367 |
| 08:30 AM | 7 | 138 | 7 | 152 | 2 | 7 | 5 | 14 | 5 | 92 | 2 | 99 | 2 | 24 | 34 | 60 | 325 |
| Total Volume | 36 | 598 | 15 | 649 | 14 | 28 | 20 | 62 | 76 | 341 | 14 | 431 | 7 | 89 | 173 | 269 | 1411 |
| % App. Total | 5.5 | 92.1 | 2.3 | | 22.6 | 45.2 | 32.3 | | 17.6 | 79.1 | 3.2 | | 2.6 | 33.1 | 64.3 | | |
| PHF | .692 | .934 | .536 | .938 | .500 | .636 | .833 | .912 | .613 | .927 | .700 | .876 | .583 | .890 | .901 | .947 | .961 |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | |
| +0 mins. | 9 | 160 | 4 | 173 | 3 | 7 | 6 | 16 | 18 | 84 | 3 | 105 | 1 | 21 | 48 | 70 | |
| +15 mins. | 13 | 154 | 1 | 168 | 7 | 3 | 5 | 15 | 22 | 77 | 5 | 104 | 1 | 19 | 48 | 68 | |
| +30 mins. | 7 | 146 | 3 | 156 | 2 | 11 | 4 | 17 | 31 | 88 | 4 | 123 | 3 | 25 | 43 | 71 | |
| +45 mins. | 7 | 138 | 7 | 152 | 2 | 7 | 5 | 14 | 5 | 92 | 2 | 99 | 2 | 24 | 34 | 60 | |
| Total Volume | 36 | 598 | 15 | 649 | 14 | 28 | 20 | 62 | 76 | 341 | 14 | 431 | 7 | 89 | 173 | 269 | |
| % App. Total | 5.5 | 92.1 | 2.3 | | 22.6 | 45.2 | 32.3 | | 17.6 | 79.1 | 3.2 | | 2.6 | 33.1 | 64.3 | | |
| PHF | .692 | .934 | .536 | .938 | .500 | .636 | .833 | .912 | .613 | .927 | .700 | .876 | .583 | .890 | .901 | .947 | |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

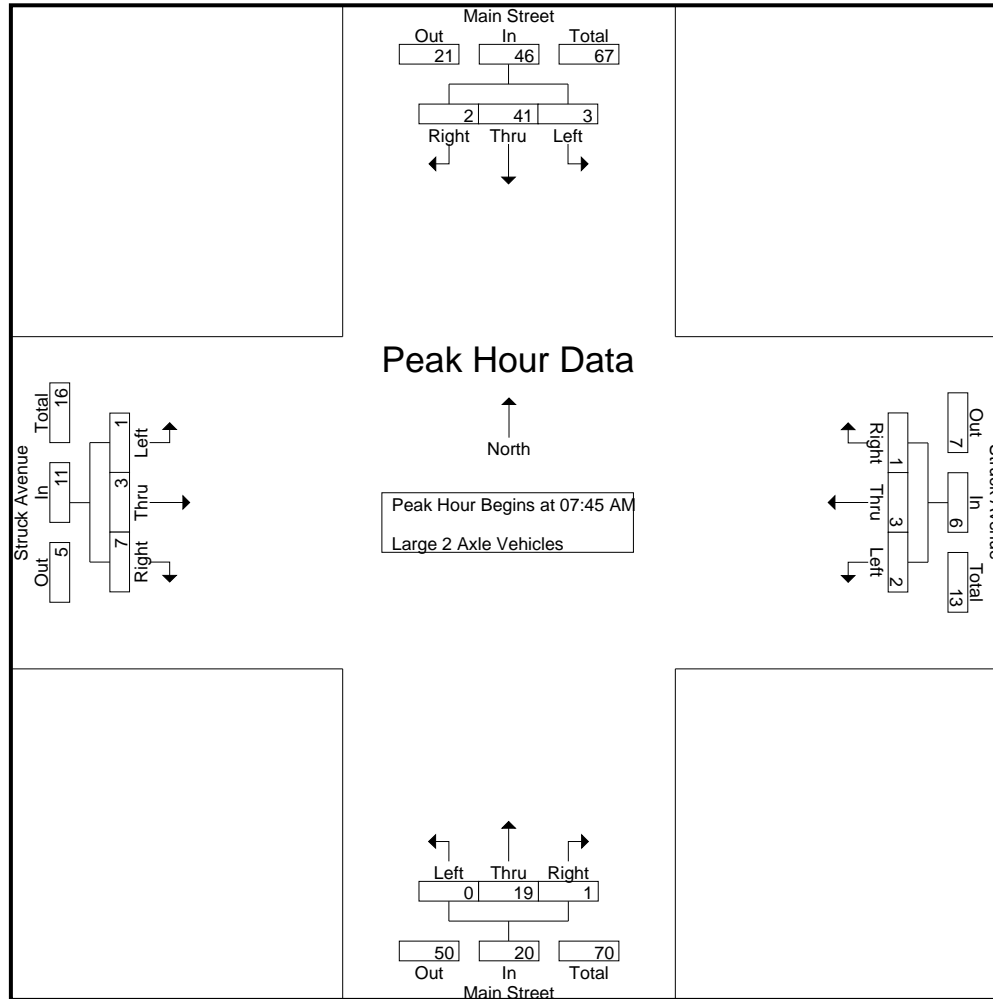
Groups Printed- Large 2 Axle Vehicles

| Start Time | Main Street Southbound | | | | | Struck Avenue Westbound | | | | | Main Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 0 | 5 | 0 | 0 | 5 | 1 | 1 | 0 | 0 | 2 | 3 | 7 | 0 | 0 | 10 | 0 | 0 | 2 | 1 | 2 | 1 | 19 | 20 |
| 07:15 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 1 | 0 | 10 | 0 | 0 | 1 | 1 | 1 | 1 | 16 | 17 |
| 07:30 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 1 | 0 | 4 | 0 | 14 | 14 |
| 07:45 AM | 1 | 11 | 1 | 0 | 13 | 2 | 1 | 1 | 0 | 4 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 2 | 1 | 2 | 1 | 24 | 25 |
| Total | 1 | 26 | 1 | 0 | 28 | 3 | 2 | 1 | 0 | 6 | 4 | 24 | 2 | 0 | 30 | 0 | 3 | 6 | 3 | 9 | 3 | 73 | 76 |
| 08:00 AM | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 3 | 3 | 3 | 3 | 23 | 26 |
| 08:15 AM | 0 | 11 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 15 | 15 |
| 08:30 AM | 1 | 8 | 1 | 0 | 10 | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 1 | 1 | 2 | 1 | 4 | 1 | 21 | 22 |
| 08:45 AM | 0 | 6 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 4 | 2 | 2 | 0 | 8 | 0 | 1 | 2 | 0 | 3 | 0 | 19 | 19 |
| Total | 2 | 36 | 1 | 0 | 39 | 0 | 4 | 0 | 0 | 4 | 4 | 17 | 2 | 0 | 23 | 1 | 4 | 7 | 4 | 12 | 4 | 78 | 82 |
| Grand Total | 3 | 62 | 2 | 0 | 67 | 3 | 6 | 1 | 0 | 10 | 8 | 41 | 4 | 0 | 53 | 1 | 7 | 13 | 7 | 21 | 7 | 151 | 158 |
| Apprch % | 4.5 | 92.5 | 3 | | | 30 | 60 | 10 | | | 15.1 | 77.4 | 7.5 | | | 4.8 | 33.3 | 61.9 | | | | | |
| Total % | 2 | 41.1 | 1.3 | | 44.4 | 2 | 4 | 0.7 | | 6.6 | 5.3 | 27.2 | 2.6 | | 35.1 | 0.7 | 4.6 | 8.6 | | 13.9 | 4.4 | 95.6 | |

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 | 1 | 11 | 1 | 13 | 2 | 1 | 1 | 4 | 0 | 4 | 1 | 5 | 0 | 0 | 2 | 2 | 24 |
| 08:00 AM | 1 | 11 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 3 | 3 | 23 |
| 08:15 AM | 0 | 11 | 0 | 11 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 15 |
| 08:30 AM | 1 | 8 | 1 | 10 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 6 | 1 | 1 | 2 | 4 | 21 |
| Total Volume | 3 | 41 | 2 | 46 | 2 | 3 | 1 | 6 | 0 | 19 | 1 | 20 | 1 | 3 | 7 | 11 | 83 |
| % App. Total | 6.5 | 89.1 | 4.3 | | 33.3 | 50 | 16.7 | | 0 | 95 | 5 | | 9.1 | 27.3 | 63.6 | | |
| PHF | .750 | .932 | .500 | .885 | .250 | .750 | .250 | .375 | .000 | .594 | .250 | .625 | .250 | .375 | .583 | .688 | .865 |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | |
| +0 mins. | 1 | 11 | 1 | 13 | 2 | 1 | 1 | 4 | 0 | 4 | 1 | 5 | 0 | 0 | 2 | 2 | |
| +15 mins. | 1 | 11 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 3 | 3 | |
| +30 mins. | 0 | 11 | 0 | 11 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | |
| +45 mins. | 1 | 8 | 1 | 10 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 6 | 1 | 1 | 2 | 4 | |
| Total Volume | 3 | 41 | 2 | 46 | 2 | 3 | 1 | 6 | 0 | 19 | 1 | 20 | 1 | 3 | 7 | 11 | |
| % App. Total | 6.5 | 89.1 | 4.3 | | 33.3 | 50 | 16.7 | | 0 | 95 | 5 | | 9.1 | 27.3 | 63.6 | | |
| PHF | .750 | .932 | .500 | .885 | .250 | .750 | .250 | .375 | .000 | .594 | .250 | .625 | .250 | .375 | .583 | .688 | |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

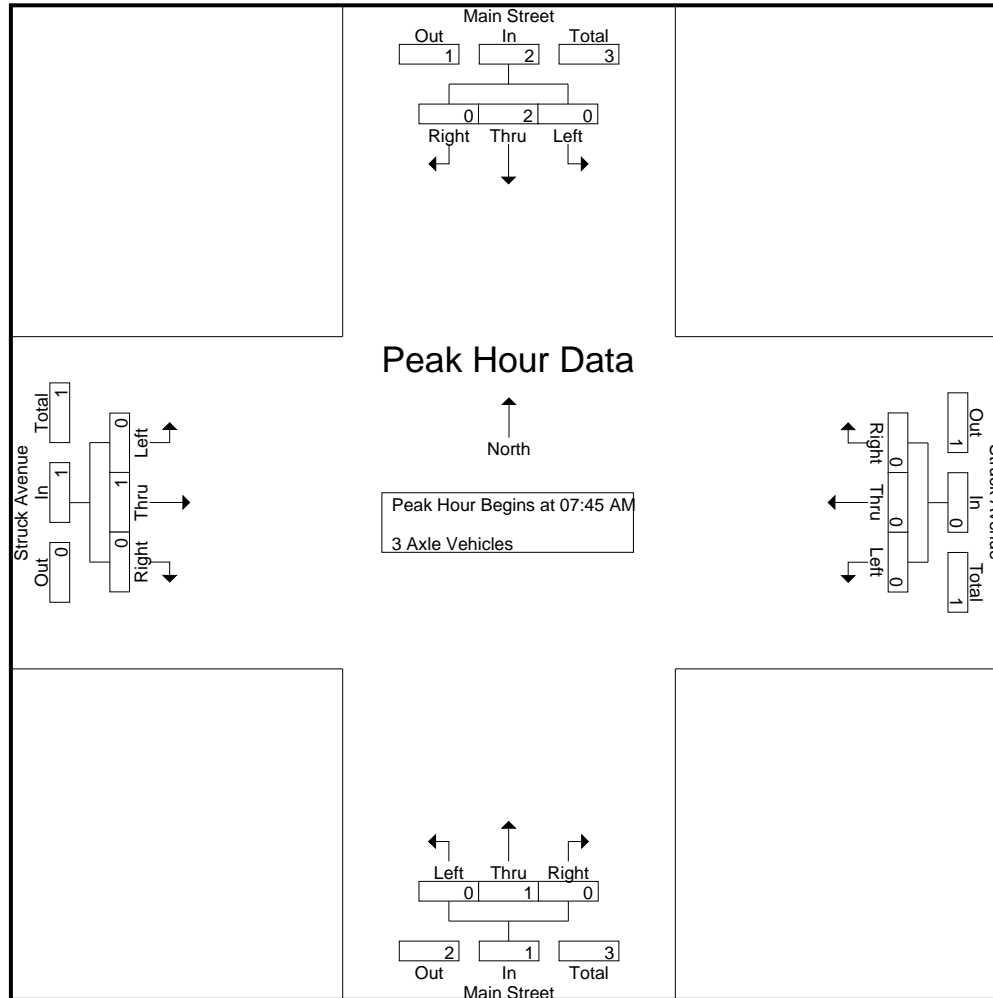
Groups Printed- 3 Axle Vehicles

| Start Time | Main Street Southbound | | | | | Struck Avenue Westbound | | | | | Main Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | | | | | |
|-------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|---|-----|---|----|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | | | | | |
| 07:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 6 |
| 08:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 |
| 08:45 AM | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Total | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 6 |
| Grand Total | 1 | 5 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 12 | 12 |
| Apprch % | 16.7 | 83.3 | 0 | | | 100 | 0 | 0 | | | 33.3 | 66.7 | 0 | | | 50 | 50 | 0 | | | | | | | | | | |
| Total % | 8.3 | 41.7 | 0 | | 50 | 8.3 | 0 | 0 | | 8.3 | 8.3 | 16.7 | 0 | | 25 | 8.3 | 8.3 | 0 | | 16.7 | 0 | 0 | 0 | | 100 | | | |

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |
| Total Volume | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 4 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .250 | .000 | .250 | .000 | .250 | .000 | .250 | .500 |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +15 mins. | 0 | 1 | 0 | 1 | 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 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | |
| Total Volume | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .250 | .000 | .250 | |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

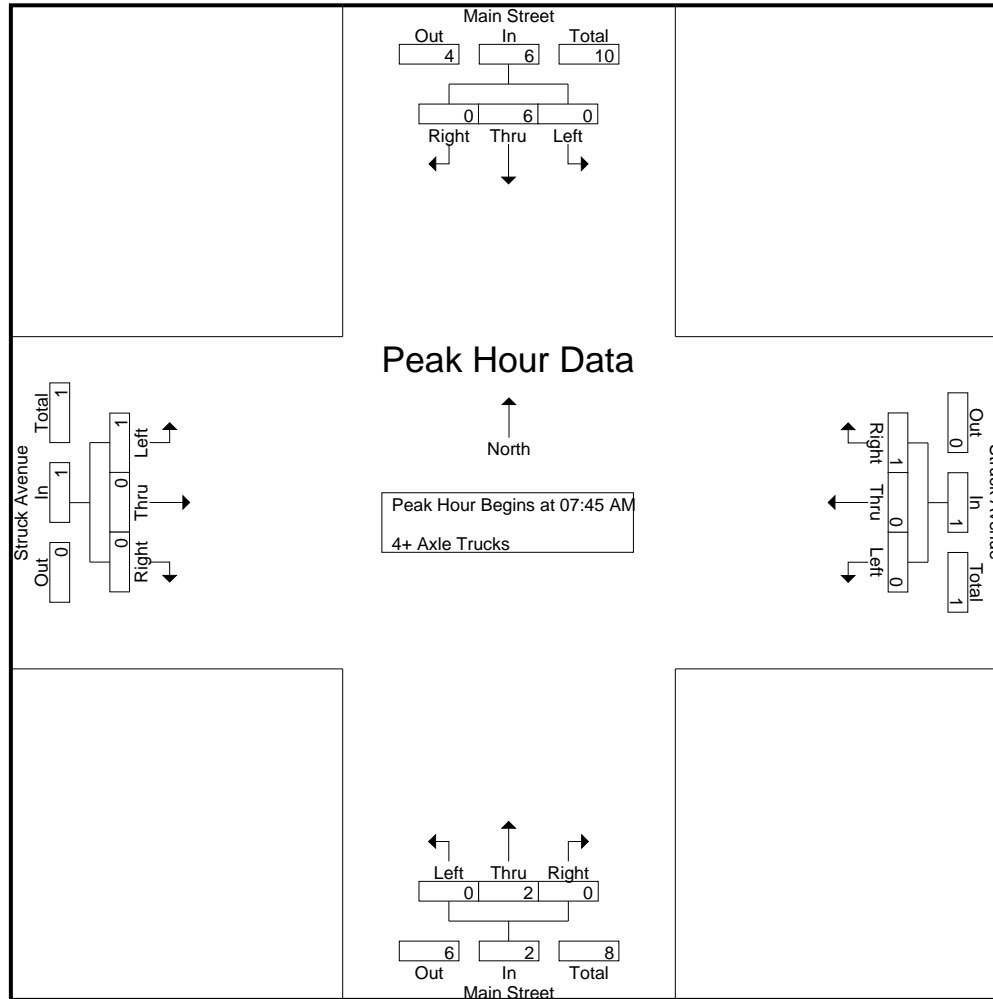
Groups Printed- 4+ Axle Trucks

| Start Time | Main Street Southbound | | | | | Struck Avenue Westbound | | | | | Main Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | | | | | |
|-------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|---|---|---|-----|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | | | | | |
| 07:00 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 07:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| 08:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:15 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 7 |
| 08:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:45 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Total | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 12 |
| Grand Total | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 21 | 21 |
| Apprch % | 0 | 100 | 0 | | | 0 | 0 | 100 | | | 0 | 100 | 0 | | | 100 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | | |
| Total % | 0 | 57.1 | 0 | | 57.1 | 0 | 0 | 4.8 | | 4.8 | 0 | 33.3 | 0 | | 33.3 | 4.8 | 0 | 0 | | 4.8 | 0 | 0 | 0 | | 0 | 0 | 100 | |

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 AM | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 08:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 6 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 100 | | 0 | 100 | 0 | | 100 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .250 | .250 | .000 | .250 | .000 | .250 | .250 | .000 | .000 | .250 | | | | | .357 |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +30 mins. | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | |
| +45 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total Volume | 0 | 6 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 100 | | 0 | 100 | 0 | | 100 | 0 | 0 | | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .250 | .250 | .000 | .250 | .000 | .250 | .250 | .000 | .000 | .250 | |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

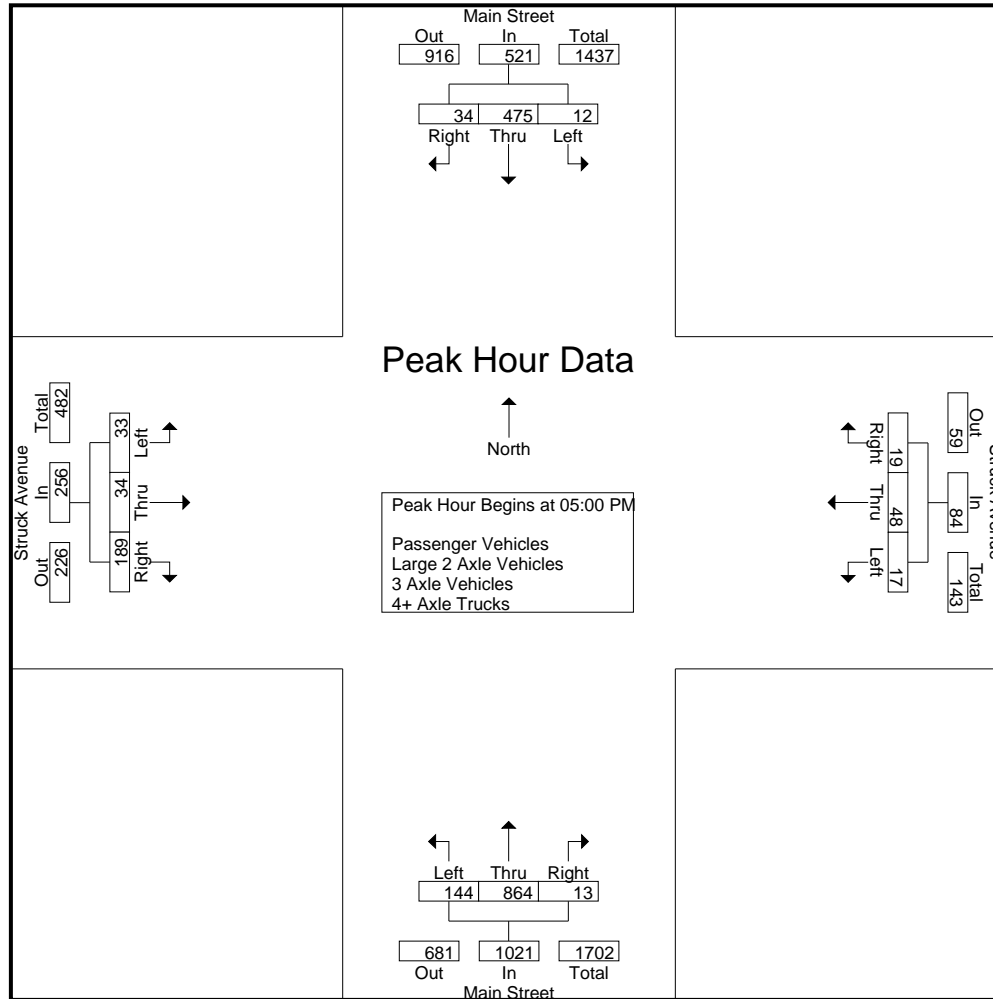
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| Start Time | Main Street Southbound | | | | | Struck Avenue Westbound | | | | | Main Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 3 | 102 | 10 | 3 | 115 | 6 | 28 | 8 | 5 | 42 | 34 | 160 | 2 | 1 | 196 | 2 | 19 | 55 | 34 | 76 | 43 | 429 | 472 |
| 04:15 PM | 7 | 115 | 3 | 0 | 125 | 4 | 12 | 7 | 6 | 23 | 34 | 141 | 3 | 0 | 178 | 8 | 20 | 37 | 21 | 65 | 27 | 391 | 418 |
| 04:30 PM | 8 | 133 | 11 | 2 | 152 | 5 | 17 | 8 | 3 | 30 | 42 | 160 | 1 | 0 | 203 | 7 | 17 | 40 | 28 | 64 | 33 | 449 | 482 |
| 04:45 PM | 4 | 100 | 2 | 0 | 106 | 3 | 10 | 8 | 4 | 21 | 30 | 158 | 2 | 0 | 190 | 5 | 8 | 35 | 22 | 48 | 26 | 365 | 391 |
| Total | 22 | 450 | 26 | 5 | 498 | 18 | 67 | 31 | 18 | 116 | 140 | 619 | 8 | 1 | 767 | 22 | 64 | 167 | 105 | 253 | 129 | 1634 | 1763 |
| 05:00 PM | 4 | 142 | 10 | 3 | 156 | 8 | 16 | 4 | 4 | 28 | 44 | 211 | 3 | 0 | 258 | 11 | 8 | 47 | 26 | 66 | 33 | 508 | 541 |
| 05:15 PM | 3 | 107 | 8 | 1 | 118 | 5 | 14 | 6 | 3 | 25 | 28 | 202 | 5 | 1 | 235 | 11 | 9 | 57 | 46 | 77 | 51 | 455 | 506 |
| 05:30 PM | 2 | 115 | 7 | 0 | 124 | 2 | 9 | 7 | 6 | 18 | 38 | 245 | 3 | 0 | 286 | 3 | 8 | 48 | 33 | 59 | 39 | 487 | 526 |
| 05:45 PM | 3 | 111 | 9 | 2 | 123 | 2 | 9 | 2 | 2 | 13 | 34 | 206 | 2 | 0 | 242 | 8 | 9 | 37 | 24 | 54 | 28 | 432 | 460 |
| Total | 12 | 475 | 34 | 6 | 521 | 17 | 48 | 19 | 15 | 84 | 144 | 864 | 13 | 1 | 1021 | 33 | 34 | 189 | 129 | 256 | 151 | 1882 | 2033 |
| Grand Total | 34 | 925 | 60 | 11 | 1019 | 35 | 115 | 50 | 33 | 200 | 284 | 1483 | 21 | 2 | 1788 | 55 | 98 | 356 | 234 | 509 | 280 | 3516 | 3796 |
| Apprch % | 3.3 | 90.8 | 5.9 | | | 17.5 | 57.5 | 25 | | | 15.9 | 82.9 | 1.2 | | | 10.8 | 19.3 | 69.9 | | | | | |
| Total % | 1 | 26.3 | 1.7 | | 29 | 1 | 3.3 | 1.4 | | 5.7 | 8.1 | 42.2 | 0.6 | | 50.9 | 1.6 | 2.8 | 10.1 | | 14.5 | 7.4 | 92.6 | |
| Passenger Vehicles | 30 | 895 | 59 | | 995 | 34 | 112 | 49 | | 227 | 278 | 1457 | 20 | | 1756 | 54 | 91 | 347 | | 718 | 0 | 0 | 3696 |
| % Passenger Vehicles | 88.2 | 96.8 | 98.3 | 100 | 96.6 | 97.1 | 97.4 | 98 | 97 | 97.4 | 97.9 | 98.2 | 95.2 | 50 | 98.1 | 98.2 | 92.9 | 97.5 | 96.6 | 96.6 | 0 | 0 | 97.4 |
| Large 2 Axle Vehicles | 4 | 20 | 1 | | 25 | 1 | 3 | 0 | | 4 | 5 | 17 | 1 | | 24 | 1 | 7 | 7 | | 21 | 0 | 0 | 74 |
| % Large 2 Axle Vehicles | 11.8 | 2.2 | 1.7 | 0 | 2.4 | 2.9 | 2.6 | 0 | 0 | 1.7 | 1.8 | 1.1 | 4.8 | 50 | 1.3 | 1.8 | 7.1 | 2 | 2.6 | 2.8 | 0 | 0 | 1.9 |
| 3 Axle Vehicles | 0 | 3 | 0 | | 3 | 0 | 0 | 1 | | 2 | 0 | 6 | 0 | | 6 | 0 | 0 | 2 | | 4 | 0 | 0 | 15 |
| % 3 Axle Vehicles | 0 | 0.3 | 0 | 0 | 0.3 | 0 | 0 | 2 | 3 | 0.9 | 0 | 0.4 | 0 | 0 | 0.3 | 0 | 0 | 0.6 | 0.9 | 0.5 | 0 | 0 | 0.4 |
| 4+ Axle Trucks | 0 | 7 | 0 | | 7 | 0 | 0 | 0 | | 0 | 1 | 3 | 0 | | 4 | 0 | 0 | 0 | | 0 | 0 | 0 | 11 |
| % 4+ Axle Trucks | 0 | 0.8 | 0 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0.2 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 |

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 | 4 | 142 | 10 | 156 | 8 | 16 | 4 | 28 | 44 | 211 | 3 | 258 | 11 | 8 | 47 | 66 | 508 |
| 05:15 PM | 3 | 107 | 8 | 118 | 5 | 14 | 6 | 25 | 28 | 202 | 5 | 235 | 11 | 9 | 57 | 77 | 455 |
| 05:30 PM | 2 | 115 | 7 | 124 | 2 | 9 | 7 | 18 | 38 | 245 | 3 | 286 | 3 | 8 | 48 | 59 | 487 |
| 05:45 PM | 3 | 111 | 9 | 123 | 2 | 9 | 2 | 13 | 34 | 206 | 2 | 242 | 8 | 9 | 37 | 54 | 432 |
| Total Volume | 12 | 475 | 34 | 521 | 17 | 48 | 19 | 84 | 144 | 864 | 13 | 1021 | 33 | 34 | 189 | 256 | 1882 |
| % App. Total | 2.3 | 91.2 | 6.5 | | 20.2 | 57.1 | 22.6 | | 14.1 | 84.6 | 1.3 | | 12.9 | 13.3 | 73.8 | | |
| PHF | .750 | .836 | .850 | .835 | .531 | .750 | .679 | .750 | .818 | .882 | .650 | .892 | .750 | .944 | .829 | .831 | .926 |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 04:15 PM | | | | 04:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | |
| +0 mins. | 7 | 115 | 3 | 125 | 6 | 28 | 8 | 42 | 44 | 211 | 3 | 258 | 11 | 8 | 47 | 66 | |
| +15 mins. | 8 | 133 | 11 | 152 | 4 | 12 | 7 | 23 | 28 | 202 | 5 | 235 | 11 | 9 | 57 | 77 | |
| +30 mins. | 4 | 100 | 2 | 106 | 5 | 17 | 8 | 30 | 38 | 245 | 3 | 286 | 3 | 8 | 48 | 59 | |
| +45 mins. | 4 | 142 | 10 | 156 | 3 | 10 | 8 | 21 | 34 | 206 | 2 | 242 | 8 | 9 | 37 | 54 | |
| Total Volume | 23 | 490 | 26 | 539 | 18 | 67 | 31 | 116 | 144 | 864 | 13 | 1021 | 33 | 34 | 189 | 256 | |
| % App. Total | 4.3 | 90.9 | 4.8 | | 15.5 | 57.8 | 26.7 | | 14.1 | 84.6 | 1.3 | | 12.9 | 13.3 | 73.8 | | |
| PHF | .719 | .863 | .591 | .864 | .750 | .598 | .969 | .690 | .818 | .882 | .650 | .892 | .750 | .944 | .829 | .831 | |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

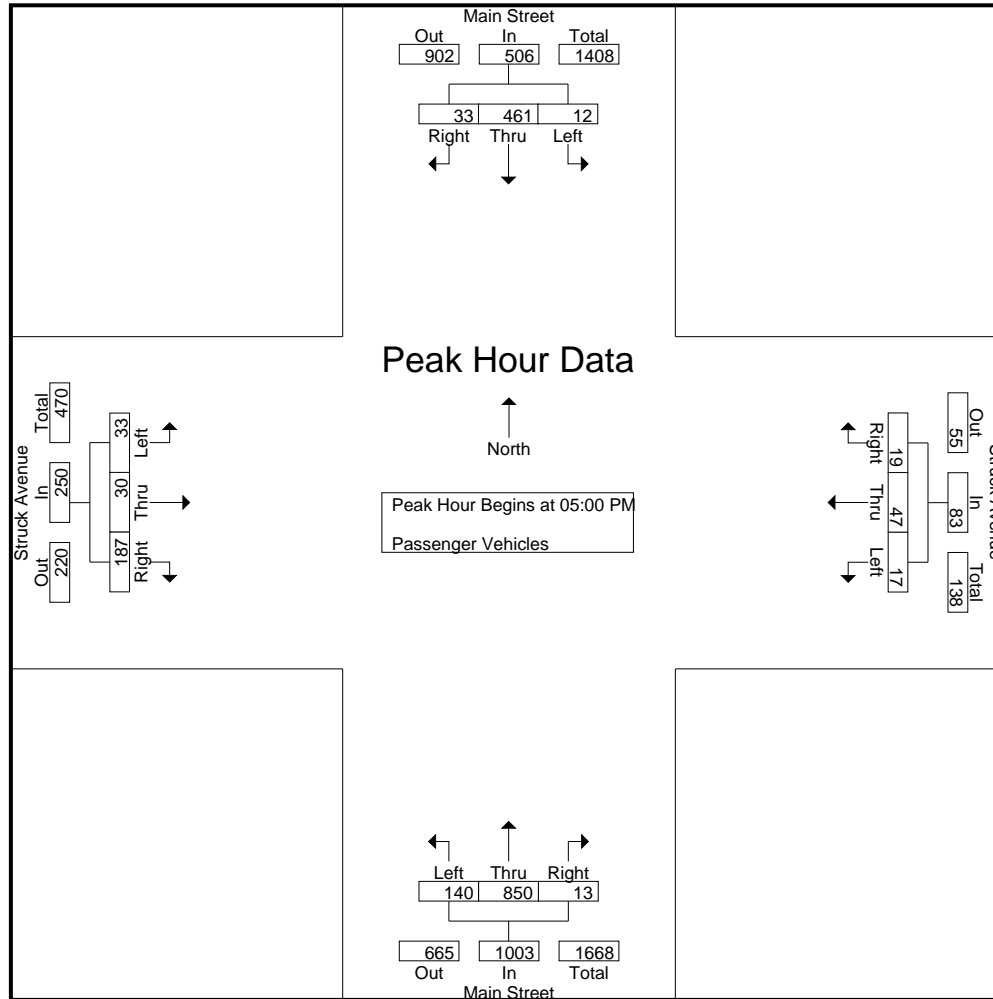
Groups Printed- Passenger Vehicles

| Start Time | Main Street Southbound | | | | | Struck Avenue Westbound | | | | | Main Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 3 | 100 | 10 | 3 | 113 | 6 | 26 | 8 | 5 | 40 | 34 | 157 | 1 | 0 | 192 | 1 | 19 | 52 | 32 | 72 | 40 | 417 | 457 |
| 04:15 PM | 4 | 109 | 3 | 0 | 116 | 3 | 12 | 7 | 6 | 22 | 33 | 139 | 3 | 0 | 175 | 8 | 19 | 36 | 20 | 63 | 26 | 376 | 402 |
| 04:30 PM | 7 | 128 | 11 | 2 | 146 | 5 | 17 | 8 | 3 | 30 | 41 | 158 | 1 | 0 | 200 | 7 | 15 | 39 | 27 | 61 | 32 | 437 | 469 |
| 04:45 PM | 4 | 97 | 2 | 0 | 103 | 3 | 10 | 7 | 3 | 20 | 30 | 153 | 2 | 0 | 185 | 5 | 8 | 33 | 20 | 46 | 23 | 354 | 377 |
| Total | 18 | 434 | 26 | 5 | 478 | 17 | 65 | 30 | 17 | 112 | 138 | 607 | 7 | 0 | 752 | 21 | 61 | 160 | 99 | 242 | 121 | 1584 | 1705 |
| 05:00 PM | 4 | 136 | 10 | 3 | 150 | 8 | 15 | 4 | 4 | 27 | 43 | 208 | 3 | 0 | 254 | 11 | 7 | 47 | 26 | 65 | 33 | 496 | 529 |
| 05:15 PM | 3 | 105 | 7 | 1 | 115 | 5 | 14 | 6 | 3 | 25 | 27 | 200 | 5 | 1 | 232 | 11 | 8 | 57 | 46 | 76 | 51 | 448 | 499 |
| 05:30 PM | 2 | 110 | 7 | 0 | 119 | 2 | 9 | 7 | 6 | 18 | 36 | 240 | 3 | 0 | 279 | 3 | 7 | 46 | 31 | 56 | 37 | 472 | 509 |
| 05:45 PM | 3 | 110 | 9 | 2 | 122 | 2 | 9 | 2 | 2 | 13 | 34 | 202 | 2 | 0 | 238 | 8 | 8 | 37 | 24 | 53 | 28 | 426 | 454 |
| Total | 12 | 461 | 33 | 6 | 506 | 17 | 47 | 19 | 15 | 83 | 140 | 850 | 13 | 1 | 1003 | 33 | 30 | 187 | 127 | 250 | 149 | 1842 | 1991 |
| Grand Total | 30 | 895 | 59 | 11 | 984 | 34 | 112 | 49 | 32 | 195 | 278 | 1457 | 20 | 1 | 1755 | 54 | 91 | 347 | 226 | 492 | 270 | 3426 | 3696 |
| Apprch % | 3 | 91 | 6 | | | 17.4 | 57.4 | 25.1 | | | 15.8 | 83 | 1.1 | | | 11 | 18.5 | 70.5 | | | | | |
| Total % | 0.9 | 26.1 | 1.7 | | 28.7 | 1 | 3.3 | 1.4 | | 5.7 | 8.1 | 42.5 | 0.6 | | 51.2 | 1.6 | 2.7 | 10.1 | | 14.4 | 7.3 | 92.7 | |

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 | 4 | 136 | 10 | 150 | 8 | 15 | 4 | 27 | 43 | 208 | 3 | 254 | 11 | 7 | 47 | 65 | 496 |
| 05:15 PM | 3 | 105 | 7 | 115 | 5 | 14 | 6 | 25 | 27 | 200 | 5 | 232 | 11 | 8 | 57 | 76 | 448 |
| 05:30 PM | 2 | 110 | 7 | 119 | 2 | 9 | 7 | 18 | 36 | 240 | 3 | 279 | 3 | 7 | 46 | 56 | 472 |
| 05:45 PM | 3 | 110 | 9 | 122 | 2 | 9 | 2 | 13 | 34 | 202 | 2 | 238 | 8 | 8 | 37 | 53 | 426 |
| Total Volume | 12 | 461 | 33 | 506 | 17 | 47 | 19 | 83 | 140 | 850 | 13 | 1003 | 33 | 30 | 187 | 250 | 1842 |
| % App. Total | 2.4 | 91.1 | 6.5 | | 20.5 | 56.6 | 22.9 | | 14 | 84.7 | 1.3 | | 13.2 | 12 | 74.8 | | |
| PHF | .750 | .847 | .825 | .843 | .531 | .783 | .679 | .769 | .814 | .885 | .650 | .899 | .750 | .938 | .820 | .822 | .928 |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | |
| +0 mins. | 4 | 136 | 10 | 150 | 8 | 15 | 4 | 27 | 43 | 208 | 3 | 254 | 11 | 7 | 47 | 65 | |
| +15 mins. | 3 | 105 | 7 | 115 | 5 | 14 | 6 | 25 | 27 | 200 | 5 | 232 | 11 | 8 | 57 | 76 | |
| +30 mins. | 2 | 110 | 7 | 119 | 2 | 9 | 7 | 18 | 36 | 240 | 3 | 279 | 3 | 7 | 46 | 56 | |
| +45 mins. | 3 | 110 | 9 | 122 | 2 | 9 | 2 | 13 | 34 | 202 | 2 | 238 | 8 | 8 | 37 | 53 | |
| Total Volume | 12 | 461 | 33 | 506 | 17 | 47 | 19 | 83 | 140 | 850 | 13 | 1003 | 33 | 30 | 187 | 250 | |
| % App. Total | 2.4 | 91.1 | 6.5 | | 20.5 | 56.6 | 22.9 | | 14 | 84.7 | 1.3 | | 13.2 | 12 | 74.8 | | |
| PHF | .750 | .847 | .825 | .843 | .531 | .783 | .679 | .769 | .814 | .885 | .650 | .899 | .750 | .938 | .820 | .822 | |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

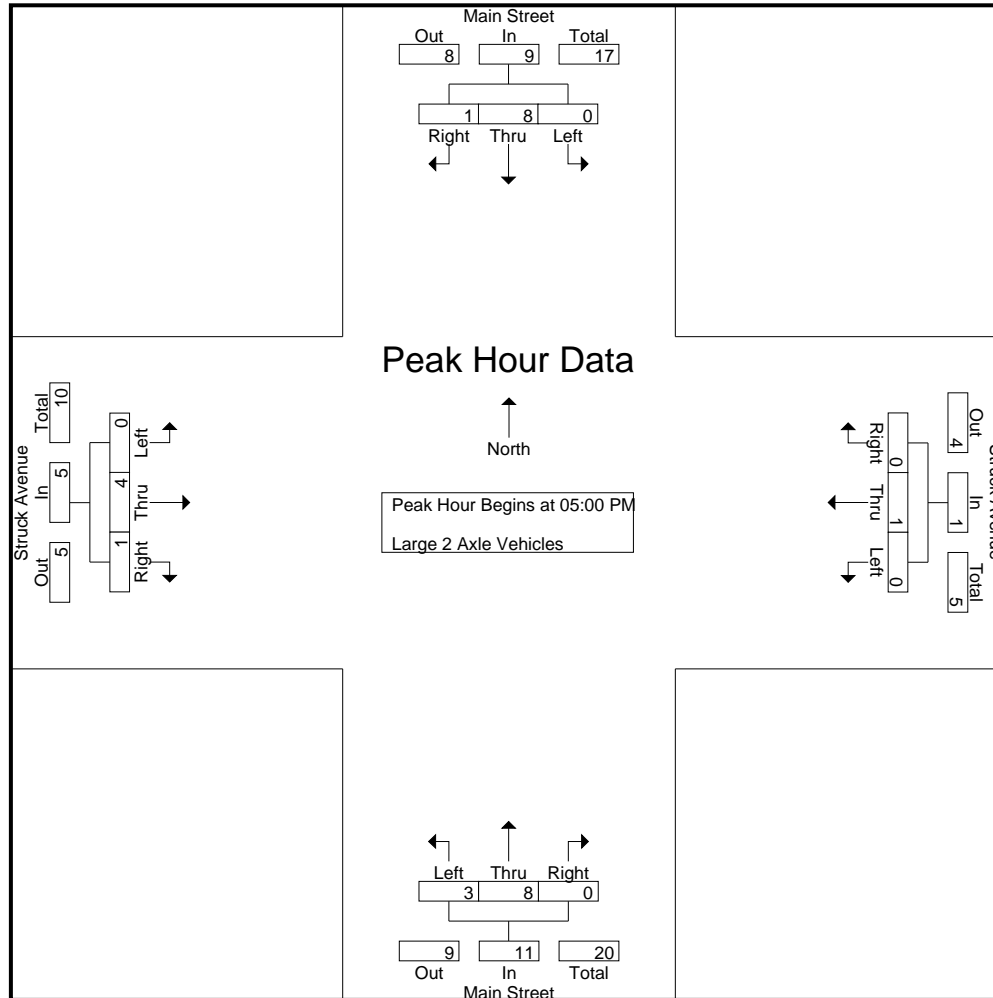
Groups Printed- Large 2 Axle Vehicles

| Start Time | Main Street Southbound | | | | | Struck Avenue Westbound | | | | | Main Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 3 | 1 | 0 | 3 | 2 | 4 | 3 | 10 | 13 |
| 04:15 PM | 3 | 5 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 1 | 1 | 2 | 1 | 14 | 15 |
| 04:30 PM | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 2 | 1 | 1 | 3 | 1 | 11 | 12 |
| 04:45 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 1 | 1 | 6 | 7 |
| Total | 4 | 12 | 0 | 0 | 16 | 1 | 2 | 0 | 0 | 3 | 2 | 9 | 1 | 1 | 12 | 1 | 3 | 6 | 5 | 10 | 6 | 41 | 47 |
| 05:00 PM | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 9 | 9 |
| 05:15 PM | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 6 |
| 05:30 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 0 | 1 | 1 | 1 | 2 | 1 | 9 | 10 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 2 |
| Total | 0 | 8 | 1 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 3 | 8 | 0 | 0 | 11 | 0 | 4 | 1 | 1 | 5 | 1 | 26 | 27 |
| Grand Total | 4 | 20 | 1 | 0 | 25 | 1 | 3 | 0 | 0 | 4 | 5 | 17 | 1 | 1 | 23 | 1 | 7 | 7 | 6 | 15 | 7 | 67 | 74 |
| Apprch % | 16 | 80 | 4 | | | 25 | 75 | 0 | | | 21.7 | 73.9 | 4.3 | | | 6.7 | 46.7 | 46.7 | | | | | |
| Total % | 6 | 29.9 | 1.5 | | 37.3 | 1.5 | 4.5 | 0 | | 6 | 7.5 | 25.4 | 1.5 | | 34.3 | 1.5 | 10.4 | 10.4 | | 22.4 | 9.5 | 90.5 | |

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 9 |
| 05:15 PM | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 6 |
| 05:30 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 1 | 1 | 2 | 9 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |
| Total Volume | 0 | 8 | 1 | 9 | 0 | 1 | 0 | 1 | 3 | 8 | 0 | 11 | 0 | 4 | 1 | 5 | 26 |
| % App. Total | 0 | 88.9 | 11.1 | | 0 | 100 | 0 | | 27.3 | 72.7 | 0 | | 0 | 80 | 20 | | |
| PHF | .000 | .500 | .250 | .563 | .000 | .250 | .000 | .250 | .375 | .667 | .000 | .550 | .000 | 1.00 | .250 | .625 | .722 |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | |
| +0 mins. | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | |
| +15 mins. | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | |
| +30 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 1 | 1 | 2 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | |
| Total Volume | 0 | 8 | 1 | 9 | 0 | 1 | 0 | 1 | 3 | 8 | 0 | 11 | 0 | 4 | 1 | 5 | |
| % App. Total | 0 | 88.9 | 11.1 | | 0 | 100 | 0 | | 27.3 | 72.7 | 0 | | 0 | 80 | 20 | | |
| PHF | .000 | .500 | .250 | .563 | .000 | .250 | .000 | .250 | .375 | .667 | .000 | .550 | .000 | 1.000 | .250 | .625 | |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

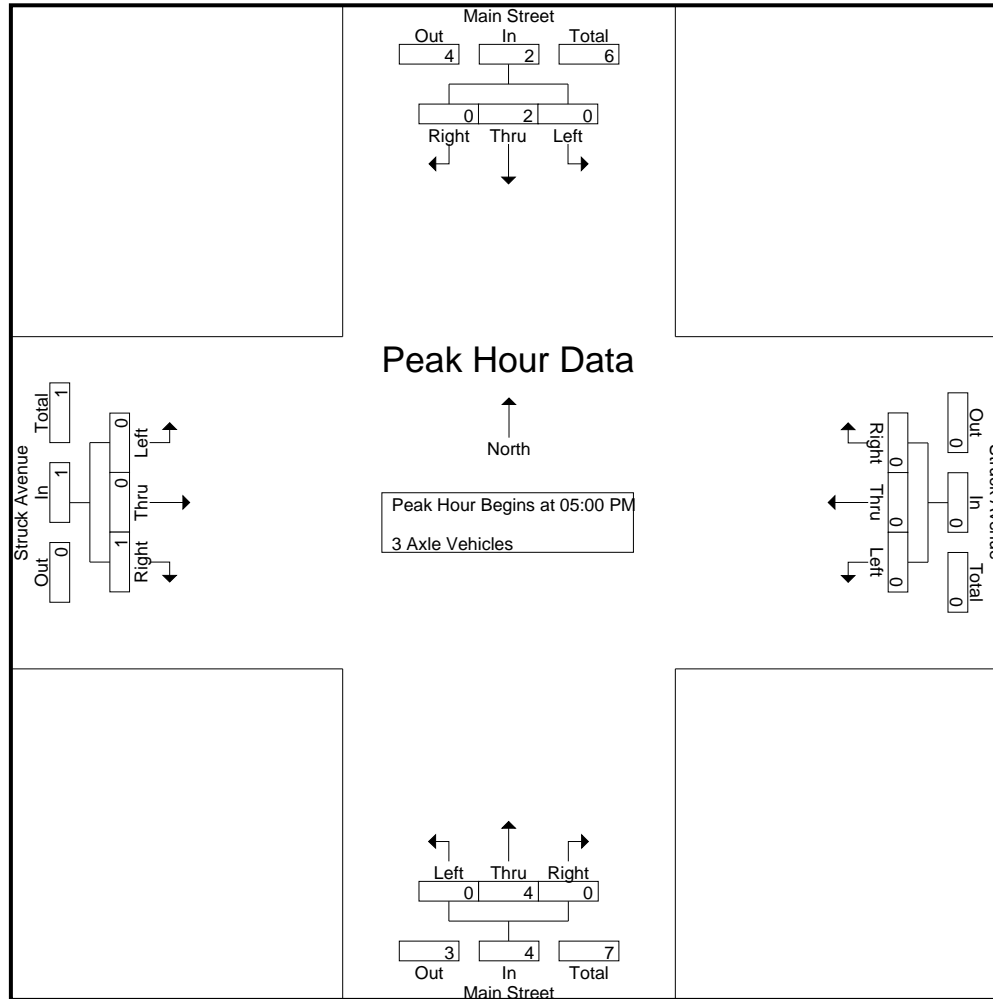
Groups Printed- 3 Axle Vehicles

| Start Time | Main Street Southbound | | | | | Struck Avenue Westbound | | | | | Main Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | | | | | |
|-------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|---|---|----|----|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 4 | 6 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 5 | 7 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 6 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Total | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 7 | 8 |
| Grand Total | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 1 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 12 | 15 |
| Apprch % | 0 | 100 | 0 | | | 0 | 0 | 100 | | | 0 | 100 | 0 | | | 0 | 0 | 100 | | | | | | | | | | |
| Total % | 0 | 25 | 0 | | 25 | 0 | 0 | 8.3 | | 8.3 | 0 | 50 | 0 | | 50 | 0 | 0 | 16.7 | | 16.7 | | | | | | 20 | 80 | |

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 | 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 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 5 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 1 | 7 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 100 | | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .000 | .000 | .250 | .250 | .350 |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 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 | 0 | 0 | 0 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +30 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | |
| Total Volume | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 1 | |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 100 | | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .000 | .000 | .250 | .250 | |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

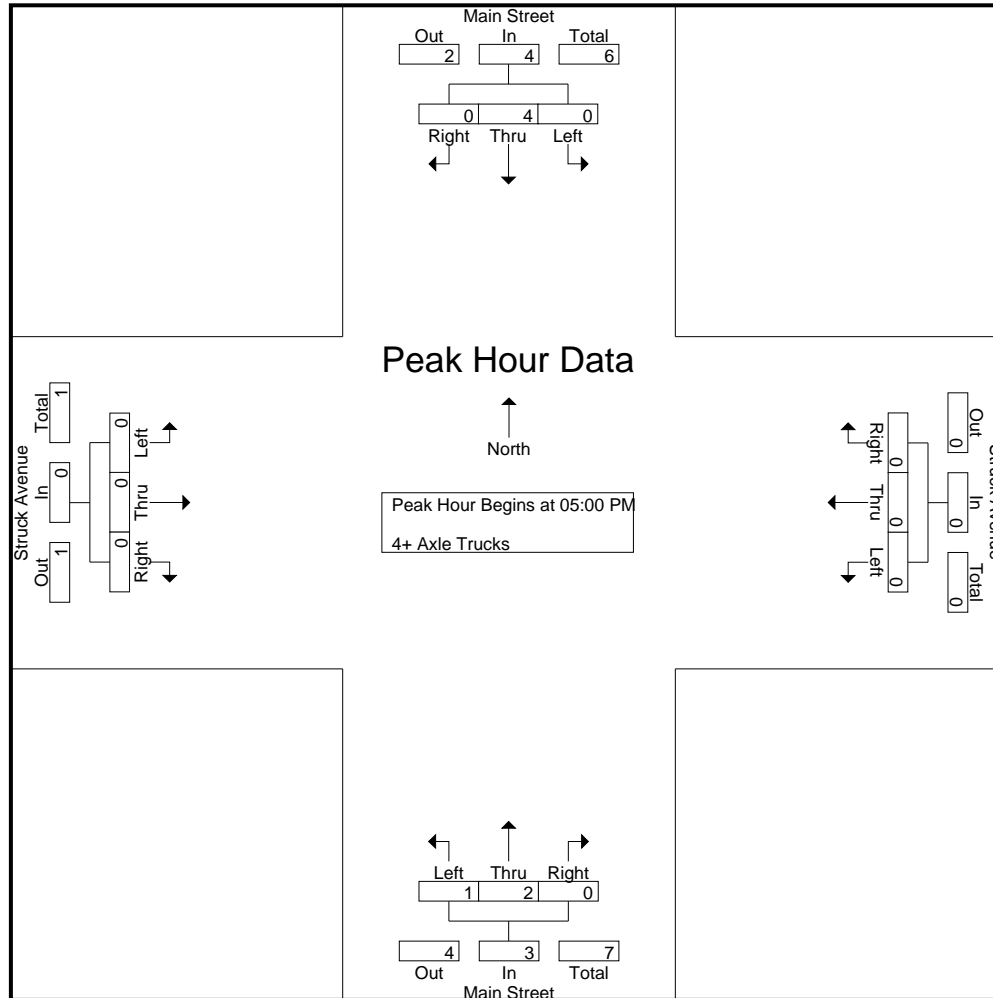
Groups Printed- 4+ Axle Trucks

| Start Time | Main Street Southbound | | | | | Struck Avenue Westbound | | | | | Main Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | | | | | |
|-------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|---|---|---|-----|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | | | | | |
| 04:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 04:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 04:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 05:00 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Total | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| Grand Total | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 |
| Apprch % | 0 | 100 | 0 | | | 0 | 0 | 0 | | | 25 | 75 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | | |
| Total % | 0 | 63.6 | 0 | | 63.6 | 0 | 0 | 0 | | 0 | 9.1 | 27.3 | 0 | | 36.4 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 100 | |

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 7 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 33.3 | 66.7 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .250 | .500 | .000 | .750 | .000 | .000 | .000 | .000 | .583 |

City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Main Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 05_ORN_Main_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Main Street Southbound | | | | Struck Avenue Westbound | | | | Main Street Northbound | | | | Struck Avenue 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 Each Approach Begins at:

| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 33.3 | 66.7 | 0 | | 0 | 0 | 0 | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .250 | .500 | .000 | .750 | .000 | .000 | .000 | .000 |

Location: Orange
 N/S: Main Street
 E/W: Struck Avenue



Date: 8/31/2022
 Day: Wednesday

PEDESTRIANS

| | North Leg Main Street Pedestrians | East Leg Struck Avenue Pedestrians | South Leg Main Street Pedestrians | West Leg Struck Avenue Pedestrians | |
|----------------|---|--|---|--|----|
| 7:00 AM | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 1 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 1 | 0 | 0 | 1 |
| 8:30 AM | 3 | 0 | 0 | 0 | 3 |
| 8:45 AM | 2 | 0 | 2 | 3 | 7 |
| TOTAL VOLUMES: | 6 | 2 | 2 | 3 | 13 |

| | North Leg Main Street Pedestrians | East Leg Struck Avenue Pedestrians | South Leg Main Street Pedestrians | West Leg Struck Avenue Pedestrians | |
|----------------|---|--|---|--|----|
| 4:00 PM | 3 | 1 | 1 | 0 | 5 |
| 4:15 PM | 0 | 1 | 1 | 1 | 3 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 1 | 1 | 0 | 2 |
| 5:00 PM | 0 | 1 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 1 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 2 | 0 | 2 |
| TOTAL VOLUMES: | 3 | 4 | 5 | 2 | 14 |

Location: Orange
 N/S: Main Street
 E/W: Struck Avenue



Date: 8/31/2022
 Day: Wednesday

BICYCLES

| | Southbound Main Street | | | Westbound Struck Avenue | | | Northbound Main Street | | | Eastbound Struck Avenue | | | |
|----------------|---------------------------|------|-------|----------------------------|------|-------|---------------------------|------|-------|----------------------------|------|-------|----|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES: | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 2 | 1 | 13 |

| | Southbound Main Street | | | Westbound Struck Avenue | | | Northbound Main Street | | | Eastbound Struck Avenue | | | |
|----------------|---------------------------|------|-------|----------------------------|------|-------|---------------------------|------|-------|----------------------------|------|-------|----|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| TOTAL VOLUMES: | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 10 |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

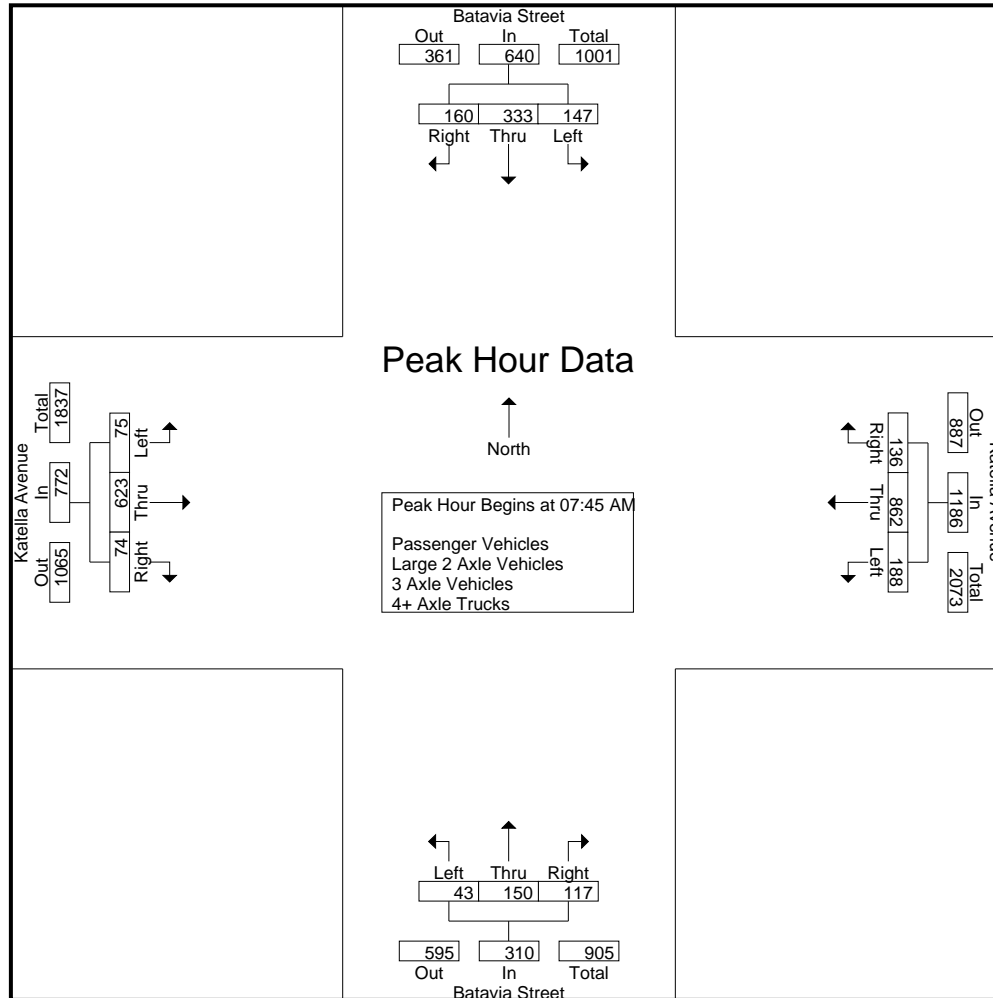
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| Start Time | Batavia Street Southbound | | | | | Katella Avenue Westbound | | | | | Batavia Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 33 | 58 | 39 | 1 | 130 | 40 | 153 | 17 | 3 | 210 | 12 | 33 | 41 | 0 | 86 | 12 | 82 | 9 | 1 | 103 | 5 | 529 | 534 |
| 07:15 AM | 32 | 73 | 28 | 1 | 133 | 27 | 176 | 19 | 4 | 222 | 5 | 34 | 18 | 0 | 57 | 11 | 111 | 12 | 5 | 134 | 10 | 546 | 556 |
| 07:30 AM | 41 | 81 | 34 | 0 | 156 | 52 | 198 | 29 | 4 | 279 | 10 | 28 | 19 | 0 | 57 | 11 | 120 | 19 | 7 | 150 | 11 | 642 | 653 |
| 07:45 AM | 44 | 102 | 41 | 0 | 187 | 47 | 220 | 26 | 6 | 293 | 9 | 44 | 30 | 0 | 83 | 23 | 142 | 14 | 3 | 179 | 9 | 742 | 751 |
| Total | 150 | 314 | 142 | 2 | 606 | 166 | 747 | 91 | 17 | 1004 | 36 | 139 | 108 | 0 | 283 | 57 | 455 | 54 | 16 | 566 | 35 | 2459 | 2494 |
| 08:00 AM | 31 | 92 | 33 | 0 | 156 | 54 | 209 | 35 | 8 | 298 | 10 | 23 | 32 | 0 | 65 | 20 | 170 | 21 | 7 | 211 | 15 | 730 | 745 |
| 08:15 AM | 45 | 69 | 43 | 1 | 157 | 47 | 235 | 32 | 11 | 314 | 10 | 40 | 29 | 0 | 79 | 19 | 152 | 18 | 7 | 189 | 19 | 739 | 758 |
| 08:30 AM | 27 | 70 | 43 | 0 | 140 | 40 | 198 | 43 | 6 | 281 | 14 | 43 | 26 | 0 | 83 | 13 | 159 | 21 | 5 | 193 | 11 | 697 | 708 |
| 08:45 AM | 28 | 70 | 29 | 0 | 127 | 29 | 232 | 35 | 9 | 296 | 10 | 28 | 31 | 0 | 69 | 23 | 146 | 8 | 2 | 177 | 11 | 669 | 680 |
| Total | 131 | 301 | 148 | 1 | 580 | 170 | 874 | 145 | 34 | 1189 | 44 | 134 | 118 | 0 | 296 | 75 | 627 | 68 | 21 | 770 | 56 | 2835 | 2891 |
| Grand Total | 281 | 615 | 290 | 3 | 1186 | 336 | 1621 | 236 | 51 | 2193 | 80 | 273 | 226 | 0 | 579 | 132 | 1082 | 122 | 37 | 1336 | 91 | 5294 | 5385 |
| Apprch % | 23.7 | 51.9 | 24.5 | | | 15.3 | 73.9 | 10.8 | | | 13.8 | 47.2 | 39 | | | 9.9 | 81 | 9.1 | | | | | |
| Total % | 5.3 | 11.6 | 5.5 | | 22.4 | 6.3 | 30.6 | 4.5 | | 41.4 | 1.5 | 5.2 | 4.3 | | 10.9 | 2.5 | 20.4 | 2.3 | | 25.2 | 1.7 | 98.3 | |
| Passenger Vehicles | 259 | 570 | 261 | | 1093 | 322 | 1556 | 225 | | 2152 | 67 | 245 | 202 | | 514 | 125 | 1033 | 110 | | 1305 | 0 | 0 | 5064 |
| % Passenger Vehicles | 92.2 | 92.7 | 90 | 100 | 91.9 | 95.8 | 96 | 95.3 | 96.1 | 95.9 | 83.8 | 89.7 | 89.4 | 0 | 88.8 | 94.7 | 95.5 | 90.2 | 100 | 95 | 0 | 0 | 94 |
| Large 2 Axle Vehicles | 21 | 32 | 20 | | 73 | 13 | 52 | 7 | | 74 | 9 | 22 | 21 | | 52 | 7 | 40 | 7 | | 54 | 0 | 0 | 253 |
| % Large 2 Axle Vehicles | 7.5 | 5.2 | 6.9 | 0 | 6.1 | 3.9 | 3.2 | 3 | 3.9 | 3.3 | 11.2 | 8.1 | 9.3 | 0 | 9 | 5.3 | 3.7 | 5.7 | 0 | 3.9 | 0 | 0 | 4.7 |
| 3 Axle Vehicles | 1 | 6 | 4 | | 11 | 0 | 3 | 4 | | 7 | 2 | 3 | 3 | | 8 | 0 | 2 | 4 | | 6 | 0 | 0 | 32 |
| % 3 Axle Vehicles | 0.4 | 1 | 1.4 | 0 | 0.9 | 0 | 0.2 | 1.7 | 0 | 0.3 | 2.5 | 1.1 | 1.3 | 0 | 1.4 | 0 | 0.2 | 3.3 | 0 | 0.4 | 0 | 0 | 0.6 |
| 4+ Axle Trucks | 0 | 7 | 5 | | 12 | 1 | 10 | 0 | | 11 | 2 | 3 | 0 | | 5 | 0 | 7 | 1 | | 8 | 0 | 0 | 36 |
| % 4+ Axle Trucks | 0 | 1.1 | 1.7 | 0 | 1 | 0.3 | 0.6 | 0 | 0 | 0.5 | 2.5 | 1.1 | 0 | 0 | 0.9 | 0 | 0.6 | 0.8 | 0 | 0.6 | 0 | 0 | 0.7 |

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 | 44 | 102 | 41 | 187 | 47 | 220 | 26 | 293 | 9 | 44 | 30 | 83 | 23 | 142 | 14 | 179 | 742 |
| 08:00 AM | 31 | 92 | 33 | 156 | 54 | 209 | 35 | 298 | 10 | 23 | 32 | 65 | 20 | 170 | 21 | 211 | 730 |
| 08:15 AM | 45 | 69 | 43 | 157 | 47 | 235 | 32 | 314 | 10 | 40 | 29 | 79 | 19 | 152 | 18 | 189 | 739 |
| 08:30 AM | 27 | 70 | 43 | 140 | 40 | 198 | 43 | 281 | 14 | 43 | 26 | 83 | 13 | 159 | 21 | 193 | 697 |
| Total Volume | 147 | 333 | 160 | 640 | 188 | 862 | 136 | 1186 | 43 | 150 | 117 | 310 | 75 | 623 | 74 | 772 | 2908 |
| % App. Total | 23 | 52 | 25 | | 15.9 | 72.7 | 11.5 | | 13.9 | 48.4 | 37.7 | | 9.7 | 80.7 | 9.6 | | |
| PHF | .817 | .816 | .930 | .856 | .870 | .917 | .791 | .944 | .768 | .852 | .914 | .934 | .815 | .916 | .881 | .915 | .980 |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:30 AM | | | | 08:00 AM | | | | 07:45 AM | | | | 07:45 AM | | | | |
| +0 mins. | 41 | 81 | 34 | 156 | 54 | 209 | 35 | 298 | 9 | 44 | 30 | 83 | 23 | 142 | 14 | 179 | |
| +15 mins. | 44 | 102 | 41 | 187 | 47 | 235 | 32 | 314 | 10 | 23 | 32 | 65 | 20 | 170 | 21 | 211 | |
| +30 mins. | 31 | 92 | 33 | 156 | 40 | 198 | 43 | 281 | 10 | 40 | 29 | 79 | 19 | 152 | 18 | 189 | |
| +45 mins. | 45 | 69 | 43 | 157 | 29 | 232 | 35 | 296 | 14 | 43 | 26 | 83 | 13 | 159 | 21 | 193 | |
| Total Volume | 161 | 344 | 151 | 656 | 170 | 874 | 145 | 1189 | 43 | 150 | 117 | 310 | 75 | 623 | 74 | 772 | |
| % App. Total | 24.5 | 52.4 | 23 | | 14.3 | 73.5 | 12.2 | | 13.9 | 48.4 | 37.7 | | 9.7 | 80.7 | 9.6 | | |
| PHF | .894 | .843 | .878 | .877 | .787 | .930 | .843 | .947 | .768 | .852 | .914 | .934 | .815 | .916 | .881 | .915 | |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

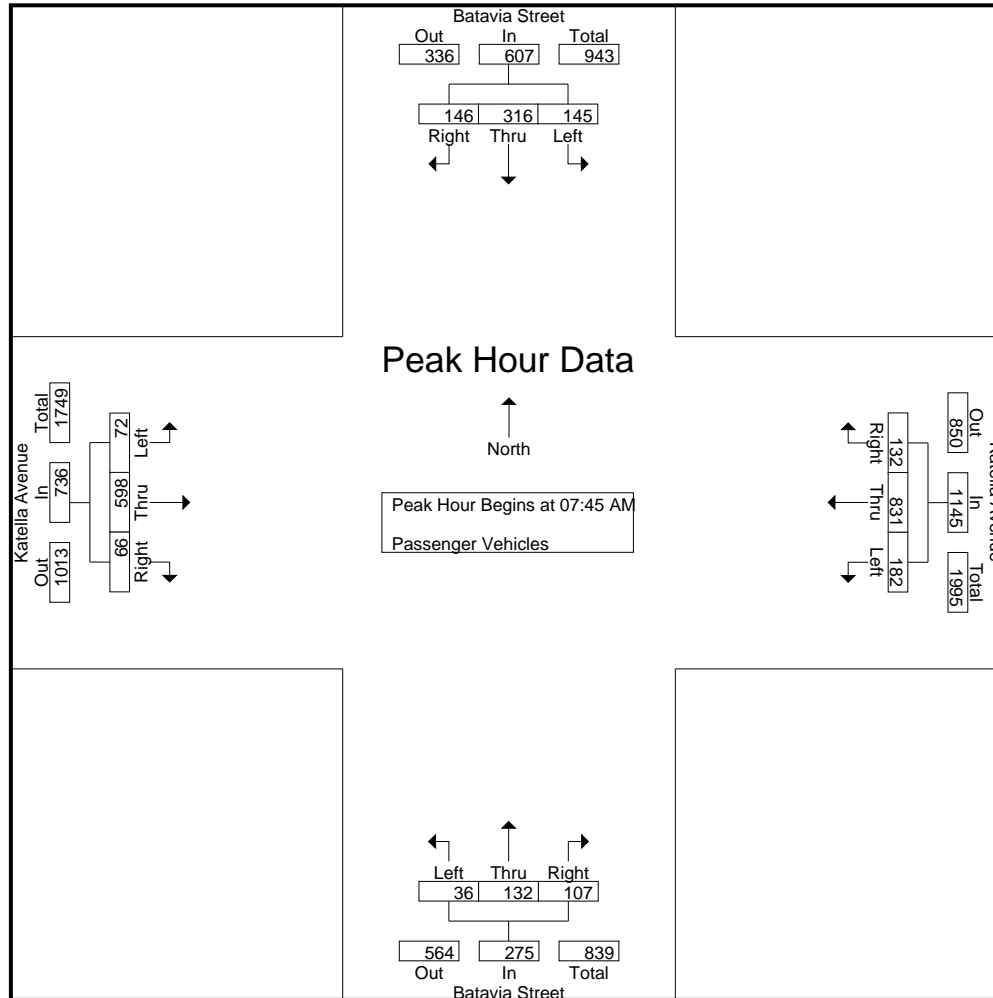
Groups Printed- Passenger Vehicles

| Start Time | Batavia Street Southbound | | | | | Katella Avenue Westbound | | | | | Batavia Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 24 | 50 | 32 | 1 | 106 | 34 | 146 | 17 | 3 | 197 | 9 | 30 | 37 | 0 | 76 | 12 | 76 | 7 | 1 | 95 | 5 | 474 | 479 |
| 07:15 AM | 29 | 68 | 24 | 1 | 121 | 26 | 165 | 18 | 4 | 209 | 5 | 29 | 15 | 0 | 49 | 9 | 105 | 12 | 5 | 126 | 10 | 505 | 515 |
| 07:30 AM | 36 | 76 | 31 | 0 | 143 | 52 | 188 | 26 | 3 | 266 | 8 | 27 | 17 | 0 | 52 | 10 | 113 | 18 | 7 | 141 | 10 | 602 | 612 |
| 07:45 AM | 44 | 101 | 39 | 0 | 184 | 47 | 212 | 26 | 6 | 285 | 7 | 38 | 27 | 0 | 72 | 23 | 133 | 13 | 3 | 169 | 9 | 710 | 719 |
| Total | 133 | 295 | 126 | 2 | 554 | 159 | 711 | 87 | 16 | 957 | 29 | 124 | 96 | 0 | 249 | 54 | 427 | 50 | 16 | 531 | 34 | 2291 | 2325 |
| 08:00 AM | 30 | 86 | 25 | 0 | 141 | 52 | 204 | 34 | 8 | 290 | 10 | 22 | 29 | 0 | 61 | 19 | 162 | 18 | 7 | 199 | 15 | 691 | 706 |
| 08:15 AM | 44 | 67 | 43 | 1 | 154 | 44 | 224 | 31 | 11 | 299 | 5 | 33 | 26 | 0 | 64 | 18 | 149 | 17 | 7 | 184 | 19 | 701 | 720 |
| 08:30 AM | 27 | 62 | 39 | 0 | 128 | 39 | 191 | 41 | 6 | 271 | 14 | 39 | 25 | 0 | 78 | 12 | 154 | 18 | 5 | 184 | 11 | 661 | 672 |
| 08:45 AM | 25 | 60 | 28 | 0 | 113 | 28 | 226 | 32 | 8 | 286 | 9 | 27 | 26 | 0 | 62 | 22 | 141 | 7 | 2 | 170 | 10 | 631 | 641 |
| Total | 126 | 275 | 135 | 1 | 536 | 163 | 845 | 138 | 33 | 1146 | 38 | 121 | 106 | 0 | 265 | 71 | 606 | 60 | 21 | 737 | 55 | 2684 | 2739 |
| Grand Total | 259 | 570 | 261 | 3 | 1090 | 322 | 1556 | 225 | 49 | 2103 | 67 | 245 | 202 | 0 | 514 | 125 | 1033 | 110 | 37 | 1268 | 89 | 4975 | 5064 |
| Apprch % | 23.8 | 52.3 | 23.9 | | | 15.3 | 74 | 10.7 | | | 13 | 47.7 | 39.3 | | | 9.9 | 81.5 | 8.7 | | | | | |
| Total % | 5.2 | 11.5 | 5.2 | | 21.9 | 6.5 | 31.3 | 4.5 | | 42.3 | 1.3 | 4.9 | 4.1 | | 10.3 | 2.5 | 20.8 | 2.2 | | 25.5 | 1.8 | 98.2 | |

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 | 44 | 101 | 39 | 184 | 47 | 212 | 26 | 285 | 7 | 38 | 27 | 72 | 23 | 133 | 13 | 169 | 710 |
| 08:00 AM | 30 | 86 | 25 | 141 | 52 | 204 | 34 | 290 | 10 | 22 | 29 | 61 | 19 | 162 | 18 | 199 | 691 |
| 08:15 AM | 44 | 67 | 43 | 154 | 44 | 224 | 31 | 299 | 5 | 33 | 26 | 64 | 18 | 149 | 17 | 184 | 701 |
| 08:30 AM | 27 | 62 | 39 | 128 | 39 | 191 | 41 | 271 | 14 | 39 | 25 | 78 | 12 | 154 | 18 | 184 | 661 |
| Total Volume | 145 | 316 | 146 | 607 | 182 | 831 | 132 | 1145 | 36 | 132 | 107 | 275 | 72 | 598 | 66 | 736 | 2763 |
| % App. Total | 23.9 | 52.1 | 24.1 | | 15.9 | 72.6 | 11.5 | | 13.1 | 48 | 38.9 | | 9.8 | 81.2 | 9 | | |
| PHF | .824 | .782 | .849 | .825 | .875 | .927 | .805 | .957 | .643 | .846 | .922 | .881 | .783 | .923 | .917 | .925 | .973 |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | |
| +0 mins. | 44 | 101 | 39 | 184 | 47 | 212 | 26 | 285 | 7 | 38 | 27 | 72 | 23 | 133 | 13 | 169 | |
| +15 mins. | 30 | 86 | 25 | 141 | 52 | 204 | 34 | 290 | 10 | 22 | 29 | 61 | 19 | 162 | 18 | 199 | |
| +30 mins. | 44 | 67 | 43 | 154 | 44 | 224 | 31 | 299 | 5 | 33 | 26 | 64 | 18 | 149 | 17 | 184 | |
| +45 mins. | 27 | 62 | 39 | 128 | 39 | 191 | 41 | 271 | 14 | 39 | 25 | 78 | 12 | 154 | 18 | 184 | |
| Total Volume | 145 | 316 | 146 | 607 | 182 | 831 | 132 | 1145 | 36 | 132 | 107 | 275 | 72 | 598 | 66 | 736 | |
| % App. Total | 23.9 | 52.1 | 24.1 | | 15.9 | 72.6 | 11.5 | | 13.1 | 48 | 38.9 | | 9.8 | 81.2 | 9 | | |
| PHF | .824 | .782 | .849 | .825 | .875 | .927 | .805 | .957 | .643 | .846 | .922 | .881 | .783 | .923 | .917 | .925 | |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

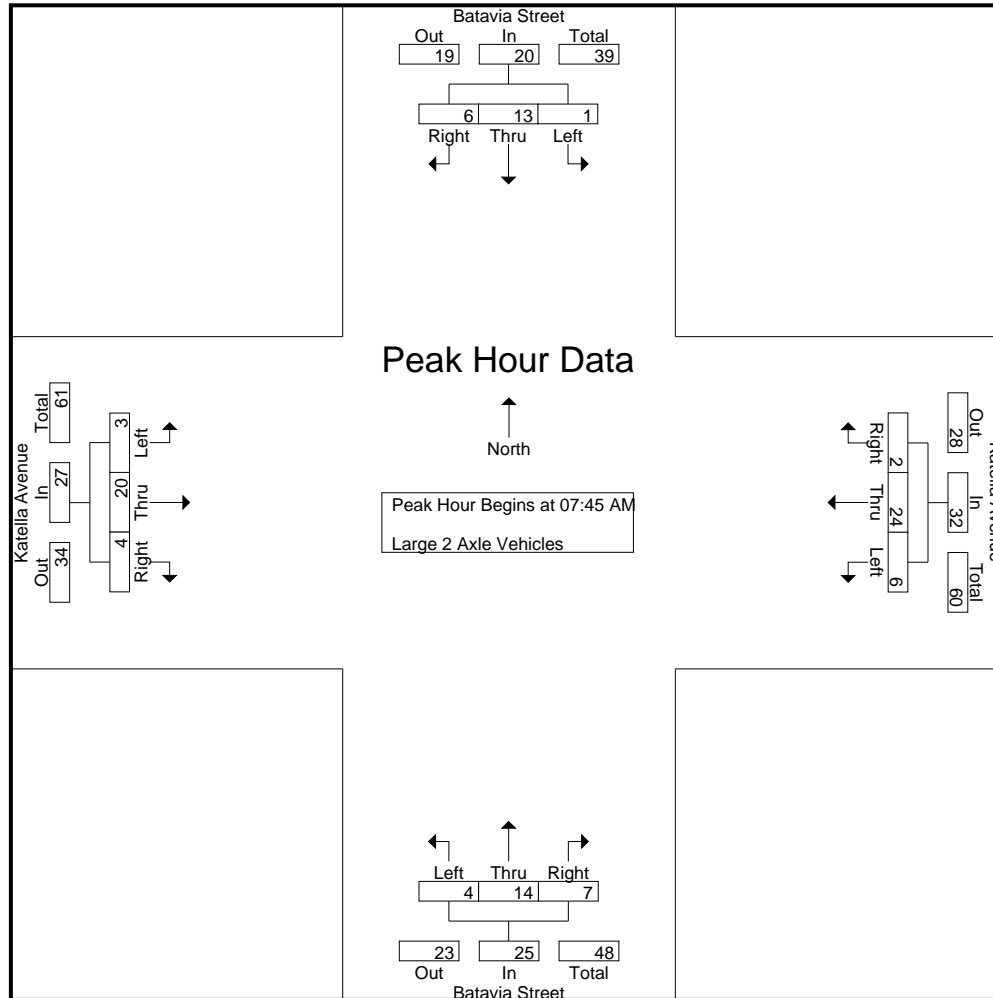
Groups Printed- Large 2 Axle Vehicles

| Start Time | Batavia Street Southbound | | | | | Katella Avenue Westbound | | | | | Batavia Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 9 | 4 | 7 | 0 | 20 | 5 | 6 | 0 | 0 | 11 | 3 | 2 | 4 | 0 | 9 | 0 | 5 | 2 | 0 | 7 | 0 | 47 | 47 |
| 07:15 AM | 3 | 4 | 4 | 0 | 11 | 1 | 10 | 1 | 0 | 12 | 0 | 4 | 3 | 0 | 7 | 2 | 6 | 0 | 0 | 8 | 0 | 38 | 38 |
| 07:30 AM | 5 | 4 | 3 | 0 | 12 | 0 | 8 | 2 | 1 | 10 | 1 | 1 | 2 | 0 | 4 | 1 | 6 | 1 | 0 | 8 | 1 | 34 | 35 |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 0 | 5 | 2 | 0 | 7 | 0 | 9 | 1 | 0 | 10 | 0 | 24 | 24 |
| Total | 17 | 13 | 14 | 0 | 44 | 6 | 30 | 3 | 1 | 39 | 4 | 12 | 11 | 0 | 27 | 3 | 26 | 4 | 0 | 33 | 1 | 143 | 144 |
| 08:00 AM | 0 | 5 | 4 | 0 | 9 | 2 | 5 | 1 | 0 | 8 | 0 | 1 | 2 | 0 | 3 | 1 | 6 | 3 | 0 | 10 | 0 | 30 | 30 |
| 08:15 AM | 1 | 1 | 0 | 0 | 2 | 3 | 8 | 0 | 0 | 11 | 4 | 6 | 2 | 0 | 12 | 1 | 2 | 0 | 0 | 3 | 0 | 28 | 28 |
| 08:30 AM | 0 | 6 | 2 | 0 | 8 | 1 | 5 | 1 | 0 | 7 | 0 | 2 | 1 | 0 | 3 | 1 | 3 | 0 | 0 | 4 | 0 | 22 | 22 |
| 08:45 AM | 3 | 7 | 0 | 0 | 10 | 1 | 4 | 2 | 1 | 7 | 1 | 1 | 5 | 0 | 7 | 1 | 3 | 0 | 0 | 4 | 1 | 28 | 29 |
| Total | 4 | 19 | 6 | 0 | 29 | 7 | 22 | 4 | 1 | 33 | 5 | 10 | 10 | 0 | 25 | 4 | 14 | 3 | 0 | 21 | 1 | 108 | 109 |
| Grand Total | 21 | 32 | 20 | 0 | 73 | 13 | 52 | 7 | 2 | 72 | 9 | 22 | 21 | 0 | 52 | 7 | 40 | 7 | 0 | 54 | 2 | 251 | 253 |
| Apprch % | 28.8 | 43.8 | 27.4 | | | 18.1 | 72.2 | 9.7 | | | 17.3 | 42.3 | 40.4 | | | 13 | 74.1 | 13 | | | | | |
| Total % | 8.4 | 12.7 | 8 | | 29.1 | 5.2 | 20.7 | 2.8 | | 28.7 | 3.6 | 8.8 | 8.4 | | 20.7 | 2.8 | 15.9 | 2.8 | | 21.5 | 0.8 | 99.2 | |

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 6 | 0 | 5 | 2 | 7 | 0 | 9 | 1 | 10 | 24 |
| 08:00 AM | 0 | 5 | 4 | 9 | 2 | 5 | 1 | 8 | 0 | 1 | 2 | 3 | 1 | 6 | 3 | 10 | 30 |
| 08:15 AM | 1 | 1 | 0 | 2 | 3 | 8 | 0 | 11 | 4 | 6 | 2 | 12 | 1 | 2 | 0 | 3 | 28 |
| 08:30 AM | 0 | 6 | 2 | 8 | 1 | 5 | 1 | 7 | 0 | 2 | 1 | 3 | 1 | 3 | 0 | 4 | 22 |
| Total Volume | 1 | 13 | 6 | 20 | 6 | 24 | 2 | 32 | 4 | 14 | 7 | 25 | 3 | 20 | 4 | 27 | 104 |
| % App. Total | 5 | 65 | 30 | | 18.8 | 75 | 6.2 | | 16 | 56 | 28 | | 11.1 | 74.1 | 14.8 | | |
| PHF | .250 | .542 | .375 | .556 | .500 | .750 | .500 | .727 | .250 | .583 | .875 | .521 | .750 | .556 | .333 | .675 | .867 |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | |
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 6 | 0 | 5 | 2 | 7 | 0 | 9 | 1 | 10 | |
| +15 mins. | 0 | 5 | 4 | 9 | 2 | 5 | 1 | 8 | 0 | 1 | 2 | 3 | 1 | 6 | 3 | 10 | |
| +30 mins. | 1 | 1 | 0 | 2 | 3 | 8 | 0 | 11 | 4 | 6 | 2 | 12 | 1 | 2 | 0 | 3 | |
| +45 mins. | 0 | 6 | 2 | 8 | 1 | 5 | 1 | 7 | 0 | 2 | 1 | 3 | 1 | 3 | 0 | 4 | |
| Total Volume | 1 | 13 | 6 | 20 | 6 | 24 | 2 | 32 | 4 | 14 | 7 | 25 | 3 | 20 | 4 | 27 | |
| % App. Total | 5 | 65 | 30 | | 18.8 | 75 | 6.2 | | 16 | 56 | 28 | | 11.1 | 74.1 | 14.8 | | |
| PHF | .250 | .542 | .375 | .556 | .500 | .750 | .500 | .727 | .250 | .583 | .875 | .521 | .750 | .556 | .333 | .675 | |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

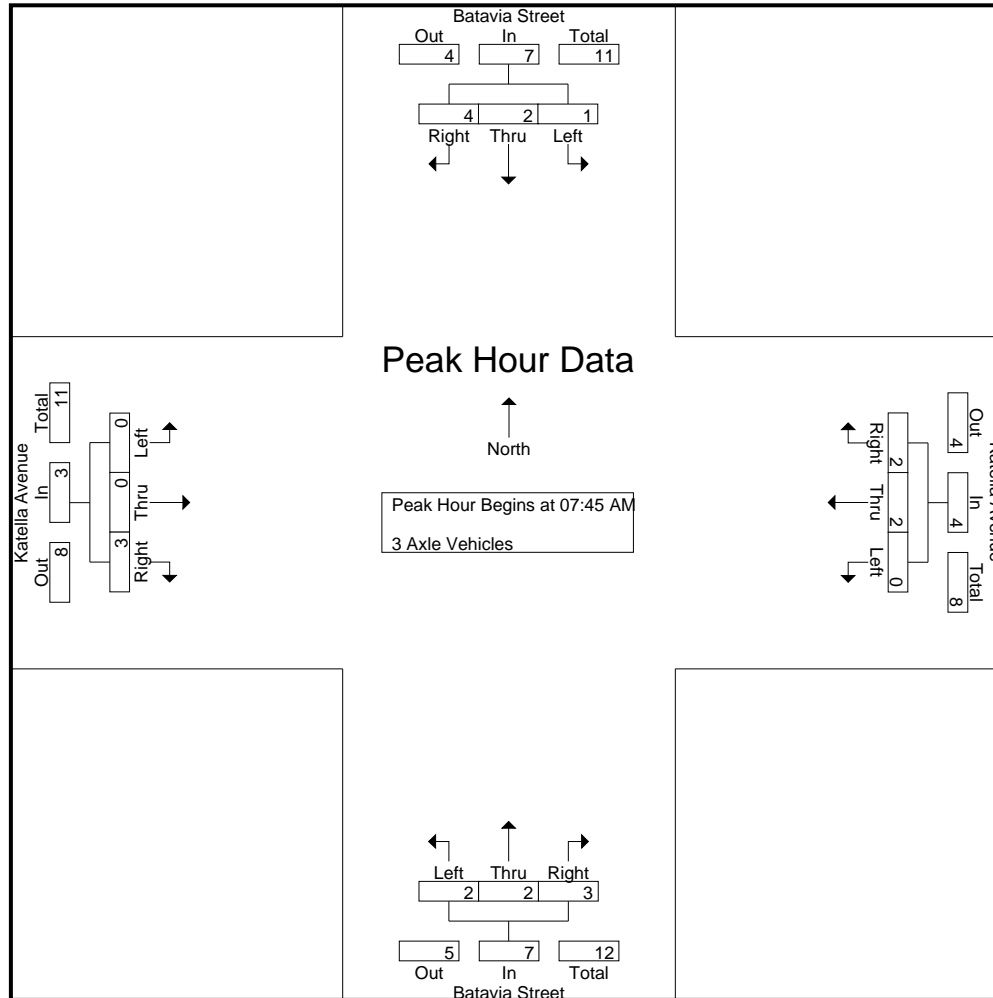
Groups Printed- 3 Axle Vehicles

| Start Time | Batavia Street Southbound | | | | | Katella Avenue Westbound | | | | | Batavia Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | |
|-------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | |
| 07:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2 |
| 07:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 07:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| Total | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 2 | 2 | 1 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 11 | 11 |
| 08:00 AM | 1 | 1 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 08:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 5 | 5 |
| 08:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 6 | 6 |
| 08:45 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 5 | 5 |
| Total | 1 | 4 | 3 | 0 | 8 | 0 | 2 | 3 | 0 | 5 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 21 | 21 |
| Grand Total | 1 | 6 | 4 | 0 | 11 | 0 | 3 | 4 | 0 | 7 | 2 | 3 | 3 | 0 | 8 | 0 | 2 | 4 | 0 | 6 | 0 | 0 | 32 | 32 |
| Apprch % | 9.1 | 54.5 | 36.4 | | | 0 | 42.9 | 57.1 | | | 25 | 37.5 | 37.5 | | | 0 | 33.3 | 66.7 | | | 0 | 0 | | |
| Total % | 3.1 | 18.8 | 12.5 | | 34.4 | 0 | 9.4 | 12.5 | | 21.9 | 6.2 | 9.4 | 9.4 | | 25 | 0 | 6.2 | 12.5 | | 18.8 | 0 | 0 | 100 | |

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 5 |
| 08:00 AM | 1 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| 08:15 AM | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 5 |
| 08:30 AM | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 2 | 6 |
| Total Volume | 1 | 2 | 4 | 7 | 0 | 2 | 2 | 4 | 2 | 2 | 3 | 7 | 0 | 0 | 3 | 3 | 21 |
| % App. Total | 14.3 | 28.6 | 57.1 | | 0 | 50 | 50 | | 28.6 | 28.6 | 42.9 | | 0 | 0 | 100 | | |
| PHF | .250 | .500 | .500 | .438 | .000 | .500 | .500 | .500 | .250 | .500 | .750 | .438 | .000 | .000 | .375 | .375 | .875 |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | |
| +0 mins. | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | |
| +15 mins. | 1 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | |
| +45 mins. | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 2 | |
| Total Volume | 1 | 2 | 4 | 7 | 0 | 2 | 2 | 4 | 2 | 2 | 3 | 7 | 0 | 0 | 3 | 3 | |
| % App. Total | 14.3 | 28.6 | 57.1 | | 0 | 50 | 50 | | 28.6 | 28.6 | 42.9 | | 0 | 0 | 100 | | |
| PHF | .250 | .500 | .500 | .438 | .000 | .500 | .500 | .500 | .250 | .500 | .750 | .438 | .000 | .000 | .375 | .375 | |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

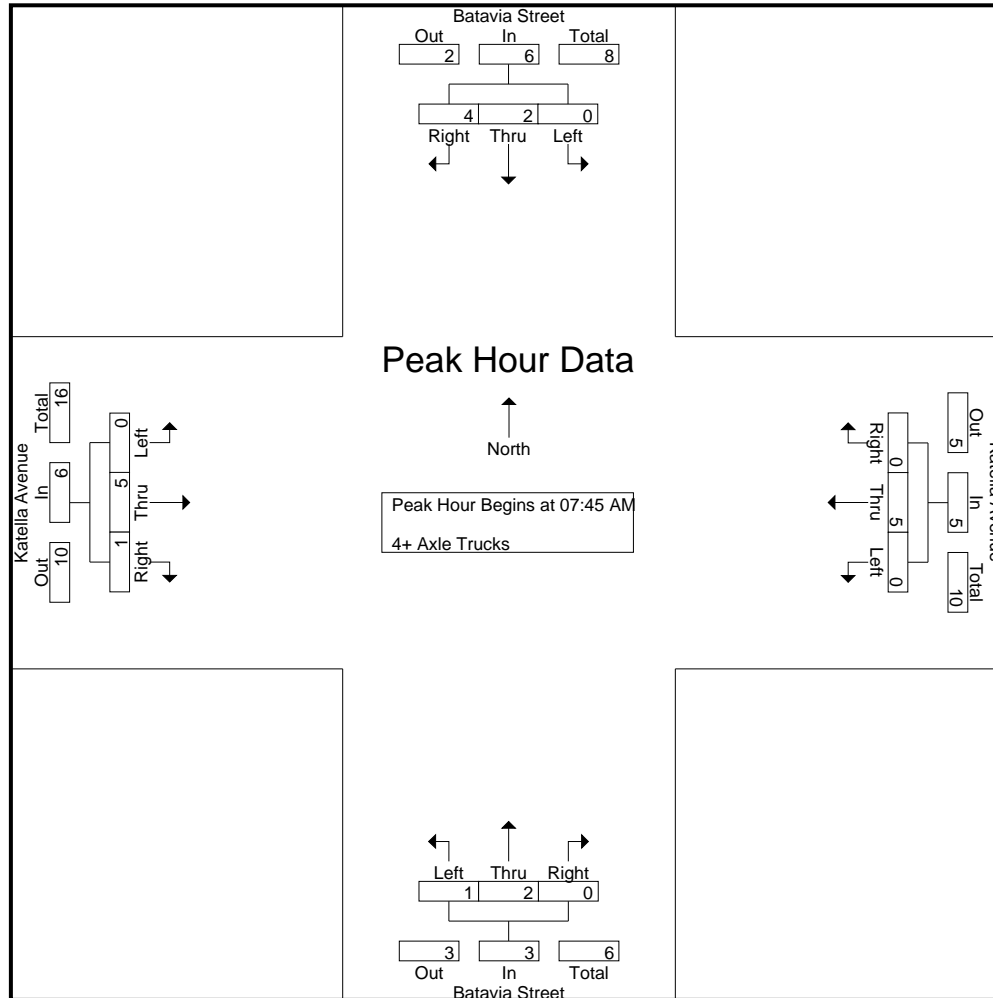
Groups Printed- 4+ Axle Trucks

| Start Time | Batavia Street Southbound | | | | | Katella Avenue Westbound | | | | | Batavia Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | | | | | |
|-------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|---|---|---|-----|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | | | | | |
| 07:00 AM | 0 | 3 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 4 |
| 07:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Total | 0 | 4 | 1 | 0 | 5 | 1 | 5 | 0 | 0 | 6 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 14 | 14 |
| 08:00 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 4 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 5 |
| 08:30 AM | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 8 |
| 08:45 AM | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 5 |
| Total | 0 | 3 | 4 | 0 | 7 | 0 | 5 | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 3 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 22 | 22 |
| Grand Total | 0 | 7 | 5 | 0 | 12 | 1 | 10 | 0 | 0 | 11 | 2 | 3 | 0 | 0 | 5 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 8 | 0 | 36 | 36 |
| Apprch % | 0 | 58.3 | 41.7 | | | 9.1 | 90.9 | 0 | | | 40 | 60 | 0 | | | 0 | 87.5 | 12.5 | | | 0 | 0 | 0 | 0 | | 0 | | |
| Total % | 0 | 19.4 | 13.9 | | 33.3 | 2.8 | 27.8 | 0 | | 30.6 | 5.6 | 8.3 | 0 | | 13.9 | 0 | 19.4 | 2.8 | | 22.2 | 0 | 0 | 0 | 0 | | 0 | 100 | |

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:00 AM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 5 |
| 08:30 AM | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 3 | 8 |
| Total Volume | 0 | 2 | 4 | 6 | 0 | 5 | 0 | 5 | 1 | 2 | 0 | 3 | 0 | 5 | 1 | 6 | 20 |
| % App. Total | 0 | 33.3 | 66.7 | | 0 | 100 | 0 | | 33.3 | 66.7 | 0 | | 0 | 83.3 | 16.7 | | |
| PHF | .000 | .250 | .500 | .500 | .000 | .625 | .000 | .625 | .250 | .500 | .000 | .375 | .000 | .625 | .250 | .500 | .625 |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 Each Approach Begins at:

| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|---|------|
| +0 mins. | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 |
| +45 mins. | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 3 |
| Total Volume | 0 | 2 | 4 | 6 | 0 | 5 | 0 | 5 | 1 | 2 | 0 | 3 | 0 | 5 | 1 | 0 | 6 |
| % App. Total | 0 | 33.3 | 66.7 | | 0 | 100 | 0 | | 33.3 | 66.7 | 0 | | 0 | 83.3 | 16.7 | | |
| PHF | .000 | .250 | .500 | .500 | .000 | .625 | .000 | .625 | .250 | .500 | .000 | .375 | .000 | .625 | .250 | | .500 |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

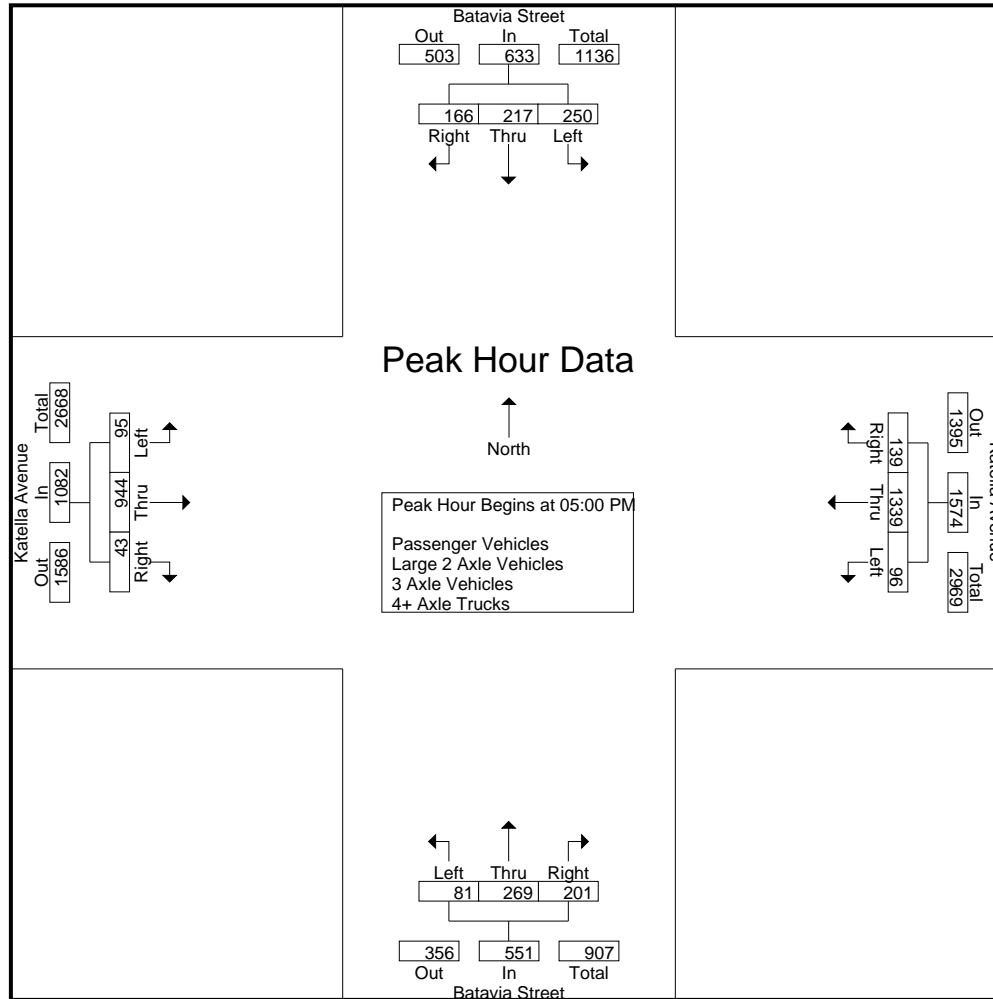
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| Start Time | Batavia Street Southbound | | | | | Katella Avenue Westbound | | | | | Batavia Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 56 | 65 | 40 | 0 | 161 | 49 | 280 | 36 | 7 | 365 | 20 | 78 | 60 | 0 | 158 | 17 | 205 | 12 | 5 | 234 | 12 | 918 | 930 |
| 04:15 PM | 50 | 62 | 29 | 0 | 141 | 34 | 227 | 32 | 11 | 293 | 15 | 63 | 58 | 0 | 136 | 25 | 226 | 14 | 4 | 265 | 15 | 835 | 850 |
| 04:30 PM | 47 | 69 | 43 | 0 | 159 | 31 | 297 | 38 | 13 | 366 | 29 | 58 | 48 | 0 | 135 | 12 | 228 | 13 | 5 | 253 | 18 | 913 | 931 |
| 04:45 PM | 52 | 67 | 40 | 0 | 159 | 32 | 260 | 33 | 10 | 325 | 28 | 62 | 57 | 0 | 147 | 17 | 234 | 9 | 3 | 260 | 13 | 891 | 904 |
| Total | 205 | 263 | 152 | 0 | 620 | 146 | 1064 | 139 | 41 | 1349 | 92 | 261 | 223 | 0 | 576 | 71 | 893 | 48 | 17 | 1012 | 58 | 3557 | 3615 |
| 05:00 PM | 67 | 64 | 51 | 0 | 182 | 29 | 298 | 41 | 12 | 368 | 32 | 75 | 51 | 0 | 158 | 25 | 235 | 20 | 9 | 280 | 21 | 988 | 1009 |
| 05:15 PM | 67 | 67 | 46 | 0 | 180 | 21 | 386 | 33 | 9 | 440 | 13 | 76 | 54 | 0 | 143 | 19 | 251 | 5 | 2 | 275 | 11 | 1038 | 1049 |
| 05:30 PM | 57 | 52 | 42 | 0 | 151 | 21 | 296 | 31 | 8 | 348 | 18 | 73 | 48 | 0 | 139 | 32 | 243 | 9 | 5 | 284 | 13 | 922 | 935 |
| 05:45 PM | 59 | 34 | 27 | 0 | 120 | 25 | 359 | 34 | 3 | 418 | 18 | 45 | 48 | 0 | 111 | 19 | 215 | 9 | 2 | 243 | 5 | 892 | 897 |
| Total | 250 | 217 | 166 | 0 | 633 | 96 | 1339 | 139 | 32 | 1574 | 81 | 269 | 201 | 0 | 551 | 95 | 944 | 43 | 18 | 1082 | 50 | 3840 | 3890 |
| Grand Total | 455 | 480 | 318 | 0 | 1253 | 242 | 2403 | 278 | 73 | 2923 | 173 | 530 | 424 | 0 | 1127 | 166 | 1837 | 91 | 35 | 2094 | 108 | 7397 | 7505 |
| Apprch % | 36.3 | 38.3 | 25.4 | | | 8.3 | 82.2 | 9.5 | | | 15.4 | 47 | 37.6 | | | 7.9 | 87.7 | 4.3 | | | | | |
| Total % | 6.2 | 6.5 | 4.3 | | 16.9 | 3.3 | 32.5 | 3.8 | | 39.5 | 2.3 | 7.2 | 5.7 | | 15.2 | 2.2 | 24.8 | 1.2 | | 28.3 | 1.4 | 98.6 | |
| Passenger Vehicles | 449 | 463 | 313 | | 1225 | 231 | 2359 | 263 | | 2924 | 169 | 512 | 405 | | 1086 | 159 | 1814 | 87 | | 2094 | 0 | 0 | 7329 |
| % Passenger Vehicles | 98.7 | 96.5 | 98.4 | 0 | 97.8 | 95.5 | 98.2 | 94.6 | 97.3 | 97.6 | 97.7 | 96.6 | 95.5 | 0 | 96.4 | 95.8 | 98.7 | 95.6 | 97.1 | 98.4 | 0 | 0 | 97.7 |
| Large 2 Axle Vehicles | 4 | 15 | 3 | | 22 | 8 | 34 | 9 | | 53 | 4 | 14 | 17 | | 35 | 4 | 19 | 3 | | 27 | 0 | 0 | 137 |
| % Large 2 Axle Vehicles | 0.9 | 3.1 | 0.9 | 0 | 1.8 | 3.3 | 1.4 | 3.2 | 2.7 | 1.8 | 2.3 | 2.6 | 4 | 0 | 3.1 | 2.4 | 1 | 3.3 | 2.9 | 1.3 | 0 | 0 | 1.8 |
| 3 Axle Vehicles | 1 | 2 | 0 | | 3 | 2 | 2 | 2 | | 6 | 0 | 2 | 1 | | 3 | 1 | 2 | 0 | | 3 | 0 | 0 | 15 |
| % 3 Axle Vehicles | 0.2 | 0.4 | 0 | 0 | 0.2 | 0.8 | 0.1 | 0.7 | 0 | 0.2 | 0 | 0.4 | 0.2 | 0 | 0.3 | 0.6 | 0.1 | 0 | 0 | 0.1 | 0 | 0 | 0.2 |
| 4+ Axle Trucks | 1 | 0 | 2 | | 3 | 1 | 8 | 4 | | 13 | 0 | 2 | 1 | | 3 | 2 | 2 | 1 | | 5 | 0 | 0 | 24 |
| % 4+ Axle Trucks | 0.2 | 0 | 0.6 | 0 | 0.2 | 0.4 | 0.3 | 1.4 | 0 | 0.4 | 0 | 0.4 | 0.2 | 0 | 0.3 | 1.2 | 0.1 | 1.1 | 0 | 0.2 | 0 | 0 | 0.3 |

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 | 67 | 64 | 51 | 182 | 29 | 298 | 41 | 368 | 32 | 75 | 51 | 158 | 25 | 235 | 20 | 280 | 988 |
| 05:15 PM | 67 | 67 | 46 | 180 | 21 | 386 | 33 | 440 | 13 | 76 | 54 | 143 | 19 | 251 | 5 | 275 | 1038 |
| 05:30 PM | 57 | 52 | 42 | 151 | 21 | 296 | 31 | 348 | 18 | 73 | 48 | 139 | 32 | 243 | 9 | 284 | 922 |
| 05:45 PM | 59 | 34 | 27 | 120 | 25 | 359 | 34 | 418 | 18 | 45 | 48 | 111 | 19 | 215 | 9 | 243 | 892 |
| Total Volume | 250 | 217 | 166 | 633 | 96 | 1339 | 139 | 1574 | 81 | 269 | 201 | 551 | 95 | 944 | 43 | 1082 | 3840 |
| % App. Total | 39.5 | 34.3 | 26.2 | | 6.1 | 85.1 | 8.8 | | 14.7 | 48.8 | 36.5 | | 8.8 | 87.2 | 4 | | |
| PHF | .933 | .810 | .814 | .870 | .828 | .867 | .848 | .894 | .633 | .885 | .931 | .872 | .742 | .940 | .538 | .952 | .925 |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 04:30 PM | | | | 05:00 PM | | | | 04:45 PM | | | | 04:45 PM | | | | |
| +0 mins. | 47 | 69 | 43 | 159 | 29 | 298 | 41 | 368 | 28 | 62 | 57 | 147 | 17 | 234 | 9 | 260 | |
| +15 mins. | 52 | 67 | 40 | 159 | 21 | 386 | 33 | 440 | 32 | 75 | 51 | 158 | 25 | 235 | 20 | 280 | |
| +30 mins. | 67 | 64 | 51 | 182 | 21 | 296 | 31 | 348 | 13 | 76 | 54 | 143 | 19 | 251 | 5 | 275 | |
| +45 mins. | 67 | 67 | 46 | 180 | 25 | 359 | 34 | 418 | 18 | 73 | 48 | 139 | 32 | 243 | 9 | 284 | |
| Total Volume | 233 | 267 | 180 | 680 | 96 | 1339 | 139 | 1574 | 91 | 286 | 210 | 587 | 93 | 963 | 43 | 1099 | |
| % App. Total | 34.3 | 39.3 | 26.5 | | 6.1 | 85.1 | 8.8 | | 15.5 | 48.7 | 35.8 | | 8.5 | 87.6 | 3.9 | | |
| PHF | .869 | .967 | .882 | .934 | .828 | .867 | .848 | .894 | .711 | .941 | .921 | .929 | .727 | .959 | .538 | .967 | |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

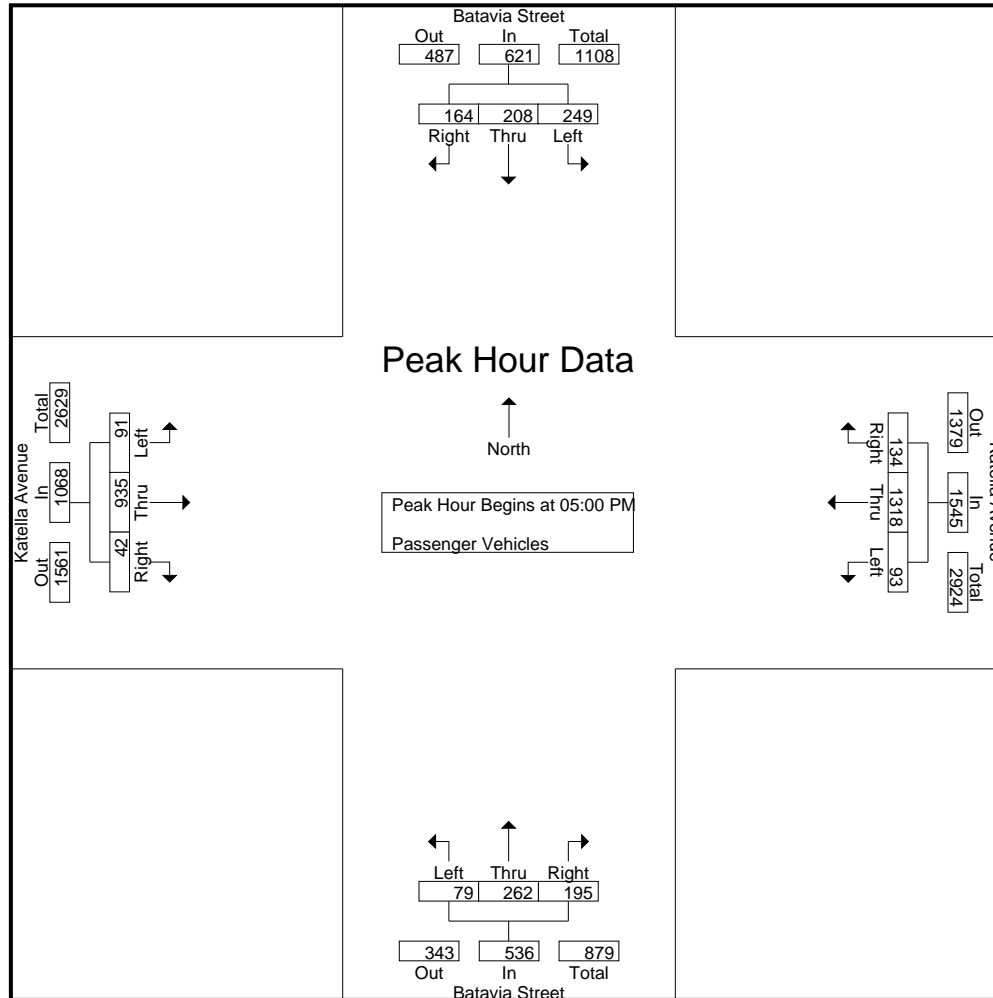
Groups Printed- Passenger Vehicles

| Start Time | Batavia Street Southbound | | | | | Katella Avenue Westbound | | | | | Batavia Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 53 | 64 | 39 | 0 | 156 | 47 | 272 | 32 | 7 | 351 | 19 | 75 | 59 | 0 | 153 | 16 | 198 | 11 | 4 | 225 | 11 | 885 | 896 |
| 04:15 PM | 49 | 59 | 28 | 0 | 136 | 31 | 226 | 27 | 10 | 284 | 14 | 60 | 53 | 0 | 127 | 25 | 224 | 12 | 4 | 261 | 14 | 808 | 822 |
| 04:30 PM | 46 | 66 | 42 | 0 | 154 | 29 | 287 | 38 | 13 | 354 | 29 | 55 | 44 | 0 | 128 | 11 | 226 | 13 | 5 | 250 | 18 | 886 | 904 |
| 04:45 PM | 52 | 66 | 40 | 0 | 158 | 31 | 256 | 32 | 10 | 319 | 28 | 60 | 54 | 0 | 142 | 16 | 231 | 9 | 3 | 256 | 13 | 875 | 888 |
| Total | 200 | 255 | 149 | 0 | 604 | 138 | 1041 | 129 | 40 | 1308 | 90 | 250 | 210 | 0 | 550 | 68 | 879 | 45 | 16 | 992 | 56 | 3454 | 3510 |
| 05:00 PM | 67 | 62 | 50 | 0 | 179 | 28 | 295 | 40 | 12 | 363 | 32 | 73 | 49 | 0 | 154 | 25 | 233 | 20 | 9 | 278 | 21 | 974 | 995 |
| 05:15 PM | 67 | 61 | 46 | 0 | 174 | 20 | 378 | 32 | 9 | 430 | 13 | 76 | 53 | 0 | 142 | 18 | 250 | 5 | 2 | 273 | 11 | 1019 | 1030 |
| 05:30 PM | 56 | 51 | 42 | 0 | 149 | 20 | 290 | 30 | 7 | 340 | 17 | 69 | 45 | 0 | 131 | 30 | 238 | 8 | 5 | 276 | 12 | 896 | 908 |
| 05:45 PM | 59 | 34 | 26 | 0 | 119 | 25 | 355 | 32 | 3 | 412 | 17 | 44 | 48 | 0 | 109 | 18 | 214 | 9 | 2 | 241 | 5 | 881 | 886 |
| Total | 249 | 208 | 164 | 0 | 621 | 93 | 1318 | 134 | 31 | 1545 | 79 | 262 | 195 | 0 | 536 | 91 | 935 | 42 | 18 | 1068 | 49 | 3770 | 3819 |
| Grand Total | 449 | 463 | 313 | 0 | 1225 | 231 | 2359 | 263 | 71 | 2853 | 169 | 512 | 405 | 0 | 1086 | 159 | 1814 | 87 | 34 | 2060 | 105 | 7224 | 7329 |
| Apprch % | 36.7 | 37.8 | 25.6 | | | 8.1 | 82.7 | 9.2 | | | 15.6 | 47.1 | 37.3 | | | 7.7 | 88.1 | 4.2 | | | | | |
| Total % | 6.2 | 6.4 | 4.3 | | 17 | 3.2 | 32.7 | 3.6 | | 39.5 | 2.3 | 7.1 | 5.6 | | 15 | 2.2 | 25.1 | 1.2 | | 28.5 | 1.4 | 98.6 | |

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 | 67 | 62 | 50 | 179 | 28 | 295 | 40 | 363 | 32 | 73 | 49 | 154 | 25 | 233 | 20 | 278 | 974 |
| 05:15 PM | 67 | 61 | 46 | 174 | 20 | 378 | 32 | 430 | 13 | 76 | 53 | 142 | 18 | 250 | 5 | 273 | 1019 |
| 05:30 PM | 56 | 51 | 42 | 149 | 20 | 290 | 30 | 340 | 17 | 69 | 45 | 131 | 30 | 238 | 8 | 276 | 896 |
| 05:45 PM | 59 | 34 | 26 | 119 | 25 | 355 | 32 | 412 | 17 | 44 | 48 | 109 | 18 | 214 | 9 | 241 | 881 |
| Total Volume | 249 | 208 | 164 | 621 | 93 | 1318 | 134 | 1545 | 79 | 262 | 195 | 536 | 91 | 935 | 42 | 1068 | 3770 |
| % App. Total | 40.1 | 33.5 | 26.4 | | 6 | 85.3 | 8.7 | | 14.7 | 48.9 | 36.4 | | 8.5 | 87.5 | 3.9 | | |
| PHF | .929 | .839 | .820 | .867 | .830 | .872 | .838 | .898 | .617 | .862 | .920 | .870 | .758 | .935 | .525 | .960 | .925 |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | |
| +0 mins. | 67 | 62 | 50 | 179 | 28 | 295 | 40 | 363 | 32 | 73 | 49 | 154 | 25 | 233 | 20 | 278 | |
| +15 mins. | 67 | 61 | 46 | 174 | 20 | 378 | 32 | 430 | 13 | 76 | 53 | 142 | 18 | 250 | 5 | 273 | |
| +30 mins. | 56 | 51 | 42 | 149 | 20 | 290 | 30 | 340 | 17 | 69 | 45 | 131 | 30 | 238 | 8 | 276 | |
| +45 mins. | 59 | 34 | 26 | 119 | 25 | 355 | 32 | 412 | 17 | 44 | 48 | 109 | 18 | 214 | 9 | 241 | |
| Total Volume | 249 | 208 | 164 | 621 | 93 | 1318 | 134 | 1545 | 79 | 262 | 195 | 536 | 91 | 935 | 42 | 1068 | |
| % App. Total | 40.1 | 33.5 | 26.4 | | 6 | 85.3 | 8.7 | | 14.7 | 48.9 | 36.4 | | 8.5 | 87.5 | 3.9 | | |
| PHF | .929 | .839 | .820 | .867 | .830 | .872 | .838 | .898 | .617 | .862 | .920 | .870 | .758 | .935 | .525 | .960 | |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

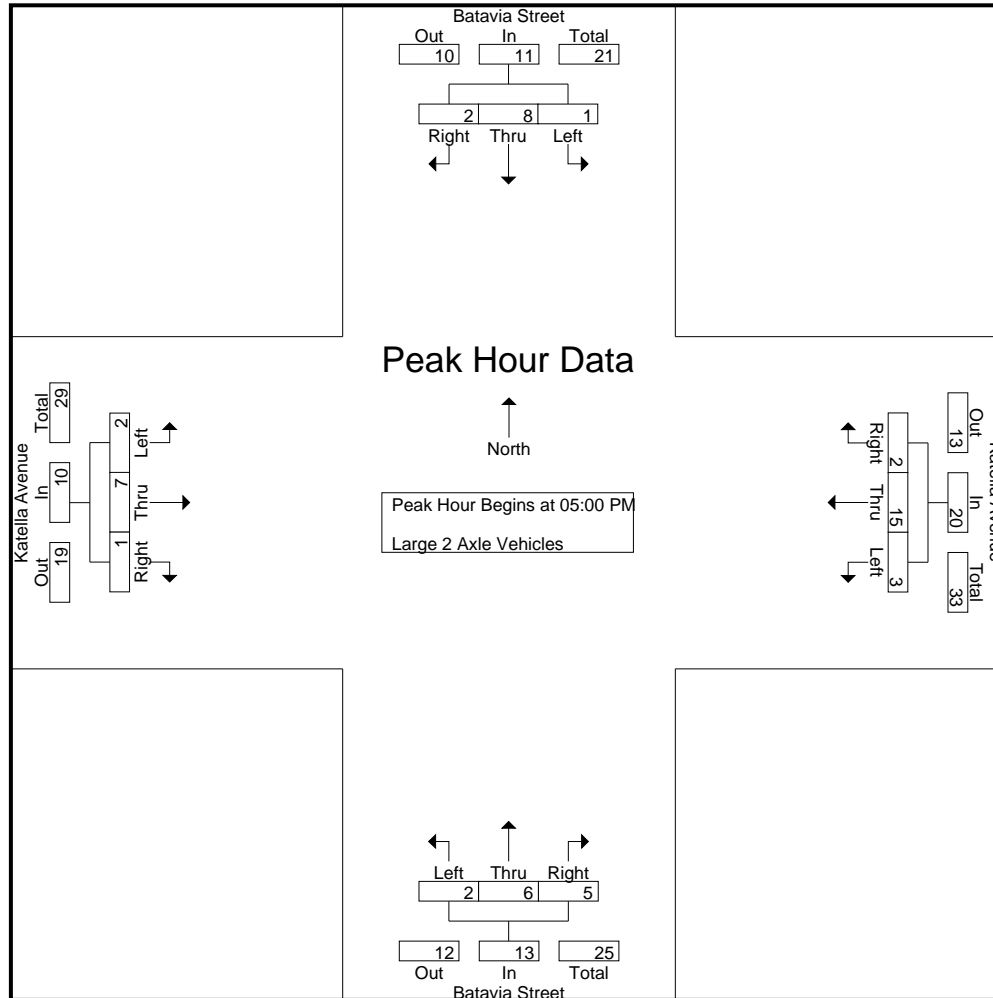
Groups Printed- Large 2 Axle Vehicles

| Start Time | Batavia Street Southbound | | | | | Katella Avenue Westbound | | | | | Batavia Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 2 | 1 | 0 | 0 | 3 | 1 | 7 | 3 | 0 | 11 | 1 | 3 | 1 | 0 | 5 | 0 | 7 | 1 | 1 | 8 | 1 | 27 | 28 |
| 04:15 PM | 1 | 2 | 1 | 0 | 4 | 2 | 1 | 3 | 1 | 6 | 1 | 2 | 5 | 0 | 8 | 0 | 2 | 1 | 0 | 3 | 1 | 21 | 22 |
| 04:30 PM | 0 | 3 | 0 | 0 | 3 | 1 | 8 | 0 | 0 | 9 | 0 | 1 | 4 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 18 | 18 |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 5 | 0 | 2 | 2 | 0 | 4 | 1 | 3 | 0 | 0 | 4 | 0 | 14 | 14 |
| Total | 3 | 7 | 1 | 0 | 11 | 5 | 19 | 7 | 1 | 31 | 2 | 8 | 12 | 0 | 22 | 2 | 12 | 2 | 1 | 16 | 2 | 80 | 82 |
| 05:00 PM | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 1 | 0 | 3 | 0 | 2 | 2 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 11 | 11 |
| 05:15 PM | 0 | 6 | 0 | 0 | 6 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 16 | 16 |
| 05:30 PM | 1 | 1 | 0 | 0 | 2 | 1 | 4 | 1 | 1 | 6 | 1 | 3 | 2 | 0 | 6 | 1 | 5 | 1 | 0 | 7 | 1 | 21 | 22 |
| 05:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 |
| Total | 1 | 8 | 2 | 0 | 11 | 3 | 15 | 2 | 1 | 20 | 2 | 6 | 5 | 0 | 13 | 2 | 7 | 1 | 0 | 10 | 1 | 54 | 55 |
| Grand Total | 4 | 15 | 3 | 0 | 22 | 8 | 34 | 9 | 2 | 51 | 4 | 14 | 17 | 0 | 35 | 4 | 19 | 3 | 1 | 26 | 3 | 134 | 137 |
| Apprch % | 18.2 | 68.2 | 13.6 | | | 15.7 | 66.7 | 17.6 | | | 11.4 | 40 | 48.6 | | | 15.4 | 73.1 | 11.5 | | | | | |
| Total % | 3 | 11.2 | 2.2 | | 16.4 | 6 | 25.4 | 6.7 | | 38.1 | 3 | 10.4 | 12.7 | | 26.1 | 3 | 14.2 | 2.2 | | 19.4 | 2.2 | 97.8 | |

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 0 | 2 | 2 | 4 | 0 | 2 | 0 | 2 | 11 |
| 05:15 PM | 0 | 6 | 0 | 6 | 1 | 7 | 0 | 8 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 16 |
| 05:30 PM | 1 | 1 | 0 | 2 | 1 | 4 | 1 | 6 | 1 | 3 | 2 | 6 | 1 | 5 | 1 | 7 | 21 |
| 05:45 PM | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 1 | 8 | 2 | 11 | 3 | 15 | 2 | 20 | 2 | 6 | 5 | 13 | 2 | 7 | 1 | 10 | 54 |
| % App. Total | 9.1 | 72.7 | 18.2 | | 15 | 75 | 10 | | 15.4 | 46.2 | 38.5 | | 20 | 70 | 10 | | |
| PHF | .250 | .333 | .500 | .458 | .750 | .536 | .500 | .625 | .500 | .500 | .625 | .542 | .500 | .350 | .250 | .357 | .643 |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | |
| +0 mins. | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 0 | 2 | 2 | 4 | 0 | 2 | 0 | 2 | |
| +15 mins. | 0 | 6 | 0 | 6 | 1 | 7 | 0 | 8 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | |
| +30 mins. | 1 | 1 | 0 | 2 | 1 | 4 | 1 | 6 | 1 | 3 | 2 | 6 | 1 | 5 | 1 | 7 | |
| +45 mins. | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | |
| Total Volume | 1 | 8 | 2 | 11 | 3 | 15 | 2 | 20 | 2 | 6 | 5 | 13 | 2 | 7 | 1 | 10 | |
| % App. Total | 9.1 | 72.7 | 18.2 | | 15 | 75 | 10 | | 15.4 | 46.2 | 38.5 | | 20 | 70 | 10 | | |
| PHF | .250 | .333 | .500 | .458 | .750 | .536 | .500 | .625 | .500 | .500 | .625 | .542 | .500 | .350 | .250 | .357 | |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

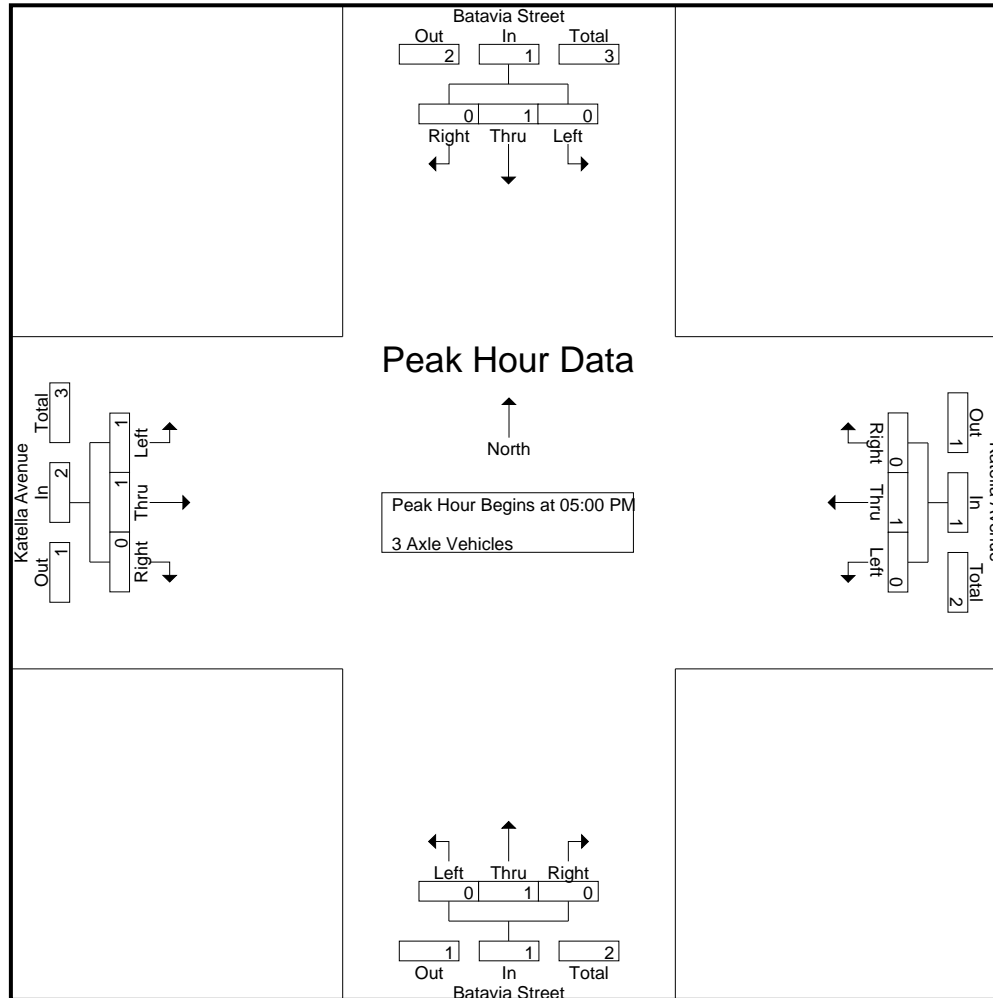
Groups Printed- 3 Axle Vehicles

| Start Time | Batavia Street Southbound | | | | | Katella Avenue Westbound | | | | | Batavia Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | | | | | |
|-------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|---|----|---|-----|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 04:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 04:30 PM | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Total | 1 | 1 | 0 | 0 | 2 | 2 | 1 | 2 | 0 | 5 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 10 |
| 05:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 5 |
| Grand Total | 1 | 2 | 0 | 0 | 3 | 2 | 2 | 2 | 0 | 6 | 0 | 2 | 1 | 0 | 3 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 15 | 15 |
| Apprch % | 33.3 | 66.7 | 0 | | | 33.3 | 33.3 | 33.3 | | | 0 | 66.7 | 33.3 | | | 33.3 | 66.7 | 0 | | | | | | | | | | |
| Total % | 6.7 | 13.3 | 0 | | 20 | 13.3 | 13.3 | 13.3 | | 40 | 0 | 13.3 | 6.7 | | 20 | 6.7 | 13.3 | 0 | | 20 | 0 | 0 | 0 | 0 | 20 | 0 | 100 | |

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 5 |
| % App. Total | 0 | 100 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | 33.3 | 66.7 | 0 | | 33.3 | 66.7 | 0 | | |
| PHF | .000 | .250 | .000 | .250 | .000 | .250 | .000 | .250 | .000 | .250 | .000 | .250 | .250 | .250 | .000 | .500 | .250 | .250 | .000 | .500 | .625 |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | |
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| Total Volume | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | |
| % App. Total | 0 | 100 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | 50 | 50 | 0 | | |
| PHF | .000 | .250 | .000 | .250 | .000 | .250 | .000 | .250 | .000 | .250 | .000 | .250 | .250 | .250 | .000 | .500 | |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

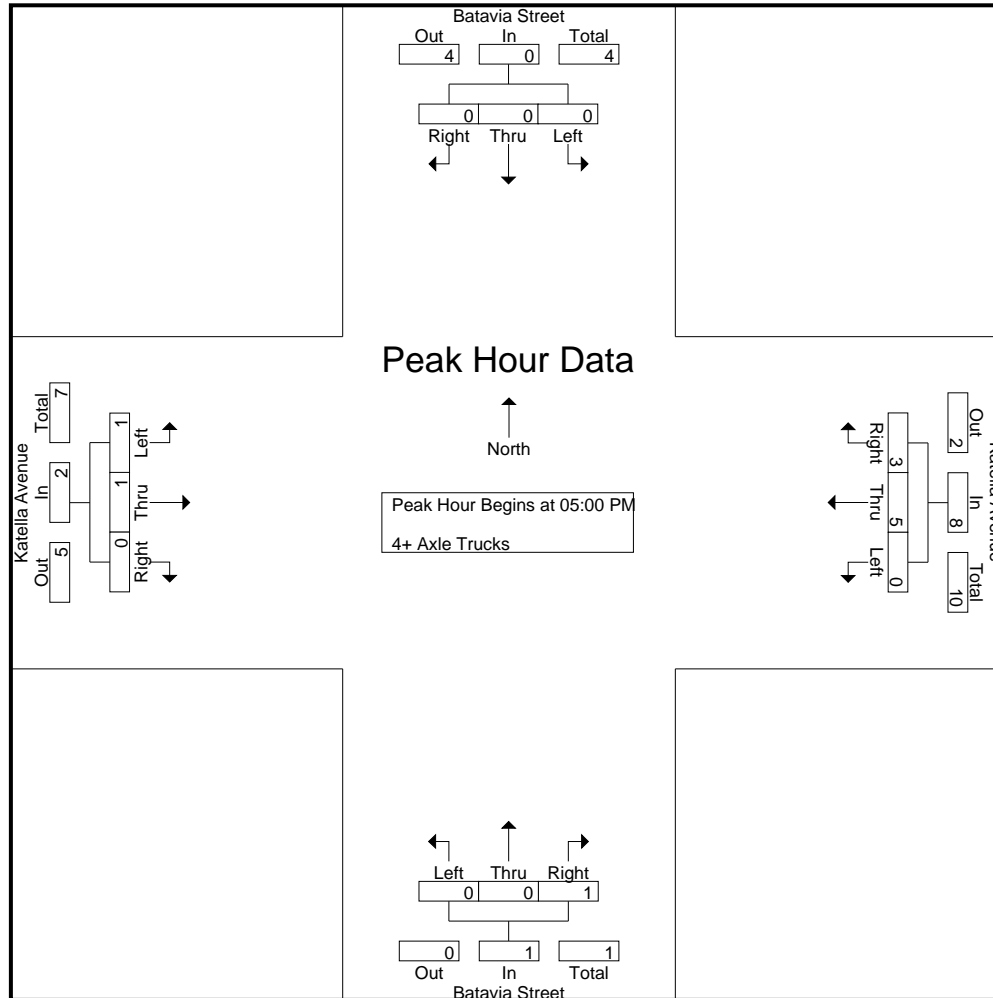
Groups Printed- 4+ Axle Trucks

| Start Time | Batavia Street Southbound | | | | | Katella Avenue Westbound | | | | | Batavia Street Northbound | | | | | Katella Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | |
|-------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | |
| 04:00 PM | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 4 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 4 | 4 |
| 04:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 2 | 0 | 3 | 1 | 3 | 1 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 13 | 13 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 11 | 11 |
| Grand Total | 1 | 0 | 2 | 0 | 3 | 1 | 8 | 4 | 0 | 13 | 0 | 2 | 1 | 0 | 3 | 2 | 2 | 1 | 0 | 5 | 0 | 0 | 24 | 24 |
| Apprch % | 33.3 | 0 | 66.7 | | | 7.7 | 61.5 | 30.8 | | | 0 | 66.7 | 33.3 | | | 40 | 40 | 20 | | | | | | |
| Total % | 4.2 | 0 | 8.3 | | 12.5 | 4.2 | 33.3 | 16.7 | | 54.2 | 0 | 8.3 | 4.2 | | 12.5 | 8.3 | 8.3 | 4.2 | | 20.8 | 0 | 0 | 100 | |

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 8 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 11 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 62.5 | 37.5 | | 0 | 0 | 100 | | 50 | 50 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .625 | .375 | .667 | .000 | .000 | .250 | .250 | .250 | .250 | .000 | .500 | .688 |

City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 06_ORN_Bat_Kat PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Katella Avenue Westbound | | | | Batavia Street Northbound | | | | Katella Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | 05:00 PM | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 8 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 2 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 62.5 | 37.5 | | 0 | 0 | 100 | | 50 | 50 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .625 | .375 | .667 | .000 | .000 | .250 | .250 | .250 | .250 | .000 | .500 | |

Location: Orange
 N/S: Batavia Street
 E/W: Katella Avenue



Date: 8/31/2022
 Day: Wednesday

PEDESTRIANS

| | North Leg Batavia Street | East Leg Katella Avenue | South Leg Batavia Street | West Leg Katella Avenue | |
|----------------|-----------------------------|----------------------------|-----------------------------|----------------------------|----|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 7:00 AM | 1 | 2 | 0 | 0 | 3 |
| 7:15 AM | 3 | 6 | 0 | 0 | 9 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 2 | 0 | 0 | 1 | 3 |
| 8:00 AM | 0 | 3 | 1 | 0 | 4 |
| 8:15 AM | 1 | 1 | 0 | 0 | 2 |
| 8:30 AM | 0 | 1 | 0 | 0 | 1 |
| 8:45 AM | 1 | 2 | 0 | 0 | 3 |
| TOTAL VOLUMES: | 8 | 15 | 1 | 1 | 25 |

| | North Leg Batavia Street | East Leg Katella Avenue | South Leg Batavia Street | West Leg Katella Avenue | |
|----------------|-----------------------------|----------------------------|-----------------------------|----------------------------|----|
| | Pedestrians | Pedestrians | Pedestrians | Pedestrians | |
| 4:00 PM | 1 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 2 | 2 | 0 | 4 |
| 4:30 PM | 1 | 0 | 0 | 0 | 1 |
| 4:45 PM | 1 | 2 | 1 | 0 | 4 |
| 5:00 PM | 1 | 3 | 1 | 1 | 6 |
| 5:15 PM | 1 | 1 | 0 | 0 | 2 |
| 5:30 PM | 0 | 1 | 0 | 0 | 1 |
| 5:45 PM | 1 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES: | 6 | 9 | 4 | 1 | 20 |

Location: Orange
 N/S: Batavia Street
 E/W: Katella Avenue



Date: 8/31/2022
 Day: Wednesday

BICYCLES

| | Southbound Batavia Street | | | Westbound Katella Avenue | | | Northbound Batavia Street | | | Eastbound Katella Avenue | | | |
|----------------|------------------------------|------|-------|-----------------------------|------|-------|------------------------------|------|-------|-----------------------------|------|-------|----|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 7:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 3 | 0 | 0 | 1 | 0 | 11 |

| | Southbound Batavia Street | | | Westbound Katella Avenue | | | Northbound Batavia Street | | | Eastbound Katella Avenue | | | |
|----------------|------------------------------|------|-------|-----------------------------|------|-------|------------------------------|------|-------|-----------------------------|------|-------|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 6 |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

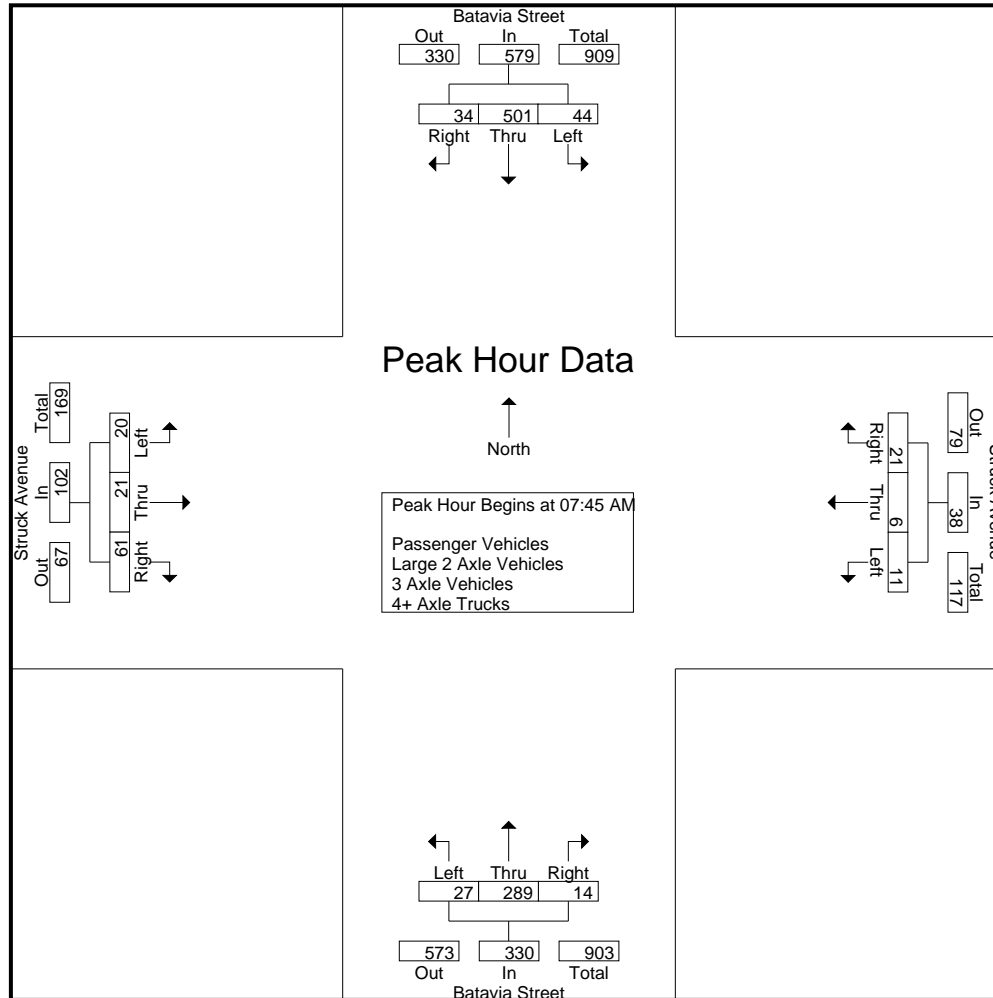
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| Start Time | Batavia Street Southbound | | | | | Struck Avenue Westbound | | | | | Batavia Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 7 | 92 | 6 | 2 | 105 | 3 | 3 | 3 | 2 | 9 | 2 | 60 | 1 | 0 | 63 | 10 | 1 | 7 | 7 | 18 | 11 | 195 | 206 |
| 07:15 AM | 7 | 89 | 8 | 0 | 104 | 2 | 0 | 3 | 2 | 5 | 2 | 64 | 2 | 0 | 68 | 2 | 1 | 7 | 3 | 10 | 5 | 187 | 192 |
| 07:30 AM | 13 | 120 | 17 | 1 | 150 | 1 | 1 | 1 | 1 | 3 | 5 | 58 | 2 | 1 | 65 | 5 | 6 | 13 | 6 | 24 | 9 | 242 | 251 |
| 07:45 AM | 7 | 151 | 7 | 0 | 165 | 3 | 2 | 7 | 7 | 12 | 10 | 72 | 2 | 0 | 84 | 6 | 2 | 17 | 8 | 25 | 15 | 286 | 301 |
| Total | 34 | 452 | 38 | 3 | 524 | 9 | 6 | 14 | 12 | 29 | 19 | 254 | 7 | 1 | 280 | 23 | 10 | 44 | 24 | 77 | 40 | 910 | 950 |
| 08:00 AM | 11 | 141 | 12 | 1 | 164 | 1 | 0 | 1 | 0 | 2 | 6 | 72 | 3 | 0 | 81 | 1 | 6 | 15 | 10 | 22 | 11 | 269 | 280 |
| 08:15 AM | 9 | 106 | 5 | 1 | 120 | 3 | 2 | 6 | 4 | 11 | 7 | 73 | 4 | 2 | 84 | 5 | 5 | 16 | 11 | 26 | 18 | 241 | 259 |
| 08:30 AM | 17 | 103 | 10 | 1 | 130 | 4 | 2 | 7 | 3 | 13 | 4 | 72 | 5 | 0 | 81 | 8 | 8 | 13 | 9 | 29 | 13 | 253 | 266 |
| 08:45 AM | 11 | 94 | 3 | 0 | 108 | 5 | 3 | 8 | 6 | 16 | 2 | 54 | 2 | 1 | 58 | 5 | 10 | 11 | 7 | 26 | 14 | 208 | 222 |
| Total | 48 | 444 | 30 | 3 | 522 | 13 | 7 | 22 | 13 | 42 | 19 | 271 | 14 | 3 | 304 | 19 | 29 | 55 | 37 | 103 | 56 | 971 | 1027 |
| Grand Total | 82 | 896 | 68 | 6 | 1046 | 22 | 13 | 36 | 25 | 71 | 38 | 525 | 21 | 4 | 584 | 42 | 39 | 99 | 61 | 180 | 96 | 1881 | 1977 |
| Apprch % | 7.8 | 85.7 | 6.5 | | | 31 | 18.3 | 50.7 | | | 6.5 | 89.9 | 3.6 | | | 23.3 | 21.7 | 55 | | | | | |
| Total % | 4.4 | 47.6 | 3.6 | | 55.6 | 1.2 | 0.7 | 1.9 | | 3.8 | 2 | 27.9 | 1.1 | | 31 | 2.2 | 2.1 | 5.3 | | 9.6 | 4.9 | 95.1 | |
| Passenger Vehicles | 79 | 821 | 64 | | 970 | 19 | 11 | 32 | | 84 | 37 | 450 | 18 | | 509 | 35 | 37 | 95 | | 224 | 0 | 0 | 1787 |
| % Passenger Vehicles | 96.3 | 91.6 | 94.1 | 100 | 92.2 | 86.4 | 84.6 | 88.9 | 88 | 87.5 | 97.4 | 85.7 | 85.7 | 100 | 86.6 | 83.3 | 94.9 | 96 | 93.4 | 92.9 | 0 | 0 | 90.4 |
| Large 2 Axle Vehicles | 3 | 57 | 3 | | 63 | 3 | 2 | 4 | | 12 | 1 | 60 | 2 | | 63 | 7 | 2 | 4 | | 17 | 0 | 0 | 155 |
| % Large 2 Axle Vehicles | 3.7 | 6.4 | 4.4 | 0 | 6 | 13.6 | 15.4 | 11.1 | 12 | 12.5 | 2.6 | 11.4 | 9.5 | 0 | 10.7 | 16.7 | 5.1 | 4 | 6.6 | 7.1 | 0 | 0 | 7.8 |
| 3 Axle Vehicles | 0 | 9 | 1 | | 10 | 0 | 0 | 0 | | 0 | 0 | 9 | 1 | | 10 | 0 | 0 | 0 | | 0 | 0 | 0 | 20 |
| % 3 Axle Vehicles | 0 | 1 | 1.5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.7 | 4.8 | 0 | 1.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4+ Axle Trucks | 0 | 9 | 0 | | 9 | 0 | 0 | 0 | | 0 | 0 | 6 | 0 | | 6 | 0 | 0 | 0 | | 0 | 0 | 0 | 15 |
| % 4+ Axle Trucks | 0 | 1 | 0 | 0 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0 | 1.1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.8 |

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 | 7 | 151 | 7 | 165 | 3 | 2 | 7 | 12 | 10 | 72 | 2 | 84 | 6 | 2 | 17 | 25 | 286 |
| 08:00 AM | 11 | 141 | 12 | 164 | 1 | 0 | 1 | 2 | 6 | 72 | 3 | 81 | 1 | 6 | 15 | 22 | 269 |
| 08:15 AM | 9 | 106 | 5 | 120 | 3 | 2 | 6 | 11 | 7 | 73 | 4 | 84 | 5 | 5 | 16 | 26 | 241 |
| 08:30 AM | 17 | 103 | 10 | 130 | 4 | 2 | 7 | 13 | 4 | 72 | 5 | 81 | 8 | 8 | 13 | 29 | 253 |
| Total Volume | 44 | 501 | 34 | 579 | 11 | 6 | 21 | 38 | 27 | 289 | 14 | 330 | 20 | 21 | 61 | 102 | 1049 |
| % App. Total | 7.6 | 86.5 | 5.9 | | 28.9 | 15.8 | 55.3 | | 8.2 | 87.6 | 4.2 | | 19.6 | 20.6 | 59.8 | | |
| PHF | .647 | .829 | .708 | .877 | .688 | .750 | .750 | .731 | .675 | .990 | .700 | .982 | .625 | .656 | .897 | .879 | .917 |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:30 AM | | | | 08:00 AM | | | | 07:45 AM | | | | 08:00 AM | | | | |
| +0 mins. | 13 | 120 | 17 | 150 | 1 | 0 | 1 | 2 | 10 | 72 | 2 | 84 | 1 | 6 | 15 | 22 | |
| +15 mins. | 7 | 151 | 7 | 165 | 3 | 2 | 6 | 11 | 6 | 72 | 3 | 81 | 5 | 5 | 16 | 26 | |
| +30 mins. | 11 | 141 | 12 | 164 | 4 | 2 | 7 | 13 | 7 | 73 | 4 | 84 | 8 | 8 | 13 | 29 | |
| +45 mins. | 9 | 106 | 5 | 120 | 5 | 3 | 8 | 16 | 4 | 72 | 5 | 81 | 5 | 10 | 11 | 26 | |
| Total Volume | 40 | 518 | 41 | 599 | 13 | 7 | 22 | 42 | 27 | 289 | 14 | 330 | 19 | 29 | 55 | 103 | |
| % App. Total | 6.7 | 86.5 | 6.8 | | 31 | 16.7 | 52.4 | | 8.2 | 87.6 | 4.2 | | 18.4 | 28.2 | 53.4 | | |
| PHF | .769 | .858 | .603 | .908 | .650 | .583 | .688 | .656 | .675 | .990 | .700 | .982 | .594 | .725 | .859 | .888 | |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

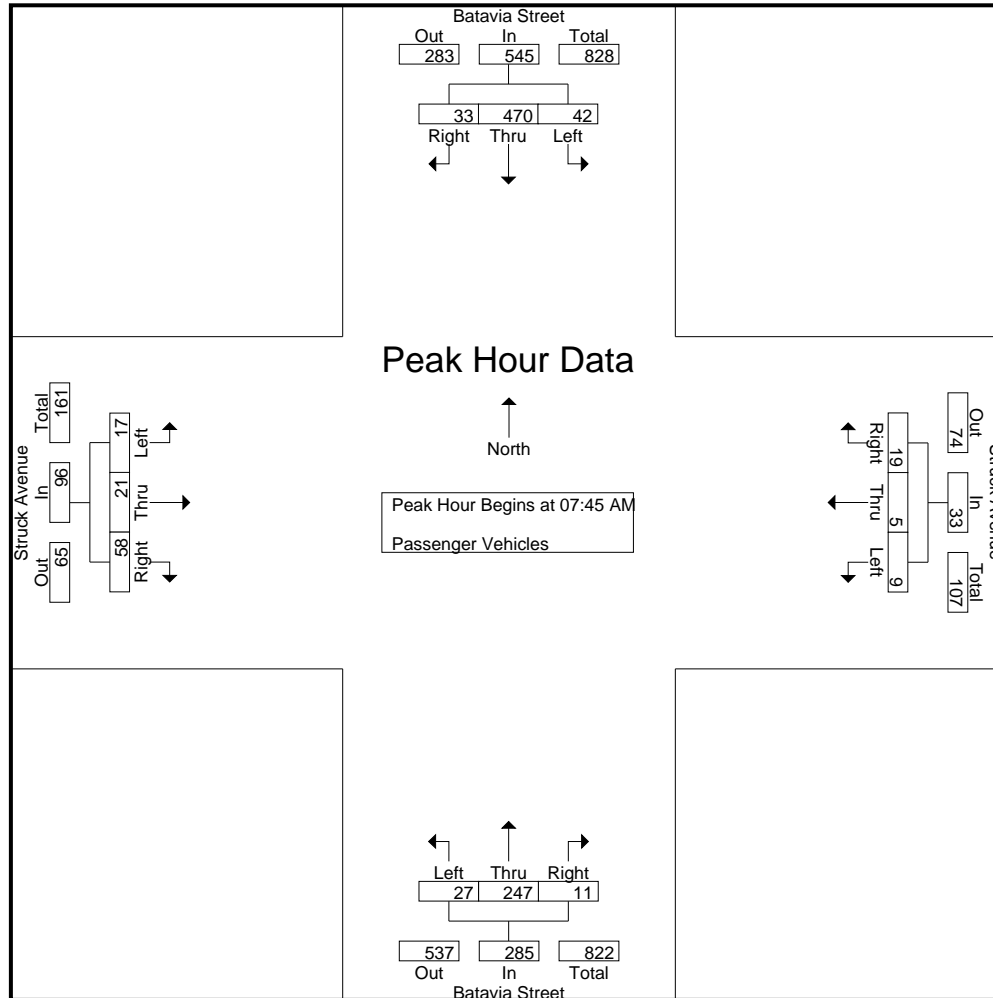
Groups Printed- Passenger Vehicles

| Start Time | Batavia Street Southbound | | | | | Struck Avenue Westbound | | | | | Batavia Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 7 | 75 | 5 | 2 | 87 | 3 | 3 | 2 | 1 | 8 | 2 | 50 | 1 | 0 | 53 | 9 | 1 | 7 | 7 | 17 | 10 | 165 | 175 |
| 07:15 AM | 6 | 83 | 8 | 0 | 97 | 2 | 0 | 3 | 2 | 5 | 2 | 54 | 2 | 0 | 58 | 1 | 1 | 7 | 3 | 9 | 5 | 169 | 174 |
| 07:30 AM | 13 | 111 | 16 | 1 | 140 | 1 | 1 | 1 | 1 | 3 | 4 | 51 | 2 | 1 | 57 | 4 | 5 | 13 | 6 | 22 | 9 | 222 | 231 |
| 07:45 AM | 7 | 147 | 7 | 0 | 161 | 3 | 2 | 6 | 6 | 11 | 10 | 63 | 1 | 0 | 74 | 6 | 2 | 17 | 8 | 25 | 14 | 271 | 285 |
| Total | 33 | 416 | 36 | 3 | 485 | 9 | 6 | 12 | 10 | 27 | 18 | 218 | 6 | 1 | 242 | 20 | 9 | 44 | 24 | 73 | 38 | 827 | 865 |
| 08:00 AM | 11 | 132 | 12 | 1 | 155 | 1 | 0 | 1 | 0 | 2 | 6 | 63 | 3 | 0 | 72 | 0 | 6 | 13 | 8 | 19 | 9 | 248 | 257 |
| 08:15 AM | 7 | 99 | 5 | 1 | 111 | 1 | 1 | 5 | 4 | 7 | 7 | 59 | 3 | 2 | 69 | 3 | 5 | 15 | 10 | 23 | 17 | 210 | 227 |
| 08:30 AM | 17 | 92 | 9 | 1 | 118 | 4 | 2 | 7 | 3 | 13 | 4 | 62 | 4 | 0 | 70 | 8 | 8 | 13 | 9 | 29 | 13 | 230 | 243 |
| 08:45 AM | 11 | 82 | 2 | 0 | 95 | 4 | 2 | 7 | 5 | 13 | 2 | 48 | 2 | 1 | 52 | 4 | 9 | 10 | 6 | 23 | 12 | 183 | 195 |
| Total | 46 | 405 | 28 | 3 | 479 | 10 | 5 | 20 | 12 | 35 | 19 | 232 | 12 | 3 | 263 | 15 | 28 | 51 | 33 | 94 | 51 | 871 | 922 |
| Grand Total | 79 | 821 | 64 | 6 | 964 | 19 | 11 | 32 | 22 | 62 | 37 | 450 | 18 | 4 | 505 | 35 | 37 | 95 | 57 | 167 | 89 | 1698 | 1787 |
| Apprch % | 8.2 | 85.2 | 6.6 | | | 30.6 | 17.7 | 51.6 | | | 7.3 | 89.1 | 3.6 | | | 2.1 | 22.2 | 56.9 | | | | | |
| Total % | 4.7 | 48.4 | 3.8 | | 56.8 | 1.1 | 0.6 | 1.9 | | 3.7 | 2.2 | 26.5 | 1.1 | | 29.7 | 2.1 | 2.2 | 5.6 | | 9.8 | 5 | 95 | |

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 | 7 | 147 | 7 | 161 | 3 | 2 | 6 | 11 | 10 | 63 | 1 | 74 | 6 | 2 | 17 | 25 | 271 |
| 08:00 AM | 11 | 132 | 12 | 155 | 1 | 0 | 1 | 2 | 6 | 63 | 3 | 72 | 0 | 6 | 13 | 19 | 248 |
| 08:15 AM | 7 | 99 | 5 | 111 | 1 | 1 | 5 | 7 | 7 | 59 | 3 | 69 | 3 | 5 | 15 | 23 | 210 |
| 08:30 AM | 17 | 92 | 9 | 118 | 4 | 2 | 7 | 13 | 4 | 62 | 4 | 70 | 8 | 8 | 13 | 29 | 230 |
| Total Volume | 42 | 470 | 33 | 545 | 9 | 5 | 19 | 33 | 27 | 247 | 11 | 285 | 17 | 21 | 58 | 96 | 959 |
| % App. Total | 7.7 | 86.2 | 6.1 | | 27.3 | 15.2 | 57.6 | | 9.5 | 86.7 | 3.9 | | 17.7 | 21.9 | 60.4 | | |
| PHF | .618 | .799 | .688 | .846 | .563 | .625 | .679 | .635 | .675 | .980 | .688 | .963 | .531 | .656 | .853 | .828 | .885 |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | |
| +0 mins. | 7 | 147 | 7 | 161 | 3 | 2 | 6 | 11 | 10 | 63 | 1 | 74 | 6 | 2 | 17 | 25 | |
| +15 mins. | 11 | 132 | 12 | 155 | 1 | 0 | 1 | 2 | 6 | 63 | 3 | 72 | 0 | 6 | 13 | 19 | |
| +30 mins. | 7 | 99 | 5 | 111 | 1 | 1 | 5 | 7 | 7 | 59 | 3 | 69 | 3 | 5 | 15 | 23 | |
| +45 mins. | 17 | 92 | 9 | 118 | 4 | 2 | 7 | 13 | 4 | 62 | 4 | 70 | 8 | 8 | 13 | 29 | |
| Total Volume | 42 | 470 | 33 | 545 | 9 | 5 | 19 | 33 | 27 | 247 | 11 | 285 | 17 | 21 | 58 | 96 | |
| % App. Total | 7.7 | 86.2 | 6.1 | | 27.3 | 15.2 | 57.6 | | 9.5 | 86.7 | 3.9 | | 17.7 | 21.9 | 60.4 | | |
| PHF | .618 | .799 | .688 | .846 | .563 | .625 | .679 | .635 | .675 | .980 | .688 | .963 | .531 | .656 | .853 | .828 | |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

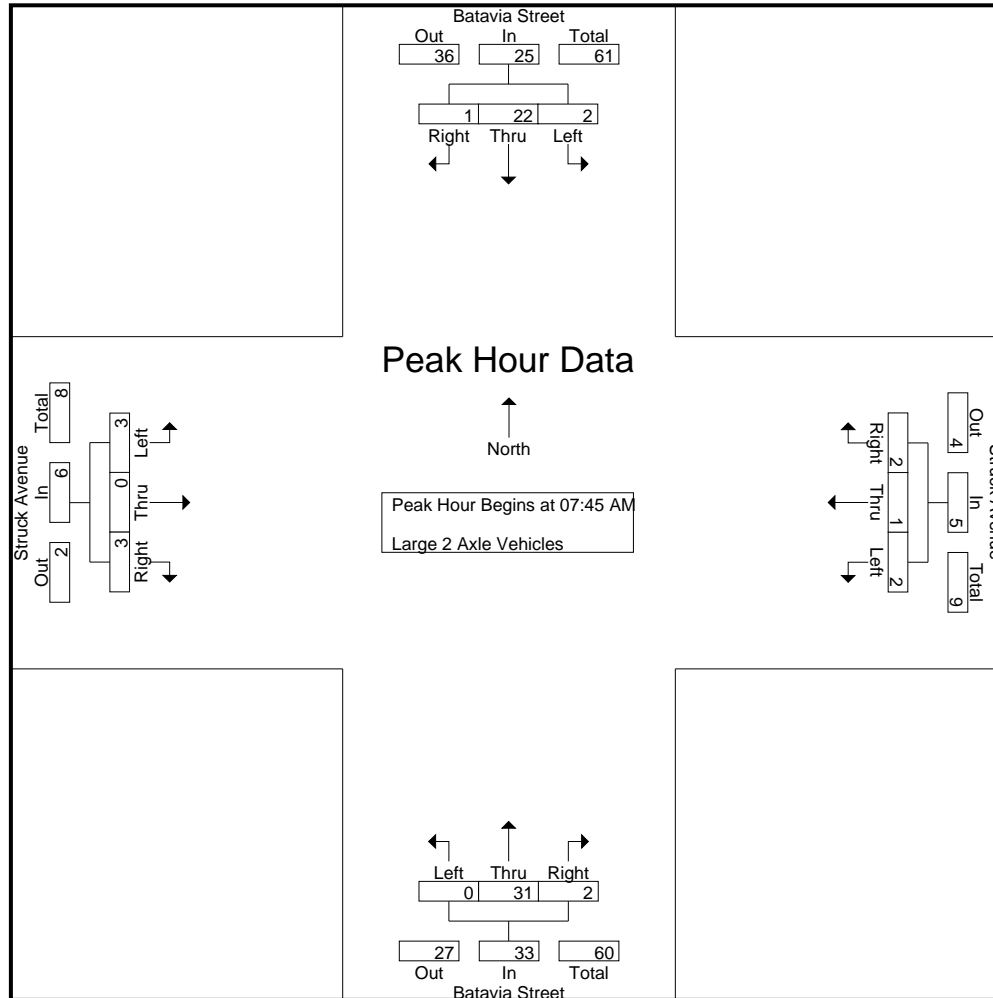
Groups Printed- Large 2 Axle Vehicles

| Start Time | Batavia Street Southbound | | | | | Struck Avenue Westbound | | | | | Batavia Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 07:00 AM | 0 | 12 | 1 | 0 | 13 | 0 | 0 | 1 | 1 | 1 | 0 | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 1 | 24 | 25 |
| 07:15 AM | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 17 | 17 |
| 07:30 AM | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 1 | 1 | 0 | 0 | 2 | 0 | 18 | 18 |
| 07:45 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 1 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 10 |
| Total | 1 | 29 | 2 | 0 | 32 | 0 | 0 | 2 | 2 | 2 | 1 | 28 | 1 | 0 | 30 | 3 | 1 | 0 | 0 | 4 | 2 | 68 | 70 |
| 08:00 AM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 1 | 0 | 2 | 2 | 3 | 2 | 19 | 21 |
| 08:15 AM | 2 | 6 | 0 | 0 | 8 | 2 | 1 | 1 | 0 | 4 | 0 | 9 | 0 | 0 | 9 | 2 | 0 | 1 | 1 | 3 | 1 | 24 | 25 |
| 08:30 AM | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 17 |
| 08:45 AM | 0 | 9 | 0 | 0 | 9 | 1 | 1 | 1 | 1 | 3 | 0 | 5 | 0 | 0 | 5 | 1 | 1 | 1 | 1 | 3 | 2 | 20 | 22 |
| Total | 2 | 28 | 1 | 0 | 31 | 3 | 2 | 2 | 1 | 7 | 0 | 32 | 1 | 0 | 33 | 4 | 1 | 4 | 4 | 9 | 5 | 80 | 85 |
| Grand Total | 3 | 57 | 3 | 0 | 63 | 3 | 2 | 4 | 3 | 9 | 1 | 60 | 2 | 0 | 63 | 7 | 2 | 4 | 4 | 13 | 7 | 148 | 155 |
| Apprch % | 4.8 | 90.5 | 4.8 | | | 33.3 | 22.2 | 44.4 | | | 1.6 | 95.2 | 3.2 | | | 53.8 | 15.4 | 30.8 | | | | | |
| Total % | 2 | 38.5 | 2 | | 42.6 | 2 | 1.4 | 2.7 | | 6.1 | 0.7 | 40.5 | 1.4 | | 42.6 | 4.7 | 1.4 | 2.7 | | 8.8 | 4.5 | 95.5 | |

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 9 |
| 08:00 AM | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 1 | 0 | 2 | 3 | 19 |
| 08:15 AM | 2 | 6 | 0 | 8 | 2 | 1 | 1 | 4 | 0 | 9 | 0 | 9 | 2 | 0 | 1 | 3 | 24 |
| 08:30 AM | 0 | 6 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 10 | 0 | 0 | 0 | 0 | 17 |
| Total Volume | 2 | 22 | 1 | 25 | 2 | 1 | 2 | 5 | 0 | 31 | 2 | 33 | 3 | 0 | 3 | 6 | 69 |
| % App. Total | 8 | 88 | 4 | | 40 | 20 | 40 | | 0 | 93.9 | 6.1 | | 50 | 0 | 50 | | |
| PHF | .250 | .786 | .250 | .781 | .250 | .250 | .500 | .313 | .000 | .861 | .500 | .825 | .375 | .000 | .375 | .500 | .719 |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | 07:45 AM | | | | |
| +0 mins. | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | |
| +15 mins. | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 1 | 0 | 2 | 3 | |
| +30 mins. | 2 | 6 | 0 | 8 | 2 | 1 | 1 | 4 | 0 | 9 | 0 | 9 | 2 | 0 | 1 | 3 | |
| +45 mins. | 0 | 6 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 10 | 0 | 0 | 0 | 0 | |
| Total Volume | 2 | 22 | 1 | 25 | 2 | 1 | 2 | 5 | 0 | 31 | 2 | 33 | 3 | 0 | 3 | 6 | |
| % App. Total | 8 | 88 | 4 | | 40 | 20 | 40 | | 0 | 93.9 | 6.1 | | 50 | 0 | 50 | | |
| PHF | .250 | .786 | .250 | .781 | .250 | .250 | .500 | .313 | .000 | .861 | .500 | .825 | .375 | .000 | .375 | .500 | |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

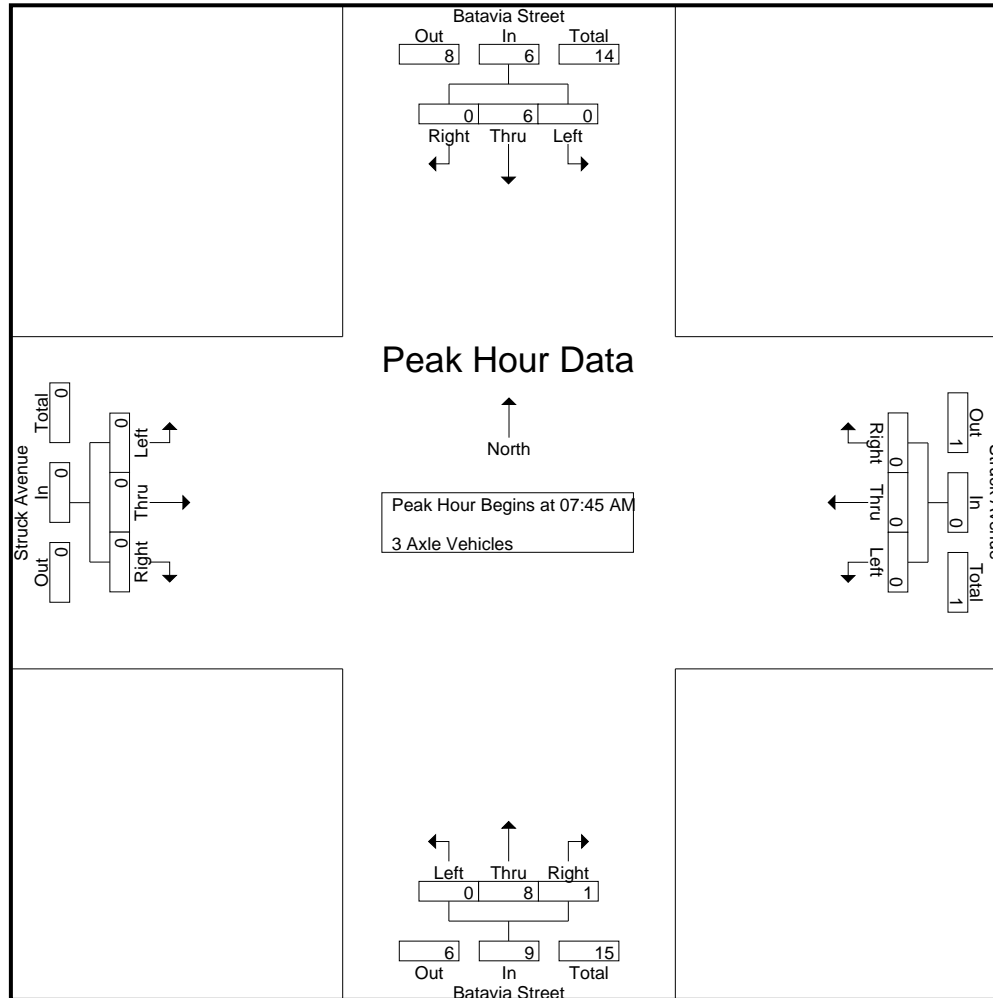
Groups Printed- 3 Axle Vehicles

| Start Time | Batavia Street Southbound | | | | | Struck Avenue Westbound | | | | | Batavia Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | | | | | |
|-------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|---|---|---|-----|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | | | | | |
| 07:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| Total | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| 08:00 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 08:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 08:30 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 08:45 AM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Total | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 |
| Grand Total | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 20 |
| Apprch % | 0 | 90 | 10 | | | 0 | 0 | 0 | | | 0 | 90 | 10 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | | |
| Total % | 0 | 45 | 5 | | 50 | 0 | 0 | 0 | | 0 | 0 | 45 | 5 | | 50 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 100 | |

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| 08:00 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 4 |
| 08:30 AM | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 9 | 0 | 0 | 0 | 0 | 15 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 88.9 | 11.1 | | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .400 | .250 | .450 | .000 | .000 | .000 | .000 | .750 |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 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 | 5 | 0 | 5 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 9 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 88.9 | 11.1 | | 0 | 0 | 0 | |
| PHF | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .400 | .250 | .450 | .000 | .000 | .000 | .000 |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

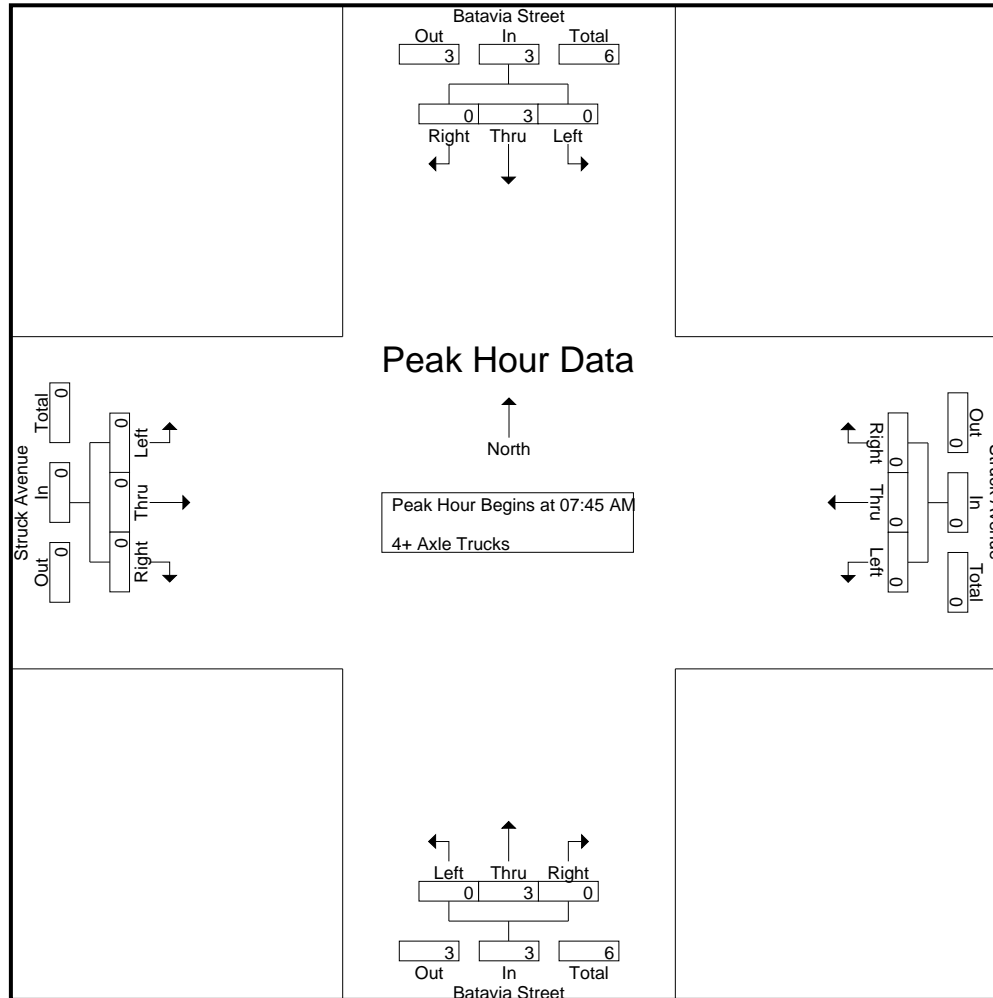
Groups Printed- 4+ Axle Trucks

| Start Time | Batavia Street Southbound | | | | | Struck Avenue Westbound | | | | | Batavia Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | | |
|-------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|-----|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | | |
| 07:00 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 08:30 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 08:45 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Total | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| Grand Total | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 15 |
| Apprch % | 0 | 100 | 0 | | | 0 | 0 | 0 | | | 0 | 100 | 0 | | | 0 | 0 | 0 | | | | | | | |
| Total % | 0 | 60 | 0 | | 60 | 0 | 0 | 0 | | | 0 | 40 | 0 | | 40 | 0 | 0 | 0 | | | | | | 100 | |

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 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 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 08:30 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 6 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .375 | .000 | .375 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .500 |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str AM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 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 | 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 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | |
| +45 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total Volume | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .375 | .000 | .375 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

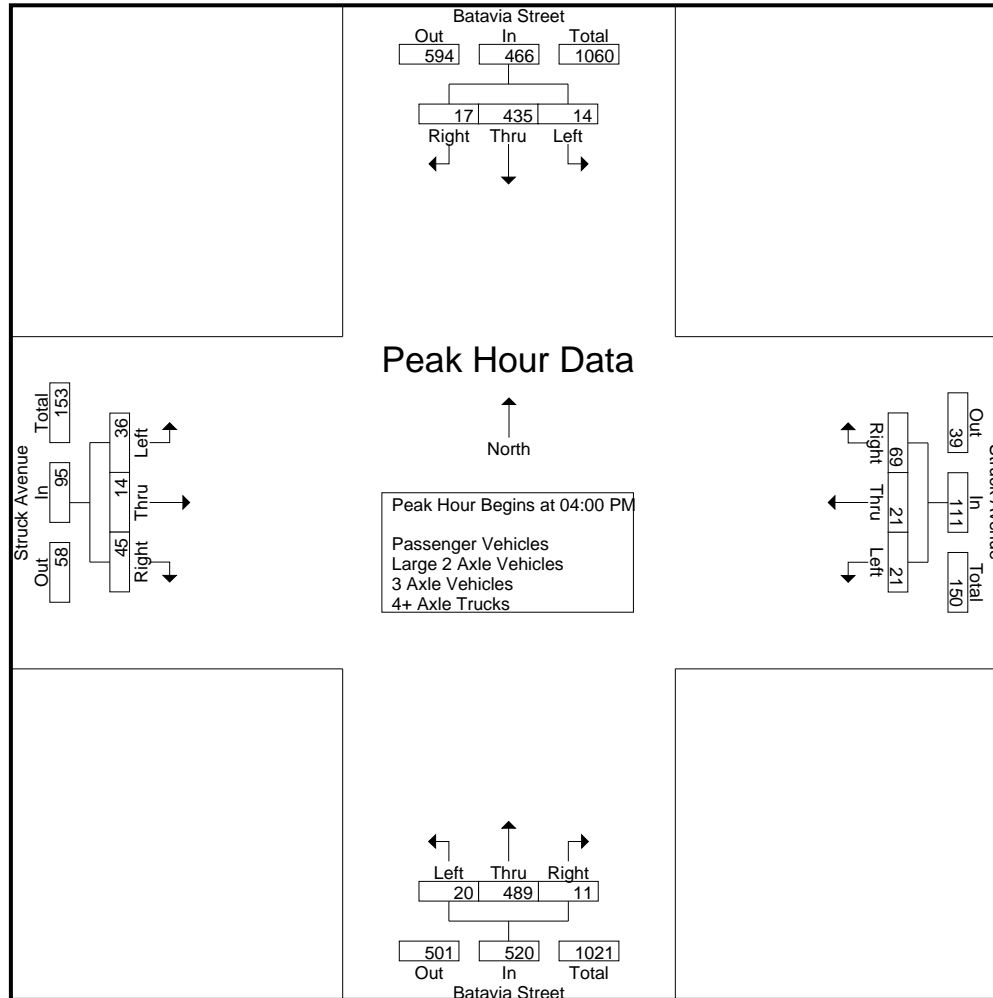
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| Start Time | Batavia Street Southbound | | | | | Struck Avenue Westbound | | | | | Batavia Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------------------|---------------------------|------------|-----------|----------|------------|-------------------------|-----------|-----------|-----------|------------|---------------------------|-------------|-----------|----------|-------------|-------------------------|-----------|-----------|-----------|------------|--------------|--------------|-------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 6 | 115 | 1 | 0 | 122 | 15 | 13 | 28 | 17 | 56 | 11 | 115 | 4 | 0 | 130 | 10 | 6 | 12 | 8 | 28 | 25 | 336 | 361 |
| 04:15 PM | 2 | 104 | 8 | 0 | 114 | 2 | 3 | 13 | 12 | 18 | 4 | 105 | 4 | 0 | 113 | 4 | 1 | 10 | 8 | 15 | 20 | 260 | 280 |
| 04:30 PM | 2 | 110 | 3 | 0 | 115 | 2 | 3 | 13 | 10 | 18 | 1 | 127 | 2 | 0 | 130 | 11 | 3 | 13 | 9 | 27 | 19 | 290 | 309 |
| 04:45 PM | 4 | 106 | 5 | 1 | 115 | 2 | 2 | 15 | 12 | 19 | 4 | 142 | 1 | 0 | 147 | 11 | 4 | 10 | 6 | 25 | 19 | 306 | 325 |
| Total | 14 | 435 | 17 | 1 | 466 | 21 | 21 | 69 | 51 | 111 | 20 | 489 | 11 | 0 | 520 | 36 | 14 | 45 | 31 | 95 | 83 | 1192 | 1275 |
| 05:00 PM | 4 | 93 | 2 | 0 | 99 | 2 | 10 | 9 | 6 | 21 | 7 | 137 | 0 | 0 | 144 | 11 | 2 | 5 | 1 | 18 | 7 | 282 | 289 |
| 05:15 PM | 4 | 86 | 3 | 1 | 93 | 4 | 5 | 11 | 7 | 20 | 4 | 128 | 1 | 0 | 133 | 12 | 2 | 5 | 5 | 19 | 13 | 265 | 278 |
| 05:30 PM | 0 | 71 | 8 | 0 | 79 | 0 | 1 | 4 | 4 | 5 | 4 | 143 | 3 | 0 | 150 | 4 | 1 | 5 | 4 | 10 | 8 | 244 | 252 |
| 05:45 PM | 4 | 63 | 5 | 0 | 72 | 1 | 1 | 5 | 5 | 7 | 3 | 111 | 2 | 0 | 116 | 4 | 3 | 11 | 9 | 18 | 14 | 213 | 227 |
| Total | 12 | 313 | 18 | 1 | 343 | 7 | 17 | 29 | 22 | 53 | 18 | 519 | 6 | 0 | 543 | 31 | 8 | 26 | 19 | 65 | 42 | 1004 | 1046 |
| Grand Total | 26 | 748 | 35 | 2 | 809 | 28 | 38 | 98 | 73 | 164 | 38 | 1008 | 17 | 0 | 1063 | 67 | 22 | 71 | 50 | 160 | 125 | 2196 | 2321 |
| Apprch % | 3.2 | 92.5 | 4.3 | | | 17.1 | 23.2 | 59.8 | | | 3.6 | 94.8 | 1.6 | | | 41.9 | 13.8 | 44.4 | | | | | |
| Total % | 1.2 | 34.1 | 1.6 | | 36.8 | 1.3 | 1.7 | 4.5 | | 7.5 | 1.7 | 45.9 | 0.8 | | 48.4 | 3.1 | 1 | 3.2 | | 7.3 | 5.4 | 94.6 | |
| Passenger Vehicles | 26 | 718 | 30 | | 776 | 28 | 38 | 97 | | 236 | 37 | 970 | 17 | | 1024 | 63 | 21 | 71 | | 205 | 0 | 0 | 2241 |
| % Passenger Vehicles | 100 | 96 | 85.7 | 100 | 95.7 | 100 | 100 | 99 | 100 | 99.6 | 97.4 | 96.2 | 100 | 0 | 96.3 | 94 | 95.5 | 100 | 100 | 97.6 | 0 | 0 | 96.6 |
| Large 2 Axle Vehicles | 0 | 24 | 5 | | 29 | 0 | 0 | 1 | | 1 | 1 | 31 | 0 | | 32 | 4 | 1 | 0 | | 5 | 0 | 0 | 67 |
| % Large 2 Axle Vehicles | 0 | 3.2 | 14.3 | 0 | 3.6 | 0 | 0 | 1 | 0 | 0.4 | 2.6 | 3.1 | 0 | 0 | 3 | 6 | 4.5 | 0 | 0 | 2.4 | 0 | 0 | 2.9 |
| 3 Axle Vehicles | 0 | 4 | 0 | | 4 | 0 | 0 | 0 | | 0 | 0 | 3 | 0 | | 3 | 0 | 0 | 0 | | 0 | 0 | 0 | 7 |
| % 3 Axle Vehicles | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 |
| 4+ Axle Trucks | 0 | 2 | 0 | | 2 | 0 | 0 | 0 | | 0 | 0 | 4 | 0 | | 4 | 0 | 0 | 0 | | 0 | 0 | 0 | 6 |
| % 4+ Axle Trucks | 0 | 0.3 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 |

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 | 6 | 115 | 1 | 122 | 15 | 13 | 28 | 56 | 11 | 115 | 4 | 130 | 10 | 6 | 12 | 28 | 336 |
| 04:15 PM | 2 | 104 | 8 | 114 | 2 | 3 | 13 | 18 | 4 | 105 | 4 | 113 | 4 | 1 | 10 | 15 | 260 |
| 04:30 PM | 2 | 110 | 3 | 115 | 2 | 3 | 13 | 18 | 1 | 127 | 2 | 130 | 11 | 3 | 13 | 27 | 290 |
| 04:45 PM | 4 | 106 | 5 | 115 | 2 | 2 | 15 | 19 | 4 | 142 | 1 | 147 | 11 | 4 | 10 | 25 | 306 |
| Total Volume | 14 | 435 | 17 | 466 | 21 | 21 | 69 | 111 | 20 | 489 | 11 | 520 | 36 | 14 | 45 | 95 | 1192 |
| % App. Total | 3 | 93.3 | 3.6 | | 18.9 | 18.9 | 62.2 | | 3.8 | 94 | 2.1 | | 37.9 | 14.7 | 47.4 | | |
| PHF | .583 | .946 | .531 | .955 | .350 | .404 | .616 | .496 | .455 | .861 | .688 | .884 | .818 | .583 | .865 | .848 | .887 |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 04:00 PM | | | | 04:00 PM | | | | 04:45 PM | | | | 04:00 PM | | | | |
| +0 mins. | 6 | 115 | 1 | 122 | 15 | 13 | 28 | 56 | 4 | 142 | 1 | 147 | 10 | 6 | 12 | 28 | |
| +15 mins. | 2 | 104 | 8 | 114 | 2 | 3 | 13 | 18 | 7 | 137 | 0 | 144 | 4 | 1 | 10 | 15 | |
| +30 mins. | 2 | 110 | 3 | 115 | 2 | 3 | 13 | 18 | 4 | 128 | 1 | 133 | 11 | 3 | 13 | 27 | |
| +45 mins. | 4 | 106 | 5 | 115 | 2 | 2 | 15 | 19 | 4 | 143 | 3 | 150 | 11 | 4 | 10 | 25 | |
| Total Volume | 14 | 435 | 17 | 466 | 21 | 21 | 69 | 111 | 19 | 550 | 5 | 574 | 36 | 14 | 45 | 95 | |
| % App. Total | 3 | 93.3 | 3.6 | | 18.9 | 18.9 | 62.2 | | 3.3 | 95.8 | 0.9 | | 37.9 | 14.7 | 47.4 | | |
| PHF | .583 | .946 | .531 | .955 | .350 | .404 | .616 | .496 | .679 | .962 | .417 | .957 | .818 | .583 | .865 | .848 | |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

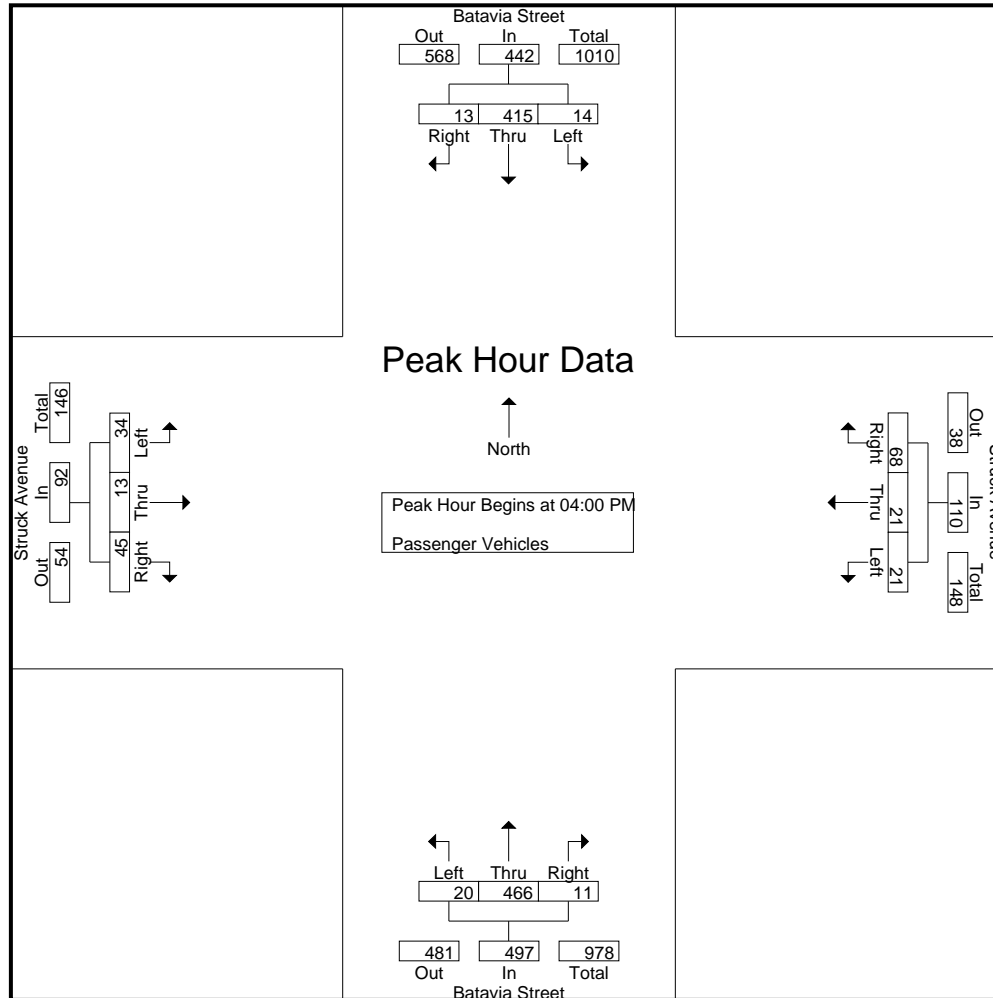
Groups Printed- Passenger Vehicles

| Start Time | Batavia Street Southbound | | | | | Struck Avenue Westbound | | | | | Batavia Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|-------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | |
| 04:00 PM | 6 | 108 | 1 | 0 | 115 | 15 | 13 | 28 | 17 | 56 | 11 | 109 | 4 | 0 | 124 | 9 | 6 | 12 | 8 | 27 | 25 | 322 | 347 |
| 04:15 PM | 2 | 98 | 5 | 0 | 105 | 2 | 3 | 13 | 12 | 18 | 4 | 99 | 4 | 0 | 107 | 4 | 1 | 10 | 8 | 15 | 20 | 245 | 265 |
| 04:30 PM | 2 | 105 | 3 | 0 | 110 | 2 | 3 | 12 | 10 | 17 | 1 | 120 | 2 | 0 | 123 | 10 | 2 | 13 | 9 | 25 | 19 | 275 | 294 |
| 04:45 PM | 4 | 104 | 4 | 1 | 112 | 2 | 2 | 15 | 12 | 19 | 4 | 138 | 1 | 0 | 143 | 11 | 4 | 10 | 6 | 25 | 19 | 299 | 318 |
| Total | 14 | 415 | 13 | 1 | 442 | 21 | 21 | 68 | 51 | 110 | 20 | 466 | 11 | 0 | 497 | 34 | 13 | 45 | 31 | 92 | 83 | 1141 | 1224 |
| 05:00 PM | 4 | 92 | 1 | 0 | 97 | 2 | 10 | 9 | 6 | 21 | 7 | 134 | 0 | 0 | 141 | 10 | 2 | 5 | 1 | 17 | 7 | 276 | 283 |
| 05:15 PM | 4 | 79 | 3 | 1 | 86 | 4 | 5 | 11 | 7 | 20 | 3 | 126 | 1 | 0 | 130 | 12 | 2 | 5 | 5 | 19 | 13 | 255 | 268 |
| 05:30 PM | 0 | 69 | 8 | 0 | 77 | 0 | 1 | 4 | 4 | 5 | 4 | 134 | 3 | 0 | 141 | 4 | 1 | 5 | 4 | 10 | 8 | 233 | 241 |
| 05:45 PM | 4 | 63 | 5 | 0 | 72 | 1 | 1 | 5 | 5 | 7 | 3 | 110 | 2 | 0 | 115 | 3 | 3 | 11 | 9 | 17 | 14 | 211 | 225 |
| Total | 12 | 303 | 17 | 1 | 332 | 7 | 17 | 29 | 22 | 53 | 17 | 504 | 6 | 0 | 527 | 29 | 8 | 26 | 19 | 63 | 42 | 975 | 1017 |
| Grand Total | 26 | 718 | 30 | 2 | 774 | 28 | 38 | 97 | 73 | 163 | 37 | 970 | 17 | 0 | 1024 | 63 | 21 | 71 | 50 | 155 | 125 | 2116 | 2241 |
| Apprch % | 3.4 | 92.8 | 3.9 | | | 17.2 | 23.3 | 59.5 | | | 3.6 | 94.7 | 1.7 | | | 40.6 | 13.5 | 45.8 | | | | | |
| Total % | 1.2 | 33.9 | 1.4 | | 36.6 | 1.3 | 1.8 | 4.6 | | 7.7 | 1.7 | 45.8 | 0.8 | | 48.4 | 3 | 1 | 3.4 | | 7.3 | 5.6 | 94.4 | |

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 | 6 | 108 | 1 | 115 | 15 | 13 | 28 | 56 | 11 | 109 | 4 | 124 | 9 | 6 | 12 | 27 | 322 |
| 04:15 PM | 2 | 98 | 5 | 105 | 2 | 3 | 13 | 18 | 4 | 99 | 4 | 107 | 4 | 1 | 10 | 15 | 245 |
| 04:30 PM | 2 | 105 | 3 | 110 | 2 | 3 | 12 | 17 | 1 | 120 | 2 | 123 | 10 | 2 | 13 | 25 | 275 |
| 04:45 PM | 4 | 104 | 4 | 112 | 2 | 2 | 15 | 19 | 4 | 138 | 1 | 143 | 11 | 4 | 10 | 25 | 299 |
| Total Volume | 14 | 415 | 13 | 442 | 21 | 21 | 68 | 110 | 20 | 466 | 11 | 497 | 34 | 13 | 45 | 92 | 1141 |
| % App. Total | 3.2 | 93.9 | 2.9 | | 19.1 | 19.1 | 61.8 | | 4 | 93.8 | 2.2 | | 37 | 14.1 | 48.9 | | |
| PHF | .583 | .961 | .650 | .961 | .350 | .404 | .607 | .491 | .455 | .844 | .688 | .869 | .773 | .542 | .865 | .852 | .886 |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | |
| +0 mins. | 6 | 108 | 1 | 115 | 15 | 13 | 28 | 56 | 11 | 109 | 4 | 124 | 9 | 6 | 12 | 27 | |
| +15 mins. | 2 | 98 | 5 | 105 | 2 | 3 | 13 | 18 | 4 | 99 | 4 | 107 | 4 | 1 | 10 | 15 | |
| +30 mins. | 2 | 105 | 3 | 110 | 2 | 3 | 12 | 17 | 1 | 120 | 2 | 123 | 10 | 2 | 13 | 25 | |
| +45 mins. | 4 | 104 | 4 | 112 | 2 | 2 | 15 | 19 | 4 | 138 | 1 | 143 | 11 | 4 | 10 | 25 | |
| Total Volume | 14 | 415 | 13 | 442 | 21 | 21 | 68 | 110 | 20 | 466 | 11 | 497 | 34 | 13 | 45 | 92 | |
| % App. Total | 3.2 | 93.9 | 2.9 | | 19.1 | 19.1 | 61.8 | | 4 | 93.8 | 2.2 | | 37 | 14.1 | 48.9 | | |
| PHF | .583 | .961 | .650 | .961 | .350 | .404 | .607 | .491 | .455 | .844 | .688 | .869 | .773 | .542 | .865 | .852 | |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

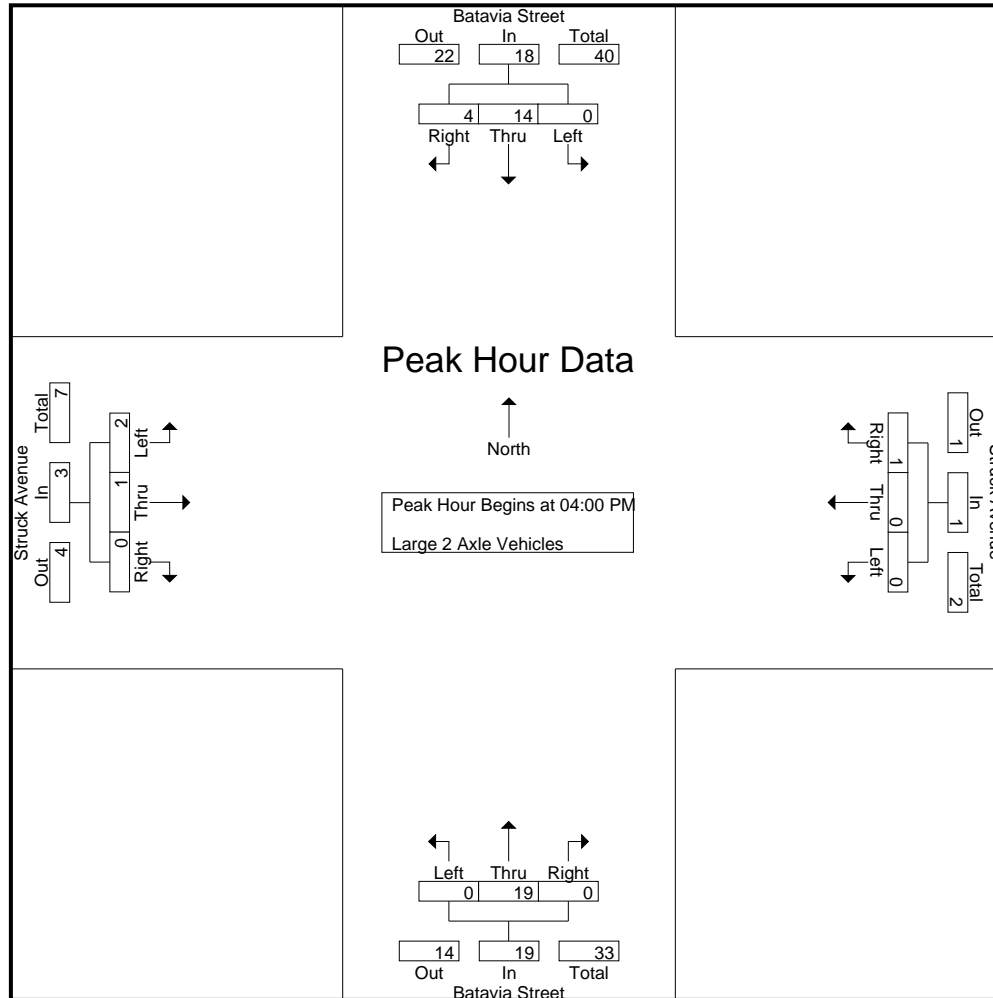
Groups Printed- Large 2 Axle Vehicles

| Start Time | Batavia Street Southbound | | | | | Struck Avenue Westbound | | | | | Batavia Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | |
|-------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|----|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | |
| 04:00 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 13 | 13 |
| 04:15 PM | 0 | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 |
| 04:30 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 11 | 11 |
| 04:45 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| Total | 0 | 14 | 4 | 0 | 18 | 0 | 0 | 1 | 0 | 1 | 0 | 19 | 0 | 0 | 19 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 41 | 41 |
| 05:00 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 6 |
| 05:15 PM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| 05:30 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 |
| Total | 0 | 10 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 13 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 26 | 26 |
| Grand Total | 0 | 24 | 5 | 0 | 29 | 0 | 0 | 1 | 0 | 1 | 1 | 31 | 0 | 0 | 32 | 4 | 1 | 0 | 0 | 5 | 0 | 0 | 67 | 67 |
| Apprch % | 0 | 82.8 | 17.2 | | | 0 | 0 | 100 | | | 3.1 | 96.9 | 0 | | | 80 | 20 | 0 | | | 0 | 0 | | |
| Total % | 0 | 35.8 | 7.5 | | 43.3 | 0 | 0 | 1.5 | | 1.5 | 1.5 | 46.3 | 0 | | 47.8 | 6 | 1.5 | 0 | | 7.5 | 0 | 0 | 100 | |

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 1 | 0 | 0 | 1 | 13 |
| 04:15 PM | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 12 |
| 04:30 PM | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 4 | 0 | 4 | 1 | 1 | 0 | 2 | 11 |
| 04:45 PM | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| Total Volume | 0 | 14 | 4 | 18 | 0 | 0 | 1 | 1 | 0 | 19 | 0 | 19 | 2 | 1 | 0 | 3 | 41 |
| % App. Total | 0 | 77.8 | 22.2 | | 0 | 0 | 100 | | 0 | 100 | 0 | | 66.7 | 33.3 | 0 | | |
| PHF | .000 | .583 | .333 | .750 | .000 | .000 | .250 | .250 | .000 | .792 | .000 | .792 | .500 | .250 | .000 | .375 | .788 |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | |
| +0 mins. | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 1 | 0 | 0 | 1 | |
| +15 mins. | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | |
| +30 mins. | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 4 | 0 | 4 | 1 | 1 | 0 | 2 | |
| +45 mins. | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | |
| Total Volume | 0 | 14 | 4 | 18 | 0 | 0 | 1 | 1 | 0 | 19 | 0 | 19 | 2 | 1 | 0 | 3 | |
| % App. Total | 0 | 77.8 | 22.2 | | 0 | 0 | 100 | | 0 | 100 | 0 | | 66.7 | 33.3 | 0 | | |
| PHF | .000 | .583 | .333 | .750 | .000 | .000 | .250 | .250 | .000 | .792 | .000 | .792 | .500 | .250 | .000 | .375 | |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

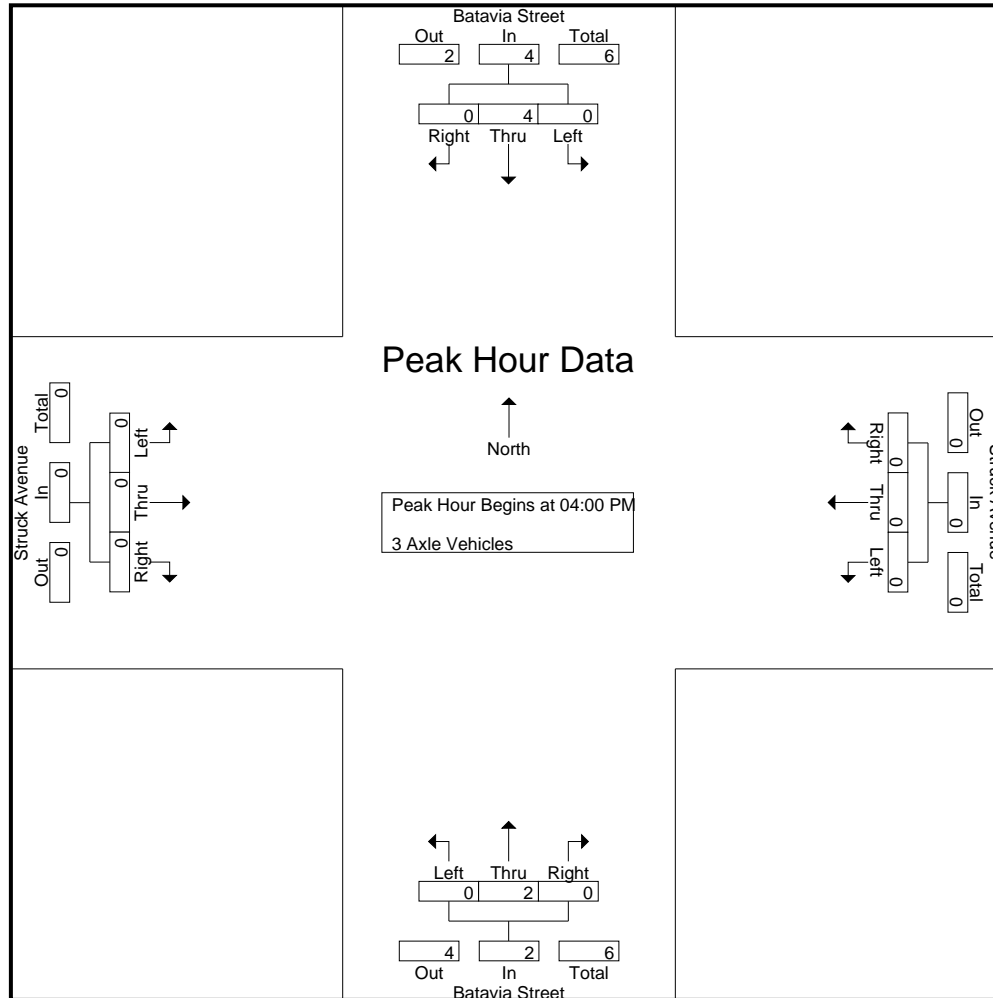
Groups Printed- 3 Axle Vehicles

| Start Time | Batavia Street Southbound | | | | | Struck Avenue Westbound | | | | | Batavia Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | | | | | |
|-------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|---|---|---|-----|---|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | | | | | |
| 04:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 04:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 04:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Total | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Grand Total | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| Apprch % | 0 | 100 | 0 | | | 0 | 0 | 0 | | | 0 | 100 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | | |
| Total % | 0 | 57.1 | 0 | | 57.1 | 0 | 0 | 0 | | 0 | 0 | 42.9 | 0 | | 42.9 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 100 | |

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | 1.00 | .000 | 1.00 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .750 |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | |
| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | |
| +0 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +15 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | |
| +45 mins. | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | |
| Total Volume | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | 1.000 | .000 | 1.000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 1

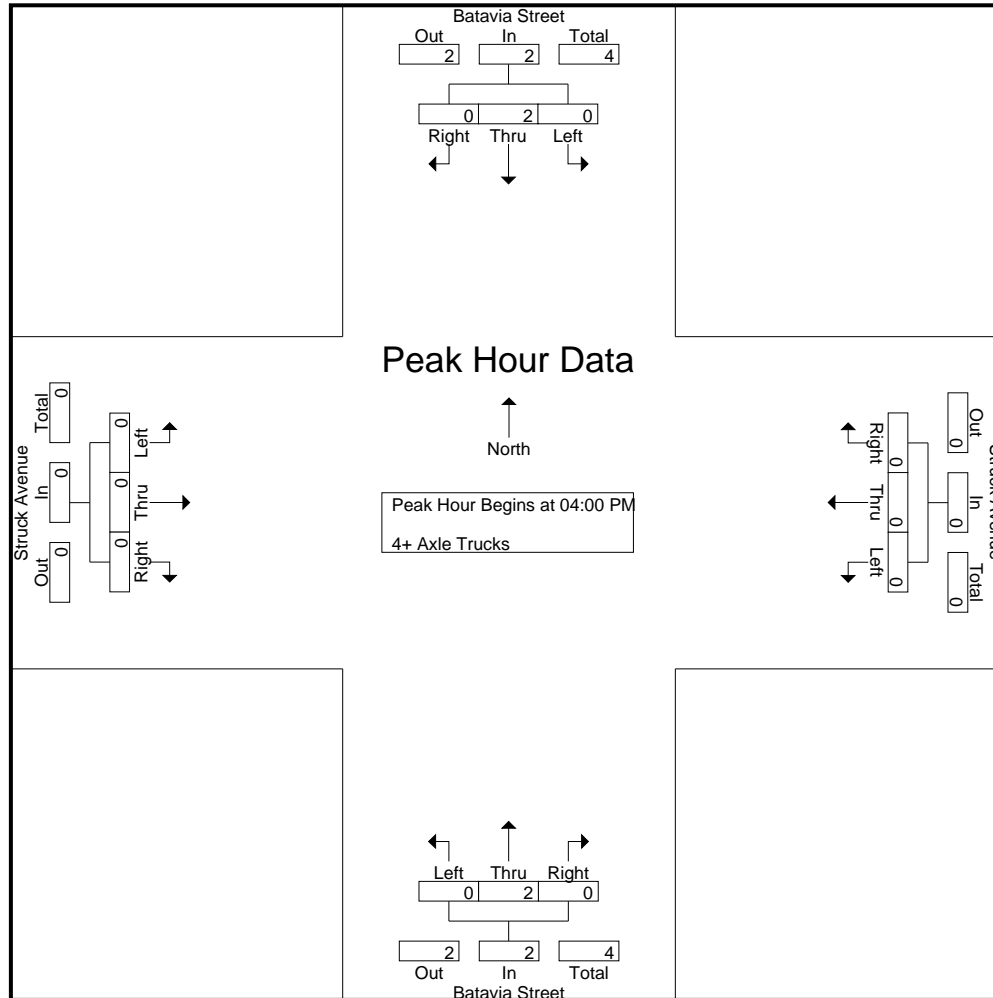
Groups Printed- 4+ Axle Trucks

| Start Time | Batavia Street Southbound | | | | | Struck Avenue Westbound | | | | | Batavia Street Northbound | | | | | Struck Avenue Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total | | | | | |
|-------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------|--------------|------------|---|---|---|-----|---|
| | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | Left | Thru | Right | RTOR | App. Total | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 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 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Grand Total | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 |
| Apprch % | 0 | 100 | 0 | | | 0 | 0 | 0 | | | 0 | 100 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | | |
| Total % | 0 | 33.3 | 0 | | 33.3 | 0 | 0 | 0 | | 0 | 0 | 66.7 | 0 | | 66.7 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 100 | |

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:15 PM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .500 |

City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 2



City of Orange
 N/S: Batavia Street
 E/W: Struck Avenue
 Weather: Clear

File Name : 07_ORN_Bat_Str PM
 Site Code : 05122754
 Start Date : 8/31/2022
 Page No : 3

| Start Time | Batavia Street Southbound | | | | Struck Avenue Westbound | | | | Batavia Street Northbound | | | | Struck Avenue 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 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 | 0 |
| +15 mins. | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 |

Location: Orange
 N/S: Batavia Street
 E/W: Struck Avenue



Date: 8/31/2022
 Day: Wednesday

PEDESTRIANS

| | North Leg Batavia Street Pedestrians | East Leg Struck Avenue Pedestrians | South Leg Batavia Street Pedestrians | West Leg Struck Avenue Pedestrians | |
|----------------|--|--|--|--|----|
| 7:00 AM | 1 | 0 | 0 | 0 | 1 |
| 7:15 AM | 1 | 1 | 0 | 0 | 2 |
| 7:30 AM | 1 | 0 | 0 | 1 | 2 |
| 7:45 AM | 1 | 4 | 0 | 0 | 5 |
| 8:00 AM | 0 | 2 | 1 | 0 | 3 |
| 8:15 AM | 2 | 1 | 0 | 0 | 3 |
| 8:30 AM | 4 | 2 | 1 | 0 | 7 |
| 8:45 AM | 1 | 2 | 0 | 1 | 4 |
| TOTAL VOLUMES: | 11 | 12 | 2 | 2 | 27 |

| | North Leg Batavia Street Pedestrians | East Leg Struck Avenue Pedestrians | South Leg Batavia Street Pedestrians | West Leg Struck Avenue Pedestrians | |
|----------------|--|--|--|--|----|
| 4:00 PM | 1 | 2 | 0 | 0 | 3 |
| 4:15 PM | 0 | 0 | 0 | 1 | 1 |
| 4:30 PM | 0 | 1 | 1 | 0 | 2 |
| 4:45 PM | 0 | 0 | 1 | 1 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 1 | 1 |
| 5:30 PM | 0 | 1 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 1 | 4 | 2 | 3 | 10 |

Location: Orange
 N/S: Batavia Street
 E/W: Struck Avenue



Date: 8/31/2022
 Day: Wednesday

BICYCLES

| | Southbound Batavia Street | | | Westbound Struck Avenue | | | Northbound Batavia Street | | | Eastbound Struck Avenue | | | |
|----------------|------------------------------|------|-------|----------------------------|------|-------|------------------------------|------|-------|----------------------------|------|-------|----|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 8:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 |
| TOTAL VOLUMES: | 1 | 2 | 0 | 0 | 1 | 2 | 0 | 5 | 0 | 0 | 5 | 0 | 16 |

| | Southbound Batavia Street | | | Westbound Struck Avenue | | | Northbound Batavia Street | | | Eastbound Struck Avenue | | | |
|----------------|------------------------------|------|-------|----------------------------|------|-------|------------------------------|------|-------|----------------------------|------|-------|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 8 |

Counts Unlimited, Inc.

City of Orange
 Batavia Street
 N/ Struck Avenue
 24 Hour Directional Classification Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

ORN002
 Site Code: 051-22754

Northbound

| Start Time | Motorcyc | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|--------------------|-------------|-----------------|--------------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|
| 08/31/22 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 01:00 | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 |
| 02:00 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:00 | 0 | 15 | 2 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 04:00 | 0 | 19 | 8 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 05:00 | 1 | 50 | 16 | 2 | 15 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 95 |
| 06:00 | 1 | 102 | 41 | 1 | 23 | 5 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 179 |
| 07:00 | 1 | 160 | 65 | 6 | 22 | 5 | 1 | 4 | 2 | 0 | 0 | 1 | 0 | 267 |
| 08:00 | 1 | 197 | 88 | 2 | 21 | 4 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 319 |
| 09:00 | 2 | 203 | 68 | 6 | 24 | 8 | 0 | 8 | 5 | 1 | 0 | 1 | 0 | 326 |
| 10:00 | 1 | 198 | 74 | 11 | 35 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 329 |
| 11:00 | 7 | 302 | 73 | 3 | 26 | 2 | 3 | 5 | 4 | 0 | 0 | 0 | 0 | 425 |
| 12 PM | 4 | 333 | 92 | 3 | 32 | 3 | 1 | 6 | 7 | 0 | 0 | 1 | 0 | 482 |
| 13:00 | 3 | 319 | 84 | 2 | 30 | 2 | 2 | 6 | 3 | 0 | 1 | 0 | 0 | 452 |
| 14:00 | 2 | 315 | 87 | 5 | 32 | 1 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 449 |
| 15:00 | 3 | 336 | 77 | 1 | 18 | 2 | 1 | 4 | 1 | 0 | 0 | 1 | 0 | 444 |
| 16:00 | 8 | 437 | 94 | 3 | 23 | 1 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 574 |
| 17:00 | 9 | 468 | 72 | 2 | 18 | 1 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 577 |
| 18:00 | 2 | 307 | 42 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 359 |
| 19:00 | 0 | 159 | 25 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 |
| 20:00 | 1 | 104 | 21 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 21:00 | 0 | 93 | 16 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 112 |
| 22:00 | 2 | 62 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 72 |
| 23:00 | 0 | 33 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| Total | 48 | 4247 | 1059 | 48 | 341 | 44 | 11 | 69 | 38 | 2 | 1 | 4 | 2 | 5914 |
| Percent | 0.8% | 71.8% | 17.9% | 0.8% | 5.8% | 0.7% | 0.2% | 1.2% | 0.6% | 0.0% | 0.0% | 0.1% | 0.0% | |
| AM Peak | 11:00 | 11:00 | 08:00 | 10:00 | 10:00 | 09:00 | 11:00 | 09:00 | 05:00 | 09:00 | | 07:00 | 05:00 | 11:00 |
| Vol. | 7 | 302 | 88 | 11 | 35 | 8 | 3 | 8 | 6 | 1 | | 1 | 2 | 425 |
| PM Peak | 17:00 | 17:00 | 16:00 | 14:00 | 12:00 | 12:00 | 13:00 | 12:00 | 12:00 | 17:00 | 13:00 | 12:00 | | 17:00 |
| Vol. | 9 | 468 | 94 | 5 | 32 | 3 | 2 | 6 | 7 | 1 | 1 | 1 | | 577 |
| Grand Total | 48 | 4247 | 1059 | 48 | 341 | 44 | 11 | 69 | 38 | 2 | 1 | 4 | 2 | 5914 |
| Percent | 0.8% | 71.8% | 17.9% | 0.8% | 5.8% | 0.7% | 0.2% | 1.2% | 0.6% | 0.0% | 0.0% | 0.1% | 0.0% | |

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878

Phone: (951) 268-6268

email: counts@countsunlimited.com

ORN002

Site Code: 051-22754

City of Orange
Batavia Street
N/ Struck Avenue
24 Hour Directional Classification Count
Southbound

| Start Time | Motorcyc | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|--------------------|--------------|-----------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|
| 08/31/22 | 0 | 16 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 20 |
| 01:00 | 0 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 02:00 | 0 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 03:00 | 0 | 19 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 04:00 | 0 | 39 | 12 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 05:00 | 0 | 74 | 34 | 2 | 12 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 126 |
| 06:00 | 2 | 156 | 54 | 2 | 17 | 5 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 244 |
| 07:00 | 4 | 334 | 92 | 3 | 50 | 2 | 0 | 4 | 3 | 1 | 1 | 0 | 0 | 494 |
| 08:00 | 2 | 342 | 86 | 3 | 30 | 9 | 1 | 11 | 2 | 1 | 1 | 0 | 1 | 489 |
| 09:00 | 4 | 249 | 78 | 5 | 29 | 6 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 383 |
| 10:00 | 4 | 209 | 67 | 2 | 24 | 4 | 0 | 9 | 3 | 1 | 0 | 1 | 0 | 324 |
| 11:00 | 4 | 252 | 93 | 2 | 30 | 3 | 0 | 14 | 2 | 0 | 0 | 0 | 1 | 401 |
| 12 PM | 4 | 267 | 86 | 3 | 36 | 5 | 1 | 5 | 2 | 0 | 2 | 0 | 0 | 411 |
| 13:00 | 6 | 238 | 74 | 4 | 34 | 4 | 1 | 14 | 2 | 1 | 2 | 0 | 1 | 381 |
| 14:00 | 3 | 230 | 78 | 4 | 34 | 0 | 0 | 7 | 3 | 2 | 1 | 0 | 1 | 363 |
| 15:00 | 3 | 263 | 82 | 2 | 19 | 2 | 2 | 9 | 1 | 0 | 0 | 0 | 0 | 383 |
| 16:00 | 1 | 314 | 90 | 3 | 27 | 4 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 449 |
| 17:00 | 4 | 251 | 53 | 1 | 15 | 1 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 333 |
| 18:00 | 2 | 194 | 32 | 2 | 11 | 2 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 249 |
| 19:00 | 3 | 153 | 33 | 1 | 13 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 205 |
| 20:00 | 0 | 76 | 17 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 96 |
| 21:00 | 0 | 65 | 7 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 78 |
| 22:00 | 0 | 47 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 54 |
| 23:00 | 1 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| Total | 47 | 3838 | 1088 | 41 | 397 | 50 | 9 | 110 | 26 | 7 | 9 | 1 | 4 | 5627 |
| Percent | 0.8% | 68.2% | 19.3% | 0.7% | 7.1% | 0.9% | 0.2% | 2.0% | 0.5% | 0.1% | 0.2% | 0.0% | 0.1% | |
| AM Peak | 07:00 | 08:00 | 11:00 | 09:00 | 07:00 | 08:00 | 06:00 | 11:00 | 07:00 | 07:00 | 07:00 | 10:00 | 08:00 | 07:00 |
| Vol. | 4 | 342 | 93 | 5 | 50 | 9 | 1 | 14 | 3 | 1 | 1 | 1 | 1 | 494 |
| PM Peak | 13:00 | 16:00 | 16:00 | 13:00 | 12:00 | 12:00 | 15:00 | 13:00 | 14:00 | 14:00 | 12:00 | | 13:00 | 16:00 |
| Vol. | 6 | 314 | 90 | 4 | 36 | 5 | 2 | 14 | 3 | 2 | 2 | | 1 | 449 |
| Grand Total | 47 | 3838 | 1088 | 41 | 397 | 50 | 9 | 110 | 26 | 7 | 9 | 1 | 4 | 5627 |
| Percent | 0.8% | 68.2% | 19.3% | 0.7% | 7.1% | 0.9% | 0.2% | 2.0% | 0.5% | 0.1% | 0.2% | 0.0% | 0.1% | |

Counts Unlimited, Inc.

City of Orange
 Batavia Street
 N/ Struck Avenue
 24 Hour Directional Classification Count
 Northbound, Southbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

ORN002
 Site Code: 051-22754

| Start Time | Motorcyc | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|-------------|----------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 08/31/22 | 0 | 32 | 3 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 38 |
| 01:00 | 0 | 23 | 5 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 31 |
| 02:00 | 0 | 21 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 03:00 | 0 | 34 | 5 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 45 |
| 04:00 | 0 | 58 | 20 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 05:00 | 1 | 124 | 50 | 4 | 27 | 5 | 0 | 2 | 6 | 0 | 0 | 0 | 2 | 221 |
| 06:00 | 3 | 258 | 95 | 3 | 40 | 10 | 3 | 8 | 3 | 0 | 0 | 0 | 0 | 423 |
| 07:00 | 5 | 494 | 157 | 9 | 72 | 7 | 1 | 8 | 5 | 1 | 1 | 1 | 0 | 761 |
| 08:00 | 3 | 539 | 174 | 5 | 51 | 13 | 1 | 15 | 4 | 1 | 1 | 0 | 1 | 808 |
| 09:00 | 6 | 452 | 146 | 11 | 53 | 14 | 0 | 18 | 7 | 1 | 0 | 1 | 0 | 709 |
| 10:00 | 5 | 407 | 141 | 13 | 59 | 6 | 0 | 17 | 3 | 1 | 0 | 1 | 0 | 653 |
| 11:00 | 11 | 554 | 166 | 5 | 56 | 5 | 3 | 19 | 6 | 0 | 0 | 0 | 1 | 826 |
| 12 PM | 8 | 600 | 178 | 6 | 68 | 8 | 2 | 11 | 9 | 0 | 2 | 1 | 0 | 893 |
| 13:00 | 9 | 557 | 158 | 6 | 64 | 6 | 3 | 20 | 5 | 1 | 3 | 0 | 1 | 833 |
| 14:00 | 5 | 545 | 165 | 9 | 66 | 1 | 0 | 12 | 5 | 2 | 1 | 0 | 1 | 812 |
| 15:00 | 6 | 599 | 159 | 3 | 37 | 4 | 3 | 13 | 2 | 0 | 0 | 1 | 0 | 827 |
| 16:00 | 9 | 751 | 184 | 6 | 50 | 5 | 1 | 15 | 2 | 0 | 0 | 0 | 0 | 1023 |
| 17:00 | 13 | 719 | 125 | 3 | 33 | 2 | 0 | 11 | 2 | 1 | 1 | 0 | 0 | 910 |
| 18:00 | 4 | 501 | 74 | 2 | 14 | 3 | 2 | 6 | 0 | 1 | 1 | 0 | 0 | 608 |
| 19:00 | 3 | 312 | 58 | 1 | 15 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 392 |
| 20:00 | 1 | 180 | 38 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 226 |
| 21:00 | 0 | 158 | 23 | 0 | 7 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 190 |
| 22:00 | 2 | 109 | 11 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 126 |
| 23:00 | 1 | 58 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| Total | 95 | 8085 | 2147 | 89 | 738 | 94 | 20 | 179 | 64 | 9 | 10 | 5 | 6 | 11541 |
| Percent | 0.8% | 70.1% | 18.6% | 0.8% | 6.4% | 0.8% | 0.2% | 1.6% | 0.6% | 0.1% | 0.1% | 0.0% | 0.1% | |
| AM Peak | 11:00 | 11:00 | 08:00 | 10:00 | 07:00 | 09:00 | 06:00 | 11:00 | 09:00 | 07:00 | 07:00 | 07:00 | 05:00 | 11:00 |
| Vol. | 11 | 554 | 174 | 13 | 72 | 14 | 3 | 19 | 7 | 1 | 1 | 1 | 2 | 826 |
| PM Peak | 17:00 | 16:00 | 16:00 | 14:00 | 12:00 | 12:00 | 13:00 | 13:00 | 12:00 | 14:00 | 13:00 | 12:00 | 13:00 | 16:00 |
| Vol. | 13 | 751 | 184 | 9 | 68 | 8 | 3 | 20 | 9 | 2 | 3 | 1 | 1 | 1023 |
| Grand Total | 95 | 8085 | 2147 | 89 | 738 | 94 | 20 | 179 | 64 | 9 | 10 | 5 | 6 | 11541 |
| Percent | 0.8% | 70.1% | 18.6% | 0.8% | 6.4% | 0.8% | 0.2% | 1.6% | 0.6% | 0.1% | 0.1% | 0.0% | 0.1% | |

Counts Unlimited, Inc.

City of Orange
 Katella Avenue
 W/ Struck Avenue
 24 Hour Directional Classification Count
Eastbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

ORN001
 Site Code: 051-22754

| Start Time | Motorcyc | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|--------------------|-------------|-----------------|--------------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|
| 08/31/22 | 1 | 94 | 11 | 2 | 4 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 115 |
| 01:00 | 0 | 32 | 4 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 40 |
| 02:00 | 1 | 22 | 7 | 1 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 36 |
| 03:00 | 0 | 32 | 5 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 42 |
| 04:00 | 3 | 127 | 35 | 6 | 8 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 183 |
| 05:00 | 3 | 282 | 100 | 11 | 22 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 424 |
| 06:00 | 5 | 414 | 136 | 13 | 23 | 1 | 0 | 5 | 7 | 0 | 1 | 0 | 0 | 605 |
| 07:00 | 5 | 582 | 170 | 14 | 47 | 4 | 0 | 14 | 1 | 0 | 1 | 0 | 0 | 838 |
| 08:00 | 7 | 763 | 167 | 16 | 60 | 4 | 1 | 9 | 10 | 0 | 2 | 0 | 1 | 1040 |
| 09:00 | 7 | 611 | 158 | 18 | 74 | 4 | 1 | 13 | 4 | 3 | 1 | 0 | 0 | 894 |
| 10:00 | 8 | 614 | 158 | 12 | 60 | 3 | 0 | 13 | 7 | 1 | 0 | 1 | 0 | 877 |
| 11:00 | 8 | 690 | 173 | 14 | 70 | 4 | 1 | 11 | 6 | 4 | 0 | 0 | 0 | 981 |
| 12 PM | 7 | 721 | 171 | 18 | 56 | 6 | 2 | 16 | 2 | 2 | 0 | 0 | 0 | 1001 |
| 13:00 | 7 | 571 | 157 | 17 | 59 | 8 | 1 | 11 | 5 | 1 | 0 | 0 | 2 | 839 |
| 14:00 | 4 | 608 | 158 | 14 | 59 | 3 | 3 | 10 | 3 | 2 | 1 | 0 | 0 | 865 |
| 15:00 | 7 | 713 | 162 | 15 | 52 | 3 | 2 | 12 | 2 | 0 | 0 | 0 | 0 | 968 |
| 16:00 | 9 | 786 | 181 | 17 | 55 | 3 | 0 | 11 | 3 | 2 | 0 | 0 | 0 | 1067 |
| 17:00 | 11 | 865 | 127 | 12 | 26 | 3 | 2 | 13 | 0 | 0 | 2 | 0 | 0 | 1061 |
| 18:00 | 3 | 642 | 93 | 11 | 15 | 0 | 0 | 15 | 0 | 2 | 0 | 0 | 0 | 781 |
| 19:00 | 4 | 493 | 78 | 12 | 19 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 613 |
| 20:00 | 1 | 392 | 55 | 6 | 7 | 1 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 470 |
| 21:00 | 5 | 565 | 83 | 3 | 13 | 1 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 676 |
| 22:00 | 5 | 446 | 61 | 5 | 11 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 531 |
| 23:00 | 0 | 139 | 15 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 159 |
| Total | 111 | 11204 | 2465 | 241 | 748 | 57 | 14 | 164 | 68 | 20 | 10 | 1 | 3 | 15106 |
| Percent | 0.7% | 74.2% | 16.3% | 1.6% | 5.0% | 0.4% | 0.1% | 1.1% | 0.5% | 0.1% | 0.1% | 0.0% | 0.0% | |
| AM Peak | 10:00 | 08:00 | 11:00 | 09:00 | 09:00 | 05:00 | 08:00 | 07:00 | 08:00 | 11:00 | 08:00 | 10:00 | 08:00 | 08:00 |
| Vol. | 8 | 763 | 173 | 18 | 74 | 4 | 1 | 14 | 10 | 4 | 2 | 1 | 1 | 1040 |
| PM Peak | 17:00 | 17:00 | 16:00 | 12:00 | 13:00 | 13:00 | 14:00 | 12:00 | 13:00 | 12:00 | 17:00 | | 13:00 | 16:00 |
| Vol. | 11 | 865 | 181 | 18 | 59 | 8 | 3 | 16 | 5 | 2 | 2 | | 2 | 1067 |
| Grand Total | 111 | 11204 | 2465 | 241 | 748 | 57 | 14 | 164 | 68 | 20 | 10 | 1 | 3 | 15106 |
| Percent | 0.7% | 74.2% | 16.3% | 1.6% | 5.0% | 0.4% | 0.1% | 1.1% | 0.5% | 0.1% | 0.1% | 0.0% | 0.0% | |

Counts Unlimited, Inc.

City of Orange
 Katella Avenue
 W/ Struck Avenue
 24 Hour Directional Classification Count
 Westbound

PO Box 1178
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 Phone: (951) 268-6268
 email: counts@countsunlimited.com

ORN001
 Site Code: 051-22754

| Start Time | Motorcyc | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|--------------------|----------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|
| 08/31/22 | 0 | 159 | 16 | 3 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 183 |
| 01:00 | 0 | 55 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 61 |
| 02:00 | 0 | 32 | 2 | 1 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 43 |
| 03:00 | 0 | 30 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 42 |
| 04:00 | 0 | 57 | 14 | 5 | 9 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 91 |
| 05:00 | 0 | 118 | 35 | 12 | 33 | 3 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 209 |
| 06:00 | 2 | 231 | 83 | 14 | 49 | 3 | 2 | 8 | 5 | 0 | 0 | 0 | 0 | 397 |
| 07:00 | 5 | 451 | 144 | 10 | 58 | 4 | 3 | 11 | 5 | 1 | 1 | 1 | 1 | 695 |
| 08:00 | 5 | 568 | 144 | 16 | 59 | 0 | 0 | 11 | 7 | 1 | 1 | 1 | 0 | 813 |
| 09:00 | 3 | 481 | 133 | 18 | 52 | 4 | 1 | 13 | 4 | 2 | 0 | 0 | 0 | 711 |
| 10:00 | 6 | 439 | 149 | 14 | 61 | 6 | 1 | 15 | 5 | 1 | 0 | 1 | 0 | 698 |
| 11:00 | 7 | 588 | 144 | 18 | 55 | 3 | 0 | 7 | 6 | 1 | 1 | 0 | 1 | 831 |
| 12 PM | 7 | 730 | 156 | 18 | 58 | 2 | 1 | 9 | 6 | 2 | 0 | 0 | 2 | 991 |
| 13:00 | 9 | 765 | 210 | 16 | 63 | 4 | 0 | 9 | 2 | 2 | 1 | 1 | 0 | 1082 |
| 14:00 | 7 | 848 | 183 | 14 | 38 | 6 | 3 | 9 | 6 | 2 | 1 | 0 | 0 | 1117 |
| 15:00 | 8 | 899 | 210 | 14 | 60 | 2 | 1 | 8 | 2 | 0 | 0 | 0 | 1 | 1205 |
| 16:00 | 16 | 1032 | 226 | 11 | 57 | 4 | 0 | 19 | 3 | 2 | 0 | 1 | 0 | 1371 |
| 17:00 | 13 | 1413 | 217 | 12 | 53 | 3 | 2 | 7 | 1 | 2 | 3 | 1 | 0 | 1727 |
| 18:00 | 5 | 1093 | 184 | 8 | 31 | 3 | 0 | 9 | 2 | 2 | 1 | 0 | 0 | 1338 |
| 19:00 | 8 | 610 | 90 | 8 | 11 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 733 |
| 20:00 | 5 | 491 | 70 | 7 | 6 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 584 |
| 21:00 | 8 | 567 | 64 | 3 | 11 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 661 |
| 22:00 | 1 | 349 | 44 | 3 | 4 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 405 |
| 23:00 | 0 | 197 | 24 | 1 | 5 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 232 |
| Total | 115 | 12203 | 2556 | 226 | 776 | 52 | 16 | 155 | 80 | 19 | 11 | 6 | 5 | 16220 |
| Percent | 0.7% | 75.2% | 15.8% | 1.4% | 4.8% | 0.3% | 0.1% | 1.0% | 0.5% | 0.1% | 0.1% | 0.0% | 0.0% | |
| AM Peak | 11:00 | 11:00 | 10:00 | 09:00 | 10:00 | 10:00 | 07:00 | 10:00 | 02:00 | 09:00 | 07:00 | 07:00 | 07:00 | 11:00 |
| Vol. | 7 | 588 | 149 | 18 | 61 | 6 | 3 | 15 | 7 | 2 | 1 | 1 | 1 | 831 |
| PM Peak | 16:00 | 17:00 | 16:00 | 12:00 | 13:00 | 14:00 | 14:00 | 16:00 | 12:00 | 12:00 | 17:00 | 13:00 | 12:00 | 17:00 |
| Vol. | 16 | 1413 | 226 | 18 | 63 | 6 | 3 | 19 | 6 | 2 | 3 | 1 | 2 | 1727 |
| Grand Total | 115 | 12203 | 2556 | 226 | 776 | 52 | 16 | 155 | 80 | 19 | 11 | 6 | 5 | 16220 |
| Percent | 0.7% | 75.2% | 15.8% | 1.4% | 4.8% | 0.3% | 0.1% | 1.0% | 0.5% | 0.1% | 0.1% | 0.0% | 0.0% | |

Counts Unlimited, Inc.

City of Orange
 Katella Avenue
 W/ Struck Avenue
 24 Hour Directional Classification Count
 Eastbound, Westbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

ORN001
 Site Code: 051-22754

| Start Time | Motorcyc | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|-------------|-----------|-----------------|-------------|-----------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------------|
| 08/31/22 | 1 | 253 | 27 | 5 | 7 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 298 |
| 01:00 | 0 | 87 | 9 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 101 |
| 02:00 | 1 | 54 | 9 | 2 | 3 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 79 |
| 03:00 | 0 | 62 | 14 | 0 | 2 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 84 |
| 04:00 | 3 | 184 | 49 | 11 | 17 | 4 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 274 |
| 05:00 | 3 | 400 | 135 | 23 | 55 | 7 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 633 |
| 06:00 | 7 | 645 | 219 | 27 | 72 | 4 | 2 | 13 | 12 | 0 | 1 | 0 | 0 | 1002 |
| 07:00 | 10 | 1033 | 314 | 24 | 105 | 8 | 3 | 25 | 6 | 1 | 2 | 1 | 1 | 1533 |
| 08:00 | 12 | 1331 | 311 | 32 | 119 | 4 | 1 | 20 | 17 | 1 | 3 | 1 | 1 | 1853 |
| 09:00 | 10 | 1092 | 291 | 36 | 126 | 8 | 2 | 26 | 8 | 5 | 1 | 0 | 0 | 1605 |
| 10:00 | 14 | 1053 | 307 | 26 | 121 | 9 | 1 | 28 | 12 | 2 | 0 | 2 | 0 | 1575 |
| 11:00 | 15 | 1278 | 317 | 32 | 125 | 7 | 1 | 18 | 12 | 5 | 1 | 0 | 1 | 1812 |
| 12 PM | 14 | 1451 | 327 | 36 | 114 | 8 | 3 | 25 | 8 | 4 | 0 | 0 | 2 | 1992 |
| 13:00 | 16 | 1336 | 367 | 33 | 122 | 12 | 1 | 20 | 7 | 3 | 1 | 1 | 2 | 1921 |
| 14:00 | 11 | 1456 | 341 | 28 | 97 | 9 | 6 | 19 | 9 | 4 | 2 | 0 | 0 | 1982 |
| 15:00 | 15 | 1612 | 372 | 29 | 112 | 5 | 3 | 20 | 4 | 0 | 0 | 0 | 1 | 2173 |
| 16:00 | 25 | 1818 | 407 | 28 | 112 | 7 | 0 | 30 | 6 | 4 | 0 | 1 | 0 | 2438 |
| 17:00 | 24 | 2278 | 344 | 24 | 79 | 6 | 4 | 20 | 1 | 2 | 5 | 1 | 0 | 2788 |
| 18:00 | 8 | 1735 | 277 | 19 | 46 | 3 | 0 | 24 | 2 | 4 | 1 | 0 | 0 | 2119 |
| 19:00 | 12 | 1103 | 168 | 20 | 30 | 1 | 0 | 5 | 4 | 2 | 1 | 0 | 0 | 1346 |
| 20:00 | 6 | 883 | 125 | 13 | 13 | 1 | 2 | 7 | 3 | 1 | 0 | 0 | 0 | 1054 |
| 21:00 | 13 | 1132 | 147 | 6 | 24 | 1 | 0 | 7 | 6 | 0 | 1 | 0 | 0 | 1337 |
| 22:00 | 6 | 795 | 105 | 8 | 15 | 2 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 936 |
| 23:00 | 0 | 336 | 39 | 3 | 7 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 391 |
| Total | 226 | 23407 | 5021 | 467 | 1524 | 109 | 30 | 319 | 148 | 39 | 21 | 7 | 8 | 31326 |
| Percent | 0.7% | 74.7% | 16.0% | 1.5% | 4.9% | 0.3% | 0.1% | 1.0% | 0.5% | 0.1% | 0.1% | 0.0% | 0.0% | |
| AM Peak | 11:00 | 08:00 | 11:00 | 09:00 | 09:00 | 10:00 | 07:00 | 10:00 | 08:00 | 09:00 | 08:00 | 10:00 | 07:00 | 08:00 |
| Vol. | 15 | 1331 | 317 | 36 | 126 | 9 | 3 | 28 | 17 | 5 | 3 | 2 | 1 | 1853 |
| PM Peak | 16:00 | 17:00 | 16:00 | 12:00 | 13:00 | 13:00 | 14:00 | 16:00 | 14:00 | 12:00 | 17:00 | 13:00 | 12:00 | 17:00 |
| Vol. | 25 | 2278 | 407 | 36 | 122 | 12 | 6 | 30 | 9 | 4 | 5 | 1 | 2 | 2788 |
| Grand Total | 226 | 23407 | 5021 | 467 | 1524 | 109 | 30 | 319 | 148 | 39 | 21 | 7 | 8 | 31326 |
| Percent | 0.7% | 74.7% | 16.0% | 1.5% | 4.9% | 0.3% | 0.1% | 1.0% | 0.5% | 0.1% | 0.1% | 0.0% | 0.0% | |

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ORN003

Site Code: 051-22754

City of Orange
Struck Avenue
E/ Driveway
24 Hour Directional Classification Count
Eastbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|--------------------|-------------|-----------------|--------------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|------------|
| 09/15/22 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:00 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 05:00 | 0 | 20 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 06:00 | 0 | 36 | 18 | 1 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 07:00 | 0 | 31 | 9 | 0 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 54 |
| 08:00 | 0 | 32 | 11 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 50 |
| 09:00 | 0 | 34 | 23 | 0 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 71 |
| 10:00 | 0 | 22 | 12 | 1 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 46 |
| 11:00 | 0 | 29 | 18 | 1 | 7 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 59 |
| 12 PM | 1 | 32 | 11 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 13:00 | 1 | 29 | 20 | 1 | 17 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 70 |
| 14:00 | 2 | 31 | 16 | 1 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 60 |
| 15:00 | 2 | 26 | 13 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 16:00 | 0 | 21 | 8 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 17:00 | 0 | 15 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:00 | 0 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 19:00 | 0 | 6 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 1 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 7 | 400 | 197 | 7 | 131 | 7 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 758 |
| Percent | 0.9% | 52.8% | 26.0% | 0.9% | 17.3% | 0.9% | 0.0% | 0.8% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | |
| AM Peak | | 06:00 | 09:00 | 02:00 | 06:00 | 06:00 | | 11:00 | 07:00 | | | | | 06:00 |
| Vol. | | 36 | 23 | 1 | 18 | 2 | | 3 | 1 | | | | | 75 |
| PM Peak | 14:00 | 12:00 | 13:00 | 12:00 | 13:00 | 13:00 | | 14:00 | 13:00 | | | | | 13:00 |
| Vol. | 2 | 32 | 20 | 1 | 17 | 1 | | 1 | 1 | | | | | 70 |
| Grand Total | 7 | 400 | 197 | 7 | 131 | 7 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 758 |
| Percent | 0.9% | 52.8% | 26.0% | 0.9% | 17.3% | 0.9% | 0.0% | 0.8% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | |

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24 Hour Directional Classification Count
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| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|--------------------|----------|-----------------|-------------|----------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-----------|
| 09/15/22 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 01:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:00 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:00 | 0 | 10 | 4 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 07:00 | 0 | 7 | 11 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 08:00 | 0 | 16 | 9 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 09:00 | 2 | 19 | 23 | 1 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 60 |
| 10:00 | 3 | 24 | 10 | 1 | 12 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 55 |
| 11:00 | 0 | 21 | 16 | 1 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 51 |
| 12 PM | 0 | 29 | 15 | 1 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 54 |
| 13:00 | 1 | 33 | 18 | 1 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 73 |
| 14:00 | 0 | 20 | 15 | 1 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 15:00 | 1 | 29 | 15 | 0 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 59 |
| 16:00 | 1 | 42 | 25 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 17:00 | 0 | 29 | 10 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 45 |
| 18:00 | 2 | 23 | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 19:00 | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 20:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 21:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 10 | 348 | 192 | 9 | 144 | 7 | 0 | 5 | 3 | 0 | 0 | 0 | 1 | 719 |
| Percent | 1.4% | 48.4% | 26.7% | 1.3% | 20.0% | 1.0% | 0.0% | 0.7% | 0.4% | 0.0% | 0.0% | 0.0% | 0.1% | |
| AM Peak | 10:00 | 10:00 | 09:00 | 03:00 | 09:00 | 10:00 | | 10:00 | | | | | 10:00 | 09:00 |
| Vol. | 3 | 24 | 23 | 1 | 14 | 2 | | 2 | | | | | 1 | 60 |
| PM Peak | 18:00 | 16:00 | 16:00 | 12:00 | 13:00 | 13:00 | | 13:00 | 12:00 | | | | | 16:00 |
| Vol. | 2 | 42 | 25 | 1 | 17 | 2 | | 1 | 1 | | | | | 82 |
| Grand Total | 10 | 348 | 192 | 9 | 144 | 7 | 0 | 5 | 3 | 0 | 0 | 0 | 1 | 719 |
| Percent | 1.4% | 48.4% | 26.7% | 1.3% | 20.0% | 1.0% | 0.0% | 0.7% | 0.4% | 0.0% | 0.0% | 0.0% | 0.1% | |

Counts Unlimited, Inc.

City of Orange
 Struck Avenue
 E/ Driveway
 24 Hour Directional Classification Count
 Eastbound, Westbound

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

ORN003
 Site Code: 051-22754

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total |
|-------------|----------|-----------------|-------------|----------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|------------|
| 09/15/22 | 0 | 6 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 01:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:00 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 03:00 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:00 | 0 | 7 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:00 | 0 | 22 | 12 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 06:00 | 0 | 46 | 22 | 2 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 07:00 | 0 | 38 | 20 | 0 | 19 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 79 |
| 08:00 | 0 | 48 | 20 | 0 | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 88 |
| 09:00 | 2 | 53 | 46 | 1 | 26 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 131 |
| 10:00 | 3 | 46 | 22 | 2 | 21 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 101 |
| 11:00 | 0 | 50 | 34 | 2 | 18 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 110 |
| 12 PM | 1 | 61 | 26 | 2 | 16 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 107 |
| 13:00 | 2 | 62 | 38 | 2 | 34 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 143 |
| 14:00 | 2 | 51 | 31 | 2 | 23 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 111 |
| 15:00 | 3 | 55 | 28 | 0 | 21 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 108 |
| 16:00 | 1 | 63 | 33 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 17:00 | 0 | 44 | 15 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 69 |
| 18:00 | 2 | 31 | 10 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 19:00 | 0 | 12 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 20:00 | 1 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 21:00 | 0 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total | 17 | 748 | 389 | 16 | 275 | 14 | 0 | 11 | 6 | 0 | 0 | 0 | 1 | 1477 |
| Percent | 1.2% | 50.6% | 26.3% | 1.1% | 18.6% | 0.9% | 0.0% | 0.7% | 0.4% | 0.0% | 0.0% | 0.0% | 0.1% | |
| AM Peak | 10:00 | 09:00 | 09:00 | 06:00 | 09:00 | 06:00 | | 11:00 | 07:00 | | | | 10:00 | 09:00 |
| Vol. | 3 | 53 | 46 | 2 | 26 | 3 | | 4 | 1 | | | | 1 | 131 |
| PM Peak | 15:00 | 16:00 | 13:00 | 12:00 | 13:00 | 13:00 | | 13:00 | 12:00 | | | | | 13:00 |
| Vol. | 3 | 63 | 38 | 2 | 34 | 3 | | 1 | 1 | | | | | 143 |
| Grand Total | 17 | 748 | 389 | 16 | 275 | 14 | 0 | 11 | 6 | 0 | 0 | 0 | 1 | 1477 |
| Percent | 1.2% | 50.6% | 26.3% | 1.1% | 18.6% | 0.9% | 0.0% | 0.7% | 0.4% | 0.0% | 0.0% | 0.0% | 0.1% | |

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**APPENDIX 3.2: EXISTING (2022) CONDITIONS INTERSECTION
OPERATIONS ANALYSIS WORKSHEETS**

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Timings

534 Struck Avenue (JN 13101)

1: SR-57 SB Ramps & Katella Av.

10/10/2022



| Lane Group | EBT | WBT | SBL | SBT | SBR |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑↑↑ | ↑↑↑ | ↵ | ↔ | ↵ |
| Traffic Volume (vph) | 1125 | 875 | 109 | 0 | 355 |
| Future Volume (vph) | 1125 | 875 | 109 | 0 | 355 |
| Turn Type | NA | NA | Split | NA | Perm |
| Protected Phases | 2 | 6 | 4 | 4 | |
| Permitted Phases | | | | | 4 |
| Detector Phase | 2 | 6 | 4 | 4 | 4 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 23.4 | 27.4 | 23.8 | 23.8 | 23.8 |
| Total Split (s) | 28.3 | 27.8 | 23.9 | 23.9 | 23.9 |
| Total Split (%) | 35.4% | 34.8% | 29.9% | 29.9% | 29.9% |
| Yellow Time (s) | 4.4 | 4.4 | 4.8 | 4.8 | 4.8 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.4 | 5.4 | 5.8 | 5.8 | 5.8 |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Recall Mode | None | C-Min | None | None | None |
| Act Effct Green (s) | 29.6 | 22.0 | 11.8 | 11.8 | 11.8 |
| Actuated g/C Ratio | 0.37 | 0.28 | 0.15 | 0.15 | 0.15 |
| v/c Ratio | 0.80 | 0.79 | 0.41 | 0.53 | 0.50 |
| Control Delay | 26.4 | 35.0 | 35.7 | 11.6 | 9.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 26.4 | 35.0 | 35.7 | 11.6 | 9.8 |
| LOS | C | D | D | B | A |
| Approach Delay | 26.4 | 35.0 | | 16.0 | |
| Approach LOS | C | D | | B | |

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 27.8
 Intersection LOS: C
 Intersection Capacity Utilization 46.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 1: SR-57 SB Ramps & Katella Av.



HCM 6th Signalized Intersection Summary
 1: SR-57 SB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|-----|-----|-----|------|------|------|
| Lane Configurations | | ↑↑↑ | | | ↑↑↑ | | | | | ↑ | ↔ | ↑ |
| Traffic Volume (veh/h) | 0 | 1125 | 298 | 0 | 875 | 168 | 0 | 0 | 0 | 109 | 0 | 355 |
| Future Volume (veh/h) | 0 | 1125 | 298 | 0 | 875 | 168 | 0 | 0 | 0 | 109 | 0 | 355 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 0.98 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | | | No | |
| Adj Sat Flow, veh/h/ln | 0 | 1826 | 1826 | 0 | 1826 | 1752 | | | | 1841 | 1900 | 1826 |
| Adj Flow Rate, veh/h | 0 | 1148 | 304 | 0 | 893 | 171 | | | | 74 | 0 | 220 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | | | | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 10 | | | | 4 | 0 | 5 |
| Cap, veh/h | 0 | 2870 | 760 | 0 | 3078 | 586 | | | | 219 | 0 | 386 |
| Arrive On Green | 0.00 | 0.74 | 0.74 | 0.00 | 0.74 | 0.74 | | | | 0.12 | 0.00 | 0.12 |
| Sat Flow, veh/h | 0 | 4068 | 1034 | 0 | 4351 | 797 | | | | 1753 | 0 | 3095 |
| Grp Volume(v), veh/h | 0 | 977 | 475 | 0 | 708 | 356 | | | | 74 | 0 | 220 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1662 | 1614 | 0 | 1662 | 1661 | | | | 1753 | 0 | 1547 |
| Q Serve(g_s), s | 0.0 | 8.8 | 8.8 | 0.0 | 5.7 | 5.8 | | | | 3.1 | 0.0 | 5.4 |
| Cycle Q Clear(g_c), s | 0.0 | 8.8 | 8.8 | 0.0 | 5.7 | 5.8 | | | | 3.1 | 0.0 | 5.4 |
| Prop In Lane | 0.00 | | 0.64 | 0.00 | | 0.48 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2443 | 1186 | 0 | 2443 | 1221 | | | | 219 | 0 | 386 |
| V/C Ratio(X) | 0.00 | 0.40 | 0.40 | 0.00 | 0.29 | 0.29 | | | | 0.34 | 0.00 | 0.57 |
| Avail Cap(c_a), veh/h | 0 | 2443 | 1186 | 0 | 2443 | 1221 | | | | 397 | 0 | 700 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 0.00 | 0.59 | 0.59 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 4.0 | 4.0 | 0.0 | 3.6 | 3.6 | | | | 32.0 | 0.0 | 33.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.1 | 0.2 | 0.0 | 0.2 | 0.4 | | | | 0.9 | 0.0 | 1.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 1.8 | 1.8 | 0.0 | 1.2 | 1.3 | | | | 1.3 | 0.0 | 2.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 4.1 | 4.2 | 0.0 | 3.7 | 3.9 | | | | 32.9 | 0.0 | 34.3 |
| LnGrp LOS | A | A | A | A | A | A | | | | C | A | C |
| Approach Vol, veh/h | | 1452 | | | 1064 | | | | | | 294 | |
| Approach Delay, s/veh | | 4.1 | | | 3.8 | | | | | | 34.0 | |
| Approach LOS | | A | | | A | | | | | | C | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | | | | | |
| Phs Duration (G+Y+Rc), s | | 64.2 | | 15.8 | | 64.2 | | | | | | |
| Change Period (Y+Rc), s | | 5.4 | | 5.8 | | 5.4 | | | | | | |
| Max Green Setting (Gmax), s | | 22.9 | | 18.1 | | 22.4 | | | | | | |
| Max Q Clear Time (g_c+I1), s | | 10.8 | | 7.4 | | 7.8 | | | | | | |
| Green Ext Time (p_c), s | | 7.2 | | 0.7 | | 5.9 | | | | | | |

Intersection Summary

| | |
|--------------------|-----|
| HCM 6th Ctrl Delay | 7.1 |
| HCM 6th LOS | A |

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: SR-57 NB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Lane Group | EBT | WBT | WBR | NBL | NBT | NBR |
|----------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑↑↑↑ | ↑↑↑ | ↶ | ↶ | ↷ | ↷ |
| Traffic Volume (vph) | 751 | 670 | 105 | 373 | 0 | 485 |
| Future Volume (vph) | 751 | 670 | 105 | 373 | 0 | 485 |
| Turn Type | NA | NA | Perm | Split | NA | Perm |
| Protected Phases | 2 | 6 | | 8 | 8 | |
| Permitted Phases | | | 6 | | | 8 |
| Detector Phase | 2 | 6 | 6 | 8 | 8 | 8 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 27.4 | 15.4 | 15.4 | 15.8 | 15.8 | 15.8 |
| Total Split (s) | 28.0 | 22.0 | 22.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 35.0% | 27.5% | 27.5% | 37.5% | 37.5% | 37.5% |
| Yellow Time (s) | 4.4 | 4.4 | 4.4 | 4.8 | 4.8 | 4.8 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.4 | 5.4 | 5.4 | 5.8 | 5.8 | 5.8 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | C-Min | None | None | None | None | None |
| Act Effct Green (s) | 27.4 | 15.8 | 15.8 | 20.2 | 20.2 | 20.2 |
| Actuated g/C Ratio | 0.34 | 0.20 | 0.20 | 0.25 | 0.25 | 0.25 |
| v/c Ratio | 0.53 | 0.74 | 0.30 | 0.74 | 0.60 | 0.50 |
| Control Delay | 10.0 | 35.5 | 8.1 | 38.0 | 15.1 | 6.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 10.0 | 35.5 | 8.1 | 38.0 | 15.1 | 6.1 |
| LOS | B | D | A | D | B | A |
| Approach Delay | 10.0 | 31.8 | | | 20.1 | |
| Approach LOS | B | C | | | C | |

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 18.9
 Intersection Capacity Utilization 47.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 2: SR-57 NB Ramps & Katella Av.



HCM 6th Signalized Intersection Summary
 2: SR-57 NB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|------|------|------|------|------|------|-----|-----|-----|
| Lane Configurations | | ↑↑↑↑↑ | | | ↑↑↑ | ↑ | ↑ | ↑ | ↑ | | | |
| Traffic Volume (veh/h) | 0 | 751 | 483 | 0 | 670 | 105 | 373 | 0 | 485 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 751 | 483 | 0 | 670 | 105 | 373 | 0 | 485 | 0 | 0 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 0.98 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | 0 | 1826 | 1826 | 0 | 1781 | 1752 | 1870 | 1900 | 1826 | | | |
| Adj Flow Rate, veh/h | 0 | 791 | 508 | 0 | 705 | 111 | 484 | 0 | 194 | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 8 | 10 | 2 | 0 | 5 | | | |
| Cap, veh/h | 0 | 4031 | 1029 | 0 | 3314 | 991 | 636 | 0 | 276 | | | |
| Arrive On Green | 0.00 | 0.68 | 0.68 | 0.00 | 0.68 | 0.68 | 0.18 | 0.00 | 0.18 | | | |
| Sat Flow, veh/h | 0 | 6263 | 1509 | 0 | 5024 | 1454 | 3563 | 0 | 1547 | | | |
| Grp Volume(v), veh/h | 0 | 791 | 508 | 0 | 705 | 111 | 484 | 0 | 194 | | | |
| Grp Sat Flow(s),veh/h/ln | 0 | 1479 | 1509 | 0 | 1621 | 1454 | 1781 | 0 | 1547 | | | |
| Q Serve(g_s), s | 0.0 | 3.9 | 12.9 | 0.0 | 4.3 | 2.1 | 10.3 | 0.0 | 9.4 | | | |
| Cycle Q Clear(g_c), s | 0.0 | 3.9 | 12.9 | 0.0 | 4.3 | 2.1 | 10.3 | 0.0 | 9.4 | | | |
| Prop In Lane | 0.00 | | 1.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 0 | 4031 | 1029 | 0 | 3314 | 991 | 636 | 0 | 276 | | | |
| V/C Ratio(X) | 0.00 | 0.20 | 0.49 | 0.00 | 0.21 | 0.11 | 0.76 | 0.00 | 0.70 | | | |
| Avail Cap(c_a), veh/h | 0 | 4031 | 1029 | 0 | 3314 | 991 | 1078 | 0 | 468 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.00 | 0.54 | 0.54 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 0.0 | 4.7 | 6.1 | 0.0 | 4.7 | 4.4 | 31.2 | 0.0 | 30.9 | | | |
| Incr Delay (d2), s/veh | 0.0 | 0.1 | 0.9 | 0.0 | 0.0 | 0.0 | 1.9 | 0.0 | 3.2 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.9 | 3.1 | 0.0 | 1.0 | 0.5 | 4.3 | 0.0 | 3.5 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 4.7 | 7.0 | 0.0 | 4.8 | 4.4 | 33.1 | 0.0 | 34.1 | | | |
| LnGrp LOS | A | A | A | A | A | A | C | A | C | | | |
| Approach Vol, veh/h | | 1299 | | | 816 | | | 678 | | | | |
| Approach Delay, s/veh | | 5.6 | | | 4.7 | | | 33.4 | | | | |
| Approach LOS | | A | | | A | | | C | | | | |
| Timer - Assigned Phs | | 2 | | | 6 | | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 59.9 | | | 59.9 | | | 20.1 | | | | |
| Change Period (Y+Rc), s | | 5.4 | | | 5.4 | | | 5.8 | | | | |
| Max Green Setting (Gmax), s | | 22.6 | | | 16.6 | | | 24.2 | | | | |
| Max Q Clear Time (g_c+I1), s | | 14.9 | | | 6.3 | | | 12.3 | | | | |
| Green Ext Time (p_c), s | | 4.7 | | | 3.6 | | | 2.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 12.1 |
| HCM 6th LOS | B |

Notes

User approved volume balancing among the lanes for turning movement.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Struck & Katella

Cycle (sec): 100 Critical Vol./Cap.(X): 0.297
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 12 columns representing different traffic phases and 10 rows of volume-related metrics.

-----|-----|-----|-----|

Saturation Flow Module: Table with 12 columns and 4 rows showing saturation flow and adjustment factors.

-----|-----|-----|-----|

Capacity Analysis Module: Table with 12 columns and 3 rows showing capacity analysis metrics.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Main & Katella

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

-----|-----|-----|-----|

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

-----|-----|-----|-----|

Capacity Analysis Module: Table with 12 columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Main & Struck

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 12 columns for different volume categories (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume) and 4 rows for North, South, East, West bounds.

-----|-----|-----|-----|

Saturation Flow Module: Table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

-----|-----|-----|-----|

Capacity Analysis Module: Table with 12 columns for capacity analysis values and 2 rows for Vol/Sat and Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Batavia & Katella

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

-----|-----|-----|-----|

Saturation Flow Module: Table with 12 columns for saturation flow values and adjustments.

-----|-----|-----|-----|

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Batavia & Struck

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 12 columns for different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

-----|-----|-----|-----|

Saturation Flow Module: Table with 12 columns for saturation flow rates and adjustment factors like Sat/Lane, Adjustment, Lanes, Final Sat.

-----|-----|-----|-----|

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves.

Timings
1: SR-57 SB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Lane Group | EBT | WBT | SBL | SBT | SBR |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑↑↑ | ↑↑↑ | ↶ | ↷ | ↶ |
| Traffic Volume (vph) | 1025 | 1402 | 399 | 0 | 667 |
| Future Volume (vph) | 1025 | 1402 | 399 | 0 | 667 |
| Turn Type | NA | NA | Split | NA | Perm |
| Protected Phases | 2 | 6 | 4 | 4 | |
| Permitted Phases | | | | | 4 |
| Detector Phase | 2 | 6 | 4 | 4 | 4 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 23.4 | 27.4 | 23.8 | 23.8 | 23.8 |
| Total Split (s) | 28.0 | 38.0 | 24.0 | 24.0 | 24.0 |
| Total Split (%) | 31.1% | 42.2% | 26.7% | 26.7% | 26.7% |
| Yellow Time (s) | 4.4 | 4.4 | 4.8 | 4.8 | 4.8 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.4 | 5.4 | 5.8 | 5.8 | 5.8 |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Recall Mode | None | C-Min | None | None | None |
| Act Effct Green (s) | 22.6 | 32.6 | 18.2 | 18.2 | 18.2 |
| Actuated g/C Ratio | 0.25 | 0.36 | 0.20 | 0.20 | 0.20 |
| v/c Ratio | 1.13 | 1.02 | 1.12 | 0.67 | 0.62 |
| Control Delay | 100.3 | 54.0 | 119.0 | 12.2 | 8.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 100.3 | 54.0 | 119.0 | 12.2 | 8.5 |
| LOS | F | D | F | B | A |
| Approach Delay | 100.3 | 54.0 | | 46.9 | |
| Approach LOS | F | D | | D | |

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 67.3
 Intersection Capacity Utilization 70.7%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service C

Splits and Phases: 1: SR-57 SB Ramps & Katella Av.



HCM 6th Signalized Intersection Summary
 1: SR-57 SB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|-----|-----|-----|------|-------|-------|
| Lane Configurations | | ↑↑↑ | | | ↑↑↑ | | | | | ↑ | ↔ | ↑ |
| Traffic Volume (veh/h) | 0 | 1025 | 316 | 0 | 1402 | 301 | 0 | 0 | 0 | 399 | 0 | 667 |
| Future Volume (veh/h) | 0 | 1025 | 316 | 0 | 1402 | 301 | 0 | 0 | 0 | 399 | 0 | 667 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | | | No | |
| Adj Sat Flow, veh/h/ln | 0 | 1856 | 1856 | 0 | 1841 | 1870 | | | | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 0 | 1102 | 340 | 0 | 1508 | 324 | | | | 286 | 0 | 788 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | | | | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 0 | 3 | 3 | 0 | 4 | 2 | | | | 0 | 0 | 0 |
| Cap, veh/h | 0 | 2568 | 792 | 0 | 2790 | 597 | | | | 366 | 0 | 651 |
| Arrive On Green | 0.00 | 0.67 | 0.67 | 0.00 | 0.67 | 0.67 | | | | 0.20 | 0.00 | 0.20 |
| Sat Flow, veh/h | 0 | 3981 | 1177 | 0 | 4309 | 886 | | | | 1810 | 0 | 3220 |
| Grp Volume(v), veh/h | 0 | 976 | 466 | 0 | 1218 | 614 | | | | 286 | 0 | 788 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1689 | 1614 | 0 | 1675 | 1680 | | | | 1810 | 0 | 1610 |
| Q Serve(g_s), s | 0.0 | 11.9 | 11.9 | 0.0 | 16.8 | 16.9 | | | | 13.5 | 0.0 | 18.2 |
| Cycle Q Clear(g_c), s | 0.0 | 11.9 | 11.9 | 0.0 | 16.8 | 16.9 | | | | 13.5 | 0.0 | 18.2 |
| Prop In Lane | 0.00 | | 0.73 | 0.00 | | 0.53 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2274 | 1087 | 0 | 2256 | 1131 | | | | 366 | 0 | 651 |
| V/C Ratio(X) | 0.00 | 0.43 | 0.43 | 0.00 | 0.54 | 0.54 | | | | 0.78 | 0.00 | 1.21 |
| Avail Cap(c_a), veh/h | 0 | 2274 | 1087 | 0 | 2256 | 1131 | | | | 366 | 0 | 651 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 0.00 | 0.31 | 0.31 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 6.8 | 6.8 | 0.0 | 7.5 | 7.6 | | | | 34.0 | 0.0 | 35.9 |
| Incr Delay (d2), s/veh | 0.0 | 0.1 | 0.3 | 0.0 | 0.3 | 0.6 | | | | 10.5 | 0.0 | 108.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 3.4 | 3.3 | 0.0 | 4.7 | 4.9 | | | | 6.6 | 0.0 | 16.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 6.9 | 7.0 | 0.0 | 7.8 | 8.2 | | | | 44.5 | 0.0 | 144.3 |
| LnGrp LOS | A | A | A | A | A | A | | | | D | A | F |
| Approach Vol, veh/h | | 1442 | | | 1832 | | | | | | 1074 | |
| Approach Delay, s/veh | | 6.9 | | | 7.9 | | | | | | 117.7 | |
| Approach LOS | | A | | | A | | | | | | F | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | | | | | |
| Phs Duration (G+Y+Rc), s | | 66.0 | | 24.0 | | 66.0 | | | | | | |
| Change Period (Y+Rc), s | | 5.4 | | 5.8 | | 5.4 | | | | | | |
| Max Green Setting (Gmax), s | | 22.6 | | 18.2 | | 32.6 | | | | | | |
| Max Q Clear Time (g_c+1), s | | 13.9 | | 20.2 | | 18.9 | | | | | | |
| Green Ext Time (p_c), s | | 5.6 | | 0.0 | | 9.6 | | | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 34.7 |
| HCM 6th LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: SR-57 NB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Lane Group | EBT | WBT | WBR | NBL | NBT | NBR |
|----------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑↑↑↑ | ↑↑↑ | ↗ | ↖ | ↕ | ↗ |
| Traffic Volume (vph) | 1110 | 1329 | 195 | 374 | 0 | 653 |
| Future Volume (vph) | 1110 | 1329 | 195 | 374 | 0 | 653 |
| Turn Type | NA | NA | Perm | Split | NA | Perm |
| Protected Phases | 2 | 6 | | 8 | 8 | |
| Permitted Phases | | | 6 | | | 8 |
| Detector Phase | 2 | 6 | 6 | 8 | 8 | 8 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 27.4 | 15.4 | 15.4 | 15.8 | 15.8 | 15.8 |
| Total Split (s) | 28.0 | 32.0 | 32.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 31.1% | 35.6% | 35.6% | 33.3% | 33.3% | 33.3% |
| Yellow Time (s) | 4.4 | 4.4 | 4.4 | 4.8 | 4.8 | 4.8 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.4 | 5.4 | 5.4 | 5.8 | 5.8 | 5.8 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | C-Min | None | None | None | None | None |
| Act Effct Green (s) | 23.5 | 26.7 | 26.7 | 23.2 | 23.2 | 23.2 |
| Actuated g/C Ratio | 0.26 | 0.30 | 0.30 | 0.26 | 0.26 | 0.26 |
| v/c Ratio | 0.76 | 0.91 | 0.33 | 0.88 | 0.59 | 0.55 |
| Control Delay | 25.6 | 40.6 | 5.3 | 55.6 | 9.3 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.6 | 40.6 | 5.3 | 55.6 | 9.3 | 6.6 |
| LOS | C | D | A | E | A | A |
| Approach Delay | 25.6 | 36.1 | | | 23.6 | |
| Approach LOS | C | D | | | C | |

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 29.1
 Intersection LOS: C
 Intersection Capacity Utilization 54.6%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 2: SR-57 NB Ramps & Katella Av.



HCM 6th Signalized Intersection Summary
 2: SR-57 NB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|-----|-----|-----|
| Lane Configurations | | ↑↑↑↑ | | | ↑↑↑ | ↑ | ↑ | ↑ | ↑ | | | |
| Traffic Volume (veh/h) | 0 | 1110 | 314 | 0 | 1329 | 195 | 374 | 0 | 653 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 1110 | 314 | 0 | 1329 | 195 | 374 | 0 | 653 | 0 | 0 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.97 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | 0 | 1870 | 1856 | 0 | 1885 | 1885 | 1752 | 1900 | 1870 | | | |
| Adj Flow Rate, veh/h | 0 | 1156 | 327 | 0 | 1384 | 203 | 260 | 0 | 709 | | | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | | |
| Percent Heavy Veh, % | 0 | 2 | 3 | 0 | 1 | 1 | 10 | 0 | 2 | | | |
| Cap, veh/h | 0 | 3785 | 965 | 0 | 3214 | 998 | 419 | 0 | 796 | | | |
| Arrive On Green | 0.00 | 0.62 | 0.62 | 0.00 | 0.62 | 0.62 | 0.25 | 0.00 | 0.25 | | | |
| Sat Flow, veh/h | 0 | 6415 | 1545 | 0 | 5316 | 1598 | 1668 | 0 | 3170 | | | |
| Grp Volume(v), veh/h | 0 | 1156 | 327 | 0 | 1384 | 203 | 260 | 0 | 709 | | | |
| Grp Sat Flow(s),veh/h/ln | 0 | 1515 | 1545 | 0 | 1716 | 1598 | 1668 | 0 | 1585 | | | |
| Q Serve(g_s), s | 0.0 | 8.0 | 9.1 | 0.0 | 12.4 | 4.9 | 12.4 | 0.0 | 19.4 | | | |
| Cycle Q Clear(g_c), s | 0.0 | 8.0 | 9.1 | 0.0 | 12.4 | 4.9 | 12.4 | 0.0 | 19.4 | | | |
| Prop In Lane | 0.00 | | 1.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 0 | 3785 | 965 | 0 | 3214 | 998 | 419 | 0 | 796 | | | |
| V/C Ratio(X) | 0.00 | 0.31 | 0.34 | 0.00 | 0.43 | 0.20 | 0.62 | 0.00 | 0.89 | | | |
| Avail Cap(c_a), veh/h | 0 | 3785 | 965 | 0 | 3214 | 998 | 449 | 0 | 852 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.00 | 0.09 | 0.09 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 0.0 | 7.8 | 8.0 | 0.0 | 8.7 | 7.3 | 29.9 | 0.0 | 32.5 | | | |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | 0.1 | 2.4 | 0.0 | 11.1 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 0.0 | 2.2 | 2.5 | 0.0 | 3.8 | 1.4 | 4.9 | 0.0 | 8.1 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 7.9 | 8.1 | 0.0 | 8.8 | 7.4 | 32.3 | 0.0 | 43.6 | | | |
| LnGrp LOS | A | A | A | A | A | A | C | A | D | | | |
| Approach Vol, veh/h | | 1483 | | | 1587 | | | 969 | | | | |
| Approach Delay, s/veh | | 7.9 | | | 8.6 | | | 40.6 | | | | |
| Approach LOS | | A | | | A | | | D | | | | |
| Timer - Assigned Phs | | 2 | | | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 61.6 | | | | 61.6 | | 28.4 | | | | |
| Change Period (Y+Rc), s | | 5.4 | | | | 5.4 | | 5.8 | | | | |
| Max Green Setting (Gmax), s | | 22.6 | | | | 26.6 | | 24.2 | | | | |
| Max Q Clear Time (g_c+I1), s | | 11.1 | | | | 14.4 | | 21.4 | | | | |
| Green Ext Time (p_c), s | | 7.1 | | | | 7.5 | | 1.2 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 16.0 |
| HCM 6th LOS | B |

Notes

User approved volume balancing among the lanes for turning movement.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Struck & Katella

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 12 columns for different traffic volumes and adjustment factors.

-----|-----|-----|-----|

Saturation Flow Module: Table with 12 columns for saturation flow rates and lane adjustments.

-----|-----|-----|-----|

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Main & Katella

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Protected), Rights (Ovl/Include), Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

-----|-----|-----|-----|

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

-----|-----|-----|-----|

Capacity Analysis Module: Table with 12 columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Main & Struck

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0 0 1 0

Volume Module:
Base Vol: 144 864 13 12 475 34 33 34 189 17 48 19
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 144 864 13 12 475 34 33 34 189 17 48 19
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 144 864 13 12 475 34 33 34 189 17 48 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 144 864 13 12 475 34 33 34 189 17 48 19
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 144 864 13 12 475 34 33 34 189 17 48 19

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.97 0.03 1.00 1.87 0.13 1.00 0.15 0.85 1.00 0.72 0.28
Final Sat.: 1700 3350 50 1700 3173 227 1700 259 1441 1700 1218 482

Capacity Analysis Module:
Vol/Sat: 0.08 0.26 0.26 0.01 0.15 0.15 0.02 0.13 0.13 0.01 0.04 0.04
Crit Moves: **** **** **** ****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Batavia & Katella

Cycle (sec): 100 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 12 columns for different volume types (Base Vol, Growth Adj, etc.) and 4 rows of data.

-----|-----|-----|-----|

Saturation Flow Module: Table with 12 columns for saturation flow values and 4 rows of data.

-----|-----|-----|-----|

Capacity Analysis Module: Table with 12 columns for capacity analysis values and 3 rows of data.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Batavia & Struck

Cycle (sec): 100 Critical Vol./Cap.(X): 0.279
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with columns for North, South, East, West Bound. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

-----|-----|-----|-----|

Saturation Flow Module: Table with columns for North, South, East, West Bound. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

-----|-----|-----|-----|

Capacity Analysis Module: Table with columns for North, South, East, West Bound. Rows include Vol/Sat, Crit Moves.

**APPENDIX 3.3: EXISTING (2022) CONDITIONS TRAFFIC SIGNAL
WARRANT ANALYSIS WORKSHEETS**

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Queues

1: SR-57 SB Ramps & Katella Av.



| Lane Group | EBT | WBT | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|
| Lane Group Flow (vph) | 1452 | 1064 | 100 | 188 | 185 |
| v/c Ratio | 0.80 | 0.79 | 0.41 | 0.53 | 0.50 |
| Control Delay | 26.4 | 35.0 | 35.7 | 11.6 | 9.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 26.4 | 35.0 | 35.7 | 11.6 | 9.8 |
| Queue Length 50th (ft) | 213 | 208 | 49 | 5 | 0 |
| Queue Length 95th (ft) | #342 | 253 | 90 | 62 | 53 |
| Internal Link Dist (ft) | 482 | 851 | | 1480 | |
| Turn Bay Length (ft) | | | 535 | | 535 |
| Base Capacity (vph) | 1815 | 1369 | 373 | 456 | 473 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.80 | 0.78 | 0.27 | 0.41 | 0.39 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Queues
2: SR-57 NB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Lane Group | EBT | WBT | WBR | NBL | NBT | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 1299 | 705 | 111 | 314 | 299 | 291 |
| v/c Ratio | 0.53 | 0.74 | 0.30 | 0.74 | 0.60 | 0.50 |
| Control Delay | 10.0 | 35.5 | 8.1 | 38.0 | 15.1 | 6.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 10.0 | 35.5 | 8.1 | 38.0 | 15.1 | 6.1 |
| Queue Length 50th (ft) | 146 | 120 | 0 | 148 | 51 | 0 |
| Queue Length 95th (ft) | 181 | 161 | 39 | 230 | 130 | 56 |
| Internal Link Dist (ft) | 851 | 265 | | | 1279 | |
| Turn Bay Length (ft) | | | | 515 | | 515 |
| Base Capacity (vph) | 2464 | 996 | 386 | 508 | 566 | 644 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.53 | 0.71 | 0.29 | 0.62 | 0.53 | 0.45 |

Intersection Summary

Queues

1: SR-57 SB Ramps & Katella Av.



| Lane Group | EBT | WBT | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|------|------|
| Lane Group Flow (vph) | 1442 | 1832 | 386 | 380 | 380 |
| v/c Ratio | 1.13 | 1.02 | 1.12 | 0.67 | 0.62 |
| Control Delay | 100.3 | 54.0 | 119.0 | 12.2 | 8.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 100.3 | 54.0 | 119.0 | 12.2 | 8.5 |
| Queue Length 50th (ft) | ~339 | ~419 | ~267 | 21 | 0 |
| Queue Length 95th (ft) | #434 | m#508 | #449 | 121 | 81 |
| Internal Link Dist (ft) | 482 | 851 | | 1480 | |
| Turn Bay Length (ft) | | | 535 | | 535 |
| Base Capacity (vph) | 1275 | 1794 | 346 | 570 | 613 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.13 | 1.02 | 1.12 | 0.67 | 0.62 |

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.



| Lane Group | EBT | WBT | WBR | NBL | NBT | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 1483 | 1384 | 203 | 351 | 359 | 360 |
| v/c Ratio | 0.76 | 0.91 | 0.33 | 0.88 | 0.59 | 0.55 |
| Control Delay | 25.6 | 40.6 | 5.3 | 55.6 | 9.3 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.6 | 40.6 | 5.3 | 55.6 | 9.3 | 6.6 |
| Queue Length 50th (ft) | 218 | 276 | 0 | 197 | 18 | 0 |
| Queue Length 95th (ft) | m194 | #365 | 48 | #353 | 103 | 69 |
| Internal Link Dist (ft) | 851 | 265 | | | 1279 | |
| Turn Bay Length (ft) | | | | 515 | | 515 |
| Base Capacity (vph) | 1944 | 1524 | 617 | 419 | 623 | 667 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.76 | 0.91 | 0.33 | 0.84 | 0.58 | 0.54 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

**APPENDIX 3.4: EXISTING (2022) CONDITIONS FREEWAY OFF-RAMP
QUEUING ANALYSIS WORKSHEETS**

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Queues

1: SR-57 SB Ramps & Katella Av.



| Lane Group | EBT | WBT | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|
| Lane Group Flow (vph) | 1452 | 1064 | 100 | 188 | 185 |
| v/c Ratio | 0.80 | 0.79 | 0.41 | 0.53 | 0.50 |
| Control Delay | 26.4 | 35.0 | 35.7 | 11.6 | 9.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 26.4 | 35.0 | 35.7 | 11.6 | 9.8 |
| Queue Length 50th (ft) | 213 | 208 | 49 | 5 | 0 |
| Queue Length 95th (ft) | #342 | 253 | 90 | 62 | 53 |
| Internal Link Dist (ft) | 482 | 851 | | 1480 | |
| Turn Bay Length (ft) | | | 535 | | 535 |
| Base Capacity (vph) | 1815 | 1369 | 373 | 456 | 473 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.80 | 0.78 | 0.27 | 0.41 | 0.39 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



| Lane Group | EBT | WBT | WBR | NBL | NBT | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 1299 | 705 | 111 | 314 | 299 | 291 |
| v/c Ratio | 0.53 | 0.74 | 0.30 | 0.74 | 0.60 | 0.50 |
| Control Delay | 10.0 | 35.5 | 8.1 | 38.0 | 15.1 | 6.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 10.0 | 35.5 | 8.1 | 38.0 | 15.1 | 6.1 |
| Queue Length 50th (ft) | 146 | 120 | 0 | 148 | 51 | 0 |
| Queue Length 95th (ft) | 181 | 161 | 39 | 230 | 130 | 56 |
| Internal Link Dist (ft) | 851 | 265 | | | 1279 | |
| Turn Bay Length (ft) | | | | 515 | | 515 |
| Base Capacity (vph) | 2464 | 996 | 386 | 508 | 566 | 644 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.53 | 0.71 | 0.29 | 0.62 | 0.53 | 0.45 |

Intersection Summary

Queues

1: SR-57 SB Ramps & Katella Av.



| Lane Group | EBT | WBT | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|------|------|
| Lane Group Flow (vph) | 1442 | 1832 | 386 | 380 | 380 |
| v/c Ratio | 1.13 | 1.02 | 1.12 | 0.67 | 0.62 |
| Control Delay | 100.3 | 54.0 | 119.0 | 12.2 | 8.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 100.3 | 54.0 | 119.0 | 12.2 | 8.5 |
| Queue Length 50th (ft) | ~339 | ~419 | ~267 | 21 | 0 |
| Queue Length 95th (ft) | #434 | m#508 | #449 | 121 | 81 |
| Internal Link Dist (ft) | 482 | 851 | | 1480 | |
| Turn Bay Length (ft) | | | 535 | | 535 |
| Base Capacity (vph) | 1275 | 1794 | 346 | 570 | 613 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.13 | 1.02 | 1.12 | 0.67 | 0.62 |

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.



| Lane Group | EBT | WBT | WBR | NBL | NBT | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 1483 | 1384 | 203 | 351 | 359 | 360 |
| v/c Ratio | 0.76 | 0.91 | 0.33 | 0.88 | 0.59 | 0.55 |
| Control Delay | 25.6 | 40.6 | 5.3 | 55.6 | 9.3 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 25.6 | 40.6 | 5.3 | 55.6 | 9.3 | 6.6 |
| Queue Length 50th (ft) | 218 | 276 | 0 | 197 | 18 | 0 |
| Queue Length 95th (ft) | m194 | #365 | 48 | #353 | 103 | 69 |
| Internal Link Dist (ft) | 851 | 265 | | | 1279 | |
| Turn Bay Length (ft) | | | | 515 | | 515 |
| Base Capacity (vph) | 1944 | 1524 | 617 | 419 | 623 | 667 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.76 | 0.91 | 0.33 | 0.84 | 0.58 | 0.54 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX 4.1: DRIVEWAY COUNTS FOR TRIP GENERATION RATES

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Table 4.1-1

Summary of Driveway Count Data - Calculation of Average Trip Generation Rate

| Land Use | 700 Eckhoff Street, Orange ² | | | | | | | 2550 E. 28th Street, Vernon ² | | | | | | | 2250 E. 69th Street, Long Beach ² | | | | | | | 15400 S. Main Street, Gardena ² | | | | | | | 10661 Etiwanda Avenue, Fontana ² | | | | | | |
|--|---|-------|-------|--------------|-------|-------|-------|--|--------------|-------|-------|--------------|-------|-------|--|-------|--------------|-------|-------|--------------|-------|--|-------|-------|--------------|-------|-------|--------------|---|-------|-------|-------|-------|-------|-------|
| | AM Peak Hour | | | PM Peak Hour | | | | Daily | AM Peak Hour | | | PM Peak Hour | | | | Daily | AM Peak Hour | | | PM Peak Hour | | | | Daily | AM Peak Hour | | | PM Peak Hour | | | | Daily | | | |
| | In | Out | Total | In | Out | Total | In | | Out | Total | In | Out | Total | In | Out | | Total | In | Out | Total | In | Out | Total | | In | Out | Total | In | Out | Total | In | | Out | Total | Daily |
| DAY 1 | November 10, 2020 | | | | | | | November 24, 2020 | | | | | | | March 9, 2022 | | | | | | | March 9, 2022 | | | | | | | March 9, 2022 | | | | | | |
| Passenger Cars: | 9 | 7 | 16 | 6 | 4 | 10 | 212 | 7 | 4 | 11 | 4 | 1 | 5 | 145 | 10 | 7 | 17 | 1 | 4 | 5 | 177 | 11 | 5 | 16 | 11 | 4 | 15 | 226 | 15 | 17 | 32 | 6 | 22 | 28 | 677 |
| 2-axle Trucks: | 0 | 0 | 0 | 1 | 0 | 1 | 15 | 0 | 0 | 0 | 1 | 0 | 1 | 15 | 1 | 1 | 2 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 4 | 5 | 9 | 49 | 6 | 7 | 13 | 3 | 2 | 5 | 85 |
| 3-axle Trucks: | 1 | 2 | 3 | 6 | 3 | 9 | 50 | 1 | 2 | 3 | 6 | 3 | 9 | 50 | 0 | 0 | 0 | 2 | 0 | 2 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 2 | 2 | 6 | 1 | 7 | 77 |
| 4+-axle Trucks: | 1 | 4 | 5 | 3 | 2 | 5 | 92 | 1 | 4 | 5 | 3 | 2 | 5 | 92 | 2 | 6 | 8 | 7 | 0 | 7 | 93 | 0 | 2 | 2 | 1 | 2 | 3 | 47 | 4 | 11 | 15 | 15 | 9 | 24 | 399 |
| Total Truck Trips: | 2 | 6 | 8 | 10 | 5 | 15 | 157 | 2 | 6 | 8 | 10 | 5 | 15 | 157 | 3 | 7 | 10 | 9 | 0 | 9 | 122 | 0 | 2 | 2 | 5 | 7 | 12 | 143 | 10 | 20 | 30 | 24 | 12 | 36 | 561 |
| Total Trips ¹ | 11 | 13 | 24 | 16 | 9 | 25 | 369 | 9 | 10 | 19 | 14 | 6 | 20 | 302 | 13 | 14 | 27 | 10 | 4 | 14 | 299 | 11 | 7 | 18 | 16 | 11 | 27 | 369 | 25 | 37 | 62 | 30 | 34 | 64 | 1,238 |
| DAY 2 | November 12, 2020 | | | | | | | November 25, 2020 | | | | | | | March 10, 2022 | | | | | | | March 10, 2022 | | | | | | | March 10, 2022 | | | | | | |
| Passenger Cars: | 13 | 10 | 23 | 8 | 5 | 13 | 189 | 9 | 3 | 12 | 5 | 3 | 8 | 115 | 9 | 3 | 12 | 2 | 2 | 4 | 172 | 7 | 3 | 10 | 4 | 7 | 11 | 222 | 17 | 15 | 32 | 9 | 11 | 20 | 691 |
| 2-axle Trucks: | 0 | 1 | 1 | 0 | 0 | 0 | 18 | 0 | 1 | 1 | 0 | 0 | 0 | 18 | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 3 | 2 | 5 | 0 | 1 | 1 | 37 | 1 | 3 | 4 | 2 | 2 | 4 | 79 |
| 3-axle Trucks: | 0 | 0 | 0 | 4 | 0 | 4 | 49 | 0 | 0 | 0 | 4 | 0 | 4 | 49 | 2 | 3 | 5 | 0 | 0 | 0 | 20 | 0 | 4 | 4 | 3 | 1 | 4 | 47 | 3 | 2 | 5 | 4 | 0 | 4 | 76 |
| 4+-axle Trucks: | 1 | 1 | 2 | 2 | 2 | 4 | 80 | 1 | 1 | 2 | 2 | 2 | 4 | 80 | 5 | 8 | 13 | 8 | 1 | 9 | 94 | 0 | 4 | 4 | 6 | 0 | 6 | 66 | 10 | 13 | 23 | 20 | 5 | 25 | 369 |
| Total Truck Trips: | 1 | 2 | 3 | 6 | 2 | 8 | 147 | 1 | 2 | 3 | 6 | 2 | 8 | 147 | 7 | 12 | 19 | 8 | 1 | 9 | 119 | 3 | 10 | 13 | 9 | 2 | 11 | 150 | 14 | 18 | 32 | 26 | 7 | 33 | 524 |
| Total Trips ¹ | 14 | 12 | 26 | 14 | 7 | 21 | 336 | 10 | 5 | 15 | 11 | 5 | 16 | 262 | 16 | 15 | 31 | 10 | 3 | 13 | 291 | 10 | 13 | 23 | 13 | 9 | 22 | 372 | 31 | 33 | 64 | 35 | 18 | 53 | 1,215 |
| 2-Day Average Trip Generation: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Passenger Cars: | 11 | 9 | 20 | 7 | 5 | 12 | 201 | 8 | 4 | 12 | 5 | 2 | 7 | 130 | 10 | 5 | 15 | 2 | 3 | 5 | 175 | 9 | 4 | 13 | 8 | 6 | 13 | 224 | 16 | 16 | 32 | 8 | 17 | 24 | 684 |
| 2-axle Trucks: | 0 | 1 | 1 | 1 | 0 | 1 | 17 | 0 | 1 | 1 | 1 | 0 | 1 | 17 | 1 | 1 | 2 | 0 | 0 | 0 | 8 | 2 | 1 | 3 | 2 | 3 | 5 | 43 | 4 | 5 | 9 | 3 | 2 | 5 | 82 |
| 3-axle Trucks: | 1 | 1 | 2 | 5 | 2 | 7 | 50 | 1 | 1 | 2 | 5 | 2 | 7 | 50 | 1 | 2 | 3 | 1 | 0 | 1 | 19 | 0 | 2 | 2 | 2 | 1 | 2 | 47 | 2 | 2 | 4 | 5 | 1 | 6 | 77 |
| 4+-axle Trucks: | 1 | 3 | 4 | 3 | 2 | 5 | 86 | 1 | 3 | 4 | 3 | 2 | 5 | 86 | 4 | 7 | 11 | 8 | 1 | 8 | 94 | 0 | 3 | 3 | 4 | 1 | 5 | 57 | 7 | 12 | 19 | 18 | 7 | 25 | 384 |
| Total Truck Trips: | 2 | 4 | 6 | 8 | 4 | 12 | 152 | 2 | 4 | 6 | 8 | 4 | 12 | 152 | 5 | 10 | 15 | 9 | 1 | 9 | 121 | 2 | 6 | 8 | 7 | 5 | 12 | 147 | 12 | 19 | 31 | 25 | 10 | 35 | 543 |
| Total Trips ¹ | 13 | 13 | 25 | 15 | 8 | 23 | 353 | 10 | 8 | 17 | 13 | 6 | 18 | 282 | 15 | 15 | 29 | 10 | 4 | 14 | 295 | 11 | 10 | 21 | 15 | 10 | 25 | 371 | 28 | 35 | 63 | 33 | 26 | 59 | 1,227 |
| Average Trip Generation Rate (Dock Doors) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Passenger Cars: | 0.116 | 0.089 | 0.205 | 0.074 | 0.047 | 0.121 | 2.111 | 0.100 | 0.044 | 0.144 | 0.056 | 0.025 | 0.081 | 1.625 | 0.144 | 0.076 | 0.220 | 0.023 | 0.045 | 0.068 | 2.644 | 0.102 | 0.045 | 0.148 | 0.085 | 0.063 | 0.148 | 2.545 | 0.097 | 0.097 | 0.194 | 0.045 | 0.100 | 0.145 | 4.145 |
| 2-axle Trucks: | 0.000 | 0.005 | 0.005 | 0.005 | 0.000 | 0.005 | 0.174 | 0.000 | 0.006 | 0.006 | 0.006 | 0.000 | 0.006 | 0.206 | 0.008 | 0.015 | 0.023 | 0.000 | 0.000 | 0.000 | 0.121 | 0.017 | 0.011 | 0.028 | 0.023 | 0.034 | 0.057 | 0.489 | 0.021 | 0.030 | 0.052 | 0.015 | 0.012 | 0.027 | 0.497 |
| 3-axle Trucks: | 0.005 | 0.011 | 0.016 | 0.053 | 0.016 | 0.068 | 0.521 | 0.006 | 0.013 | 0.019 | 0.063 | 0.019 | 0.081 | 0.619 | 0.015 | 0.023 | 0.038 | 0.015 | 0.000 | 0.015 | 0.288 | 0.000 | 0.023 | 0.023 | 0.017 | 0.006 | 0.023 | 0.534 | 0.009 | 0.012 | 0.021 | 0.030 | 0.003 | 0.033 | 0.464 |
| 4+-axle Trucks: | 0.011 | 0.026 | 0.037 | 0.026 | 0.021 | 0.047 | 0.905 | 0.013 | 0.031 | 0.044 | 0.031 | 0.025 | 0.056 | 1.075 | 0.053 | 0.106 | 0.159 | 0.114 | 0.008 | 0.121 | 1.417 | 0.000 | 0.034 | 0.034 | 0.040 | 0.011 | 0.051 | 0.642 | 0.042 | 0.073 | 0.115 | 0.106 | 0.042 | 0.148 | 2.327 |
| Total Rate | 0.132 | 0.132 | 0.263 | 0.158 | 0.084 | 0.242 | 3.711 | 0.119 | 0.094 | 0.213 | 0.156 | 0.069 | 0.225 | 3.525 | 0.220 | 0.220 | 0.439 | 0.152 | 0.053 | 0.205 | 4.470 | 0.119 | 0.114 | 0.233 | 0.165 | 0.114 | 0.278 | 4.210 | 0.170 | 0.212 | 0.382 | 0.197 | 0.158 | 0.355 | 7.433 |

¹ Total Trips = Passenger Cars + Total Truck Trips.

² Trip generation represents the sum of all driveways, by day.

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City: Orange
 Location: 700 N Eckhoff Street
 Driveway: South
 Date: Tuesday, November 10, 2020
 Count Type: Driveway Classification

| | Entering | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 2 | 2 |
| 0:45 | 1 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 1 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 1 | 0 | 0 | 1 | 2 |
| 2:15 | 1 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 1 | 1 |
| 2:45 | 2 | 0 | 1 | 0 | 3 |
| 3:00 | 1 | 0 | 0 | 0 | 1 |
| 3:15 | 1 | 0 | 0 | 0 | 1 |
| 3:30 | 1 | 0 | 0 | 0 | 1 |
| 3:45 | 3 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 1 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 1 | 0 | 0 | 2 | 3 |
| 5:30 | 1 | 0 | 0 | 0 | 1 |
| 5:45 | 1 | 0 | 0 | 0 | 1 |
| 6:00 | 1 | 0 | 0 | 0 | 1 |
| 6:15 | 3 | 0 | 0 | 0 | 3 |
| 6:30 | 2 | 1 | 0 | 0 | 3 |
| 6:45 | 2 | 0 | 0 | 0 | 2 |
| 7:00 | 1 | 0 | 0 | 1 | 2 |
| 7:15 | 3 | 0 | 0 | 0 | 3 |
| 7:30 | 2 | 0 | 0 | 0 | 2 |
| 7:45 | 5 | 0 | 0 | 0 | 5 |
| 8:00 | 0 | 0 | 1 | 0 | 1 |
| 8:15 | 2 | 0 | 0 | 1 | 3 |
| 8:30 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 2 | 0 | 0 | 0 | 2 |
| 9:00 | 6 | 0 | 1 | 0 | 7 |
| 9:15 | 7 | 0 | 0 | 1 | 8 |
| 9:30 | 1 | 0 | 0 | 0 | 1 |
| 9:45 | 4 | 0 | 0 | 0 | 4 |
| 10:00 | 1 | 0 | 0 | 0 | 1 |
| 10:15 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 2 | 0 | 0 | 1 | 3 |
| 10:45 | 2 | 1 | 1 | 0 | 4 |
| 11:00 | 0 | 1 | 1 | 0 | 2 |
| 11:15 | 0 | 0 | 0 | 1 | 1 |
| 11:30 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 2 | 0 | 0 | 0 | 2 |

| | Exiting | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 1 | 0 | 0 | 1 | 2 |
| 0:30 | 1 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 1 | 0 | 0 | 1 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 1 | 0 | 0 | 0 | 1 |
| 2:00 | 1 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 1 | 0 | 0 | 0 | 1 |
| 2:45 | 1 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 1 | 0 | 1 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 1 | 1 |
| 3:45 | 1 | 0 | 0 | 0 | 1 |
| 4:00 | 3 | 0 | 0 | 0 | 3 |
| 4:15 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 1 | 0 | 0 | 2 | 3 |
| 5:15 | 1 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 2 | 0 | 0 | 1 | 3 |
| 6:00 | 1 | 0 | 0 | 0 | 1 |
| 6:15 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 1 | 0 | 0 | 0 | 1 |
| 6:45 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 1 | 0 | 0 | 0 | 1 |
| 7:15 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 1 | 0 | 0 | 0 | 1 |
| 7:45 | 1 | 0 | 1 | 4 | 6 |
| 8:00 | 5 | 0 | 0 | 0 | 5 |
| 8:15 | 0 | 0 | 1 | 0 | 1 |
| 8:30 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 1 | 0 | 1 |
| 9:00 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | 1 | 0 | 4 | 5 | 10 |
| 9:30 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | 1 | 0 | 1 | 3 | 5 |
| 10:00 | 1 | 0 | 3 | 1 | 5 |
| 10:15 | 0 | 0 | 0 | 5 | 5 |
| 10:30 | 2 | 0 | 2 | 2 | 6 |
| 10:45 | 0 | 0 | 0 | 2 | 2 |
| 11:00 | 0 | 1 | 2 | 1 | 4 |
| 11:15 | 1 | 0 | 1 | 0 | 2 |
| 11:30 | 6 | 2 | 0 | 3 | 11 |
| 11:45 | 1 | 0 | 0 | 1 | 2 |

| | | | | | |
|--------------|------------|----------|-----------|-----------|------------|
| 12:00 | 1 | 0 | 2 | 1 | 4 |
| 12:15 | 1 | 0 | 0 | 1 | 2 |
| 12:30 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 1 | 0 | 0 | 0 | 1 |
| 13:30 | 0 | 0 | 1 | 0 | 1 |
| 13:45 | 0 | 0 | 0 | 1 | 1 |
| 14:00 | 1 | 0 | 0 | 0 | 1 |
| 14:15 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 1 | 0 | 0 | 0 | 1 |
| 14:45 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 1 | 0 | 0 | 0 | 1 |
| 15:30 | 0 | 0 | 0 | 1 | 1 |
| 15:45 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 1 | 0 | 0 | 1 | 2 |
| 16:15 | 0 | 0 | 1 | 3 | 4 |
| 16:30 | 1 | 0 | 0 | 0 | 1 |
| 16:45 | 1 | 0 | 0 | 0 | 1 |
| 17:00 | 3 | 0 | 0 | 0 | 3 |
| 17:15 | 0 | 0 | 2 | 1 | 3 |
| 17:30 | 2 | 0 | 1 | 2 | 5 |
| 17:45 | 1 | 1 | 2 | 0 | 4 |
| 18:00 | 0 | 0 | 2 | 2 | 4 |
| 18:15 | 0 | 0 | 2 | 4 | 6 |
| 18:30 | 0 | 0 | 5 | 3 | 8 |
| 18:45 | 2 | 1 | 0 | 2 | 5 |
| 19:00 | 1 | 0 | 0 | 1 | 2 |
| 19:15 | 6 | 0 | 1 | 0 | 7 |
| 19:30 | 4 | 0 | 1 | 1 | 6 |
| 19:45 | 1 | 0 | 1 | 2 | 4 |
| 20:00 | 0 | 2 | 1 | 1 | 4 |
| 20:15 | 1 | 0 | 0 | 1 | 2 |
| 20:30 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 2 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 1 | 0 | 0 | 1 | 2 |
| 21:30 | 2 | 0 | 0 | 0 | 2 |
| 21:45 | 2 | 0 | 0 | 1 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 0 | 0 | 0 | 1 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 2 | 0 | 0 | 0 | 2 |
| 23:30 | 2 | 0 | 0 | 0 | 2 |
| 23:45 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 103 | 7 | 27 | 44 | 181 |

| | | | | | |
|--------------|------------|----------|-----------|-----------|------------|
| 12:00 | 0 | 0 | 0 | 1 | 1 |
| 12:15 | 2 | 0 | 1 | 0 | 3 |
| 12:30 | 1 | 0 | 0 | 0 | 1 |
| 12:45 | 0 | 1 | 0 | 0 | 1 |
| 13:00 | 0 | 1 | 0 | 0 | 1 |
| 13:15 | 1 | 0 | 0 | 0 | 1 |
| 13:30 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 1 | 1 | 2 |
| 14:15 | 0 | 0 | 0 | 1 | 1 |
| 14:30 | 0 | 0 | 0 | 1 | 1 |
| 14:45 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 2 | 0 | 0 | 0 | 2 |
| 15:15 | 1 | 0 | 0 | 1 | 2 |
| 15:30 | 1 | 0 | 0 | 0 | 1 |
| 15:45 | 2 | 0 | 0 | 0 | 2 |
| 16:00 | 1 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 3 | 0 | 0 | 0 | 3 |
| 16:45 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 2 | 0 | 3 |
| 17:15 | 1 | 0 | 0 | 1 | 2 |
| 17:30 | 1 | 0 | 0 | 1 | 2 |
| 17:45 | 1 | 0 | 1 | 0 | 2 |
| 18:00 | 2 | 0 | 0 | 0 | 2 |
| 18:15 | 1 | 1 | 0 | 0 | 2 |
| 18:30 | 3 | 1 | 0 | 0 | 4 |
| 18:45 | 3 | 0 | 0 | 2 | 5 |
| 19:00 | 2 | 0 | 0 | 0 | 2 |
| 19:15 | 4 | 0 | 0 | 0 | 4 |
| 19:30 | 5 | 0 | 0 | 0 | 5 |
| 19:45 | 4 | 0 | 0 | 0 | 4 |
| 20:00 | 2 | 0 | 0 | 0 | 2 |
| 20:15 | 1 | 0 | 0 | 0 | 1 |
| 20:30 | 3 | 0 | 1 | 0 | 4 |
| 20:45 | 4 | 0 | 0 | 1 | 5 |
| 21:00 | 1 | 0 | 0 | 1 | 2 |
| 21:15 | 1 | 0 | 0 | 0 | 1 |
| 21:30 | 1 | 0 | 0 | 0 | 1 |
| 21:45 | 1 | 0 | 0 | 0 | 1 |
| 22:00 | 1 | 0 | 0 | 0 | 1 |
| 22:15 | 1 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 1 | 1 |
| 23:00 | 0 | 0 | 0 | 2 | 2 |
| 23:15 | 3 | 0 | 0 | 0 | 3 |
| 23:30 | 7 | 0 | 1 | 0 | 8 |
| 23:45 | 3 | 0 | 0 | 0 | 3 |
| TOTAL | 109 | 8 | 23 | 48 | 188 |

City: Orange
 Location: 700 N Eckhoff Street
 Driveway: South
 Date: Thursday, November 12, 2020
 Count Type: Driveway Classification

| | Entering | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 1 | 0 | 0 | 1 | 2 |
| 0:15 | 0 | 0 | 0 | 1 | 1 |
| 0:30 | 0 | 0 | 0 | 1 | 1 |
| 0:45 | 0 | 0 | 1 | 0 | 1 |
| 1:00 | 0 | 0 | 1 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 1 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 1 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 1 | 1 |
| 3:15 | 1 | 0 | 0 | 1 | 2 |
| 3:30 | 3 | 0 | 0 | 1 | 4 |
| 3:45 | 3 | 0 | 1 | 0 | 4 |
| 4:00 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 1 | 1 | 2 |
| 4:45 | 1 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 2 | 2 |
| 5:30 | 1 | 0 | 0 | 0 | 1 |
| 5:45 | 1 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 3 | 0 | 0 | 0 | 3 |
| 6:30 | 2 | 1 | 0 | 0 | 3 |
| 6:45 | 4 | 0 | 0 | 0 | 4 |
| 7:00 | 1 | 0 | 0 | 0 | 1 |
| 7:15 | 4 | 0 | 0 | 1 | 5 |
| 7:30 | 2 | 0 | 0 | 0 | 2 |
| 7:45 | 7 | 0 | 0 | 0 | 7 |
| 8:00 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 2 | 0 | 0 | 0 | 2 |
| 8:30 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 8 | 0 | 0 | 0 | 8 |
| 9:15 | 5 | 1 | 0 | 0 | 6 |
| 9:30 | 1 | 0 | 0 | 0 | 1 |
| 9:45 | 2 | 0 | 0 | 1 | 3 |
| 10:00 | 1 | 2 | 0 | 0 | 3 |
| 10:15 | 2 | 0 | 0 | 0 | 2 |
| 10:30 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 1 | 0 | 0 | 0 | 1 |
| 11:00 | 1 | 1 | 0 | 0 | 2 |
| 11:15 | 0 | 0 | 0 | 1 | 1 |
| 11:30 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 2 | 0 | 1 | 0 | 3 |

| | Exiting | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 1 | 1 |
| 1:00 | 1 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 1 | 0 | 0 | 1 | 2 |
| 1:45 | 0 | 0 | 0 | 1 | 1 |
| 2:00 | 0 | 0 | 0 | 1 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 1 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 1 | 0 | 0 | 1 | 2 |
| 3:15 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 1 | 1 |
| 3:45 | 1 | 0 | 0 | 1 | 2 |
| 4:00 | 3 | 0 | 0 | 1 | 4 |
| 4:15 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 1 | 0 | 0 | 0 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 1 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 2 | 0 | 1 | 0 | 3 |
| 6:00 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 1 | 0 | 0 | 0 | 1 |
| 7:15 | 3 | 0 | 0 | 0 | 3 |
| 7:30 | 1 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 1 | 0 | 1 | 2 |
| 8:00 | 6 | 0 | 0 | 0 | 6 |
| 8:15 | 0 | 0 | 0 | 1 | 1 |
| 8:30 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 1 | 1 |
| 9:15 | 1 | 0 | 1 | 0 | 2 |
| 9:30 | 1 | 1 | 1 | 1 | 4 |
| 9:45 | 1 | 0 | 3 | 1 | 5 |
| 10:00 | 0 | 0 | 1 | 4 | 5 |
| 10:15 | 1 | 1 | 0 | 4 | 6 |
| 10:30 | 3 | 0 | 2 | 3 | 8 |
| 10:45 | 1 | 0 | 1 | 0 | 2 |
| 11:00 | 1 | 1 | 2 | 0 | 4 |
| 11:15 | 0 | 1 | 3 | 0 | 4 |
| 11:30 | 1 | 1 | 1 | 0 | 3 |
| 11:45 | 1 | 0 | 0 | 0 | 1 |

| | | | | | |
|--------------|-----------|----------|-----------|-----------|------------|
| 12:00 | 0 | 1 | 0 | 1 | 2 |
| 12:15 | 2 | 0 | 0 | 0 | 2 |
| 12:30 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 1 | 0 | 1 |
| 13:30 | 1 | 0 | 1 | 0 | 2 |
| 13:45 | 0 | 0 | 1 | 0 | 1 |
| 14:00 | 2 | 0 | 2 | 0 | 4 |
| 14:15 | 1 | 0 | 0 | 1 | 2 |
| 14:30 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 2 | 2 |
| 15:15 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 1 | 0 | 2 | 3 |
| 15:45 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 1 | 0 | 1 | 0 | 2 |
| 16:15 | 0 | 0 | 0 | 2 | 2 |
| 16:30 | 1 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 3 | 0 | 4 |
| 17:15 | 2 | 0 | 0 | 0 | 2 |
| 17:30 | 3 | 0 | 0 | 1 | 4 |
| 17:45 | 2 | 0 | 1 | 1 | 4 |
| 18:00 | 1 | 0 | 0 | 1 | 2 |
| 18:15 | 0 | 0 | 1 | 3 | 4 |
| 18:30 | 0 | 0 | 1 | 4 | 5 |
| 18:45 | 1 | 0 | 1 | 2 | 4 |
| 19:00 | 1 | 1 | 1 | 1 | 4 |
| 19:15 | 3 | 0 | 2 | 0 | 5 |
| 19:30 | 2 | 0 | 1 | 1 | 4 |
| 19:45 | 0 | 0 | 0 | 2 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 1 | 0 | 1 | 1 | 3 |
| 20:30 | 1 | 0 | 0 | 1 | 2 |
| 20:45 | 1 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 2 | 1 | 1 | 0 | 4 |
| 21:30 | 2 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 1 | 0 | 0 | 1 | 2 |
| 22:30 | 2 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 1 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 1 | 1 |
| 23:15 | 1 | 0 | 0 | 0 | 1 |
| 23:30 | 1 | 0 | 0 | 0 | 1 |
| 23:45 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 96 | 9 | 25 | 41 | 171 |

| | | | | | |
|-------|-----------|----------|-----------|-----------|------------|
| 12:00 | 1 | 1 | 0 | 1 | 3 |
| 12:15 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 1 | 0 | 1 | 0 | 2 |
| 12:45 | 1 | 1 | 0 | 0 | 2 |
| 13:00 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 1 | 0 | 2 | 0 | 3 |
| 13:30 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 3 | 0 | 0 | 0 | 3 |
| 14:00 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 1 | 1 |
| 14:45 | 0 | 0 | 0 | 2 | 2 |
| 15:00 | 1 | 0 | 0 | 0 | 1 |
| 15:15 | 0 | 0 | 0 | 1 | 1 |
| 15:30 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 1 | 0 | 0 | 1 | 2 |
| 16:00 | 1 | 0 | 0 | 1 | 2 |
| 16:15 | 1 | 1 | 0 | 0 | 2 |
| 16:30 | 1 | 0 | 0 | 0 | 1 |
| 16:45 | 1 | 0 | 0 | 0 | 1 |
| 17:00 | 2 | 0 | 0 | 1 | 3 |
| 17:15 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 2 | 0 | 0 | 1 | 3 |
| 17:45 | 1 | 0 | 0 | 0 | 1 |
| 18:00 | 3 | 0 | 0 | 0 | 3 |
| 18:15 | 1 | 0 | 0 | 0 | 1 |
| 18:30 | 2 | 0 | 0 | 0 | 2 |
| 18:45 | 3 | 0 | 1 | 1 | 5 |
| 19:00 | 2 | 0 | 0 | 0 | 2 |
| 19:15 | 2 | 0 | 0 | 0 | 2 |
| 19:30 | 6 | 0 | 0 | 0 | 6 |
| 19:45 | 3 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 3 | 0 | 0 | 0 | 3 |
| 20:30 | 3 | 0 | 0 | 0 | 3 |
| 20:45 | 1 | 0 | 0 | 0 | 1 |
| 21:00 | 1 | 0 | 0 | 0 | 1 |
| 21:15 | 1 | 0 | 0 | 0 | 1 |
| 21:30 | 0 | 0 | 0 | 1 | 1 |
| 21:45 | 1 | 0 | 0 | 0 | 1 |
| 22:00 | 1 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 0 | 0 |
| 22:30 | 1 | 0 | 2 | 0 | 3 |
| 22:45 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 1 | 0 | 0 | 2 | 3 |
| 23:30 | 3 | 0 | 1 | 0 | 4 |
| 23:45 | 3 | 0 | 1 | 0 | 4 |
| | 93 | 9 | 24 | 37 | 163 |



City: Vernon
 Location: 2550 E 28th Street - TOTAL
 Date: 11/24/2020
 Count Type: Driveway Count

| | Entering | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 1 | 0 | 0 | 0 | 1 |
| 0:15 | 1 | 0 | 0 | 0 | 1 |
| 0:30 | 0 | 0 | 0 | 1 | 1 |
| 0:45 | 2 | 0 | 0 | 1 | 3 |
| 1:00 | 0 | 0 | 0 | 1 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 2 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 1 | 0 | 0 | 0 | 1 |
| 2:45 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 1 | 0 | 0 | 0 | 1 |
| 3:30 | 2 | 0 | 0 | 0 | 2 |
| 3:45 | 3 | 0 | 0 | 0 | 3 |
| 4:00 | 1 | 0 | 0 | 1 | 2 |
| 4:15 | 0 | 0 | 0 | 1 | 1 |
| 4:30 | 1 | 0 | 0 | 3 | 4 |
| 4:45 | 4 | 0 | 0 | 2 | 6 |
| 5:00 | 2 | 1 | 0 | 0 | 3 |
| 5:15 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 5 | 0 | 0 | 0 | 5 |
| 5:45 | 4 | 1 | 0 | 0 | 5 |
| 6:00 | 3 | 0 | 0 | 1 | 4 |
| 6:15 | 2 | 0 | 0 | 1 | 3 |
| 6:30 | 2 | 0 | 0 | 1 | 3 |
| 6:45 | 7 | 0 | 0 | 0 | 7 |
| 7:00 | 2 | 0 | 0 | 0 | 2 |
| 7:15 | 3 | 0 | 0 | 0 | 3 |
| 7:30 | 5 | 0 | 0 | 1 | 6 |
| 7:45 | 3 | 0 | 0 | 1 | 4 |
| 8:00 | 2 | 0 | 0 | 0 | 2 |
| 8:15 | 1 | 0 | 0 | 1 | 2 |
| 8:30 | 3 | 0 | 0 | 3 | 6 |
| 8:45 | 3 | 0 | 0 | 1 | 4 |
| 9:00 | 1 | 1 | 1 | 1 | 4 |
| 9:15 | 2 | 1 | 0 | 2 | 5 |
| 9:30 | 1 | 0 | 0 | 2 | 3 |
| 9:45 | 5 | 0 | 0 | 0 | 5 |
| 10:00 | 4 | 1 | 0 | 2 | 7 |
| 10:15 | 6 | 0 | 0 | 0 | 6 |
| 10:30 | 1 | 0 | 0 | 1 | 2 |
| 10:45 | 3 | 0 | 0 | 0 | 3 |
| 11:00 | 1 | 0 | 0 | 0 | 1 |
| 11:15 | 3 | 0 | 0 | 0 | 3 |
| 11:30 | 3 | 0 | 0 | 1 | 4 |
| 11:45 | 1 | 0 | 0 | 1 | 2 |

| | Exiting | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 0 | 0 | 0 | 2 | 2 |
| 0:15 | 1 | 0 | 0 | 0 | 1 |
| 0:30 | 5 | 0 | 0 | 3 | 8 |
| 0:45 | 3 | 0 | 1 | 1 | 5 |
| 1:00 | 0 | 0 | 0 | 2 | 2 |
| 1:15 | 2 | 0 | 0 | 1 | 3 |
| 1:30 | 0 | 0 | 0 | 1 | 1 |
| 1:45 | 0 | 0 | 0 | 1 | 1 |
| 2:00 | 1 | 0 | 0 | 0 | 1 |
| 2:15 | 1 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 1 | 1 |
| 3:00 | 1 | 0 | 0 | 0 | 1 |
| 3:15 | 1 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 1 | 1 |
| 4:15 | 2 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 0 | 0 | 2 | 2 |
| 4:45 | 1 | 0 | 0 | 0 | 1 |
| 5:00 | 1 | 0 | 0 | 1 | 2 |
| 5:15 | 0 | 1 | 0 | 0 | 1 |
| 5:30 | 1 | 0 | 0 | 2 | 3 |
| 5:45 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 1 | 0 | 1 | 2 |
| 6:15 | 1 | 0 | 0 | 0 | 1 |
| 6:30 | 2 | 0 | 0 | 2 | 4 |
| 6:45 | 1 | 0 | 0 | 4 | 5 |
| 7:00 | 1 | 1 | 0 | 1 | 3 |
| 7:15 | 1 | 0 | 2 | 2 | 5 |
| 7:30 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 2 | 0 | 0 | 2 |
| 8:00 | 1 | 0 | 0 | 3 | 4 |
| 8:15 | 1 | 0 | 0 | 3 | 4 |
| 8:30 | 1 | 1 | 1 | 1 | 4 |
| 8:45 | 0 | 0 | 1 | 2 | 3 |
| 9:00 | 2 | 0 | 1 | 1 | 4 |
| 9:15 | 2 | 1 | 1 | 2 | 6 |
| 9:30 | 2 | 0 | 0 | 5 | 7 |
| 9:45 | 5 | 0 | 1 | 1 | 7 |
| 10:00 | 2 | 0 | 0 | 2 | 4 |
| 10:15 | 1 | 0 | 1 | 1 | 3 |
| 10:30 | 2 | 0 | 1 | 2 | 5 |
| 10:45 | 4 | 0 | 1 | 3 | 8 |
| 11:00 | 0 | 0 | 1 | 4 | 5 |
| 11:15 | 1 | 0 | 0 | 3 | 4 |
| 11:30 | 3 | 0 | 0 | 2 | 5 |
| 11:45 | 1 | 0 | 0 | 0 | 1 |



City: Vernon
 Location: 2550 E 28th Street - TOTAL
 Date: 11/24/2020
 Count Type: Driveway Count

| | Entering | | | | |
|--------------|------------|--------------|-----------|-----------|------------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 12:00 | 0 | 0 | 1 | 2 | 3 |
| 12:15 | 2 | 0 | 0 | 1 | 3 |
| 12:30 | 0 | 1 | 0 | 3 | 4 |
| 12:45 | 4 | 0 | 0 | 1 | 5 |
| 13:00 | 2 | 1 | 0 | 0 | 3 |
| 13:15 | 0 | 0 | 0 | 4 | 4 |
| 13:30 | 0 | 0 | 0 | 1 | 1 |
| 13:45 | 3 | 0 | 0 | 1 | 4 |
| 14:00 | 2 | 1 | 0 | 1 | 4 |
| 14:15 | 1 | 0 | 0 | 1 | 2 |
| 14:30 | 2 | 1 | 0 | 1 | 4 |
| 14:45 | 1 | 0 | 0 | 0 | 1 |
| 15:00 | 1 | 0 | 0 | 0 | 1 |
| 15:15 | 0 | 1 | 0 | 1 | 2 |
| 15:30 | 1 | 0 | 0 | 1 | 2 |
| 15:45 | 1 | 1 | 0 | 1 | 3 |
| 16:00 | 0 | 0 | 0 | 1 | 1 |
| 16:15 | 1 | 0 | 0 | 0 | 1 |
| 16:30 | 1 | 0 | 0 | 2 | 3 |
| 16:45 | 1 | 0 | 0 | 0 | 1 |
| 17:00 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 1 | 0 | 0 | 1 | 2 |
| 17:30 | 1 | 0 | 0 | 2 | 3 |
| 17:45 | 0 | 1 | 2 | 6 | 9 |
| 18:00 | 1 | 0 | 2 | 4 | 7 |
| 18:15 | 0 | 0 | 3 | 3 | 6 |
| 18:30 | 0 | 0 | 0 | 5 | 5 |
| 18:45 | 2 | 0 | 0 | 3 | 5 |
| 19:00 | 1 | 0 | 1 | 1 | 3 |
| 19:15 | 1 | 0 | 1 | 3 | 5 |
| 19:30 | 0 | 0 | 1 | 2 | 3 |
| 19:45 | 1 | 0 | 0 | 1 | 2 |
| 20:00 | 1 | 0 | 0 | 1 | 2 |
| 20:15 | 1 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 2 | 0 | 0 | 1 | 3 |
| 21:00 | 2 | 0 | 0 | 0 | 2 |
| 21:15 | 1 | 0 | 0 | 1 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 1 | 1 | 0 | 1 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 1 | 0 | 0 | 1 | 2 |
| 22:30 | 0 | 0 | 0 | 1 | 1 |
| 22:45 | 2 | 0 | 0 | 3 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 2 | 0 | 0 | 0 | 2 |
| 23:30 | 3 | 0 | 0 | 0 | 3 |
| 23:45 | 2 | 0 | 0 | 1 | 3 |
| TOTAL | 144 | 13 | 12 | 95 | 264 |

| | Exiting | | | | |
|--------------|------------|--------------|-----------|-----------|------------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 12:00 | 1 | 0 | 0 | 1 | 2 |
| 12:15 | 3 | 0 | 1 | 1 | 5 |
| 12:30 | 1 | 0 | 1 | 2 | 4 |
| 12:45 | 1 | 1 | 0 | 0 | 2 |
| 13:00 | 3 | 1 | 0 | 0 | 4 |
| 13:15 | 1 | 0 | 0 | 0 | 1 |
| 13:30 | 0 | 0 | 2 | 0 | 2 |
| 13:45 | 2 | 0 | 2 | 0 | 4 |
| 14:00 | 3 | 0 | 0 | 2 | 5 |
| 14:15 | 1 | 0 | 0 | 1 | 2 |
| 14:30 | 4 | 0 | 1 | 1 | 6 |
| 14:45 | 1 | 1 | 0 | 0 | 2 |
| 15:00 | 4 | 1 | 0 | 1 | 6 |
| 15:15 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 4 | 0 | 0 | 0 | 4 |
| 16:00 | 2 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 0 | 0 | 2 | 2 |
| 16:30 | 2 | 0 | 0 | 1 | 3 |
| 16:45 | 2 | 0 | 0 | 0 | 2 |
| 17:00 | 3 | 0 | 0 | 0 | 3 |
| 17:15 | 0 | 0 | 0 | 1 | 1 |
| 17:30 | 1 | 0 | 0 | 0 | 1 |
| 17:45 | 1 | 0 | 0 | 0 | 1 |
| 18:00 | 5 | 0 | 0 | 0 | 5 |
| 18:15 | 6 | 0 | 0 | 1 | 7 |
| 18:30 | 4 | 0 | 0 | 0 | 4 |
| 18:45 | 6 | 0 | 0 | 1 | 7 |
| 19:00 | 5 | 0 | 0 | 0 | 5 |
| 19:15 | 4 | 0 | 0 | 0 | 4 |
| 19:30 | 2 | 0 | 0 | 1 | 3 |
| 19:45 | 3 | 0 | 0 | 1 | 4 |
| 20:00 | 2 | 0 | 0 | 1 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 1 | 0 | 0 | 1 | 2 |
| 20:45 | 1 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 1 | 1 |
| 21:15 | 0 | 0 | 0 | 2 | 2 |
| 21:30 | 0 | 1 | 0 | 1 | 2 |
| 21:45 | 1 | 0 | 0 | 2 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 1 | 0 | 0 | 0 | 1 |
| 22:30 | 2 | 0 | 0 | 0 | 2 |
| 22:45 | 1 | 0 | 0 | 1 | 2 |
| 23:00 | 1 | 0 | 0 | 1 | 2 |
| 23:15 | 1 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 1 | 1 |
| 23:45 | 2 | 0 | 0 | 0 | 2 |
| TOTAL | 142 | 12 | 19 | 91 | 264 |



City: Vernon
 Location: 2550 E 28th Street - TOTAL
 Date: 11/25/2020
 Count Type: Driveway Count

| | Entering | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 2 | 0 | 0 | 0 | 2 |
| 0:15 | 1 | 0 | 0 | 1 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 2 | 0 | 0 | 0 | 2 |
| 1:00 | 1 | 0 | 0 | 1 | 2 |
| 1:15 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 1 | 1 |
| 2:00 | 1 | 0 | 0 | 1 | 2 |
| 2:15 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 1 | 0 | 0 | 0 | 1 |
| 3:00 | 1 | 0 | 0 | 0 | 1 |
| 3:15 | 1 | 0 | 0 | 0 | 1 |
| 3:30 | 2 | 0 | 0 | 1 | 3 |
| 3:45 | 2 | 0 | 0 | 0 | 2 |
| 4:00 | 1 | 0 | 0 | 0 | 1 |
| 4:15 | 2 | 0 | 0 | 0 | 2 |
| 4:30 | 1 | 0 | 0 | 1 | 2 |
| 4:45 | 2 | 0 | 0 | 0 | 2 |
| 5:00 | 4 | 0 | 0 | 0 | 4 |
| 5:15 | 2 | 0 | 0 | 0 | 2 |
| 5:30 | 3 | 0 | 0 | 0 | 3 |
| 5:45 | 4 | 0 | 0 | 2 | 6 |
| 6:00 | 4 | 0 | 0 | 0 | 4 |
| 6:15 | 0 | 0 | 0 | 2 | 2 |
| 6:30 | 4 | 0 | 0 | 1 | 5 |
| 6:45 | 8 | 0 | 0 | 0 | 8 |
| 7:00 | 2 | 0 | 0 | 1 | 3 |
| 7:15 | 2 | 1 | 0 | 0 | 3 |
| 7:30 | 2 | 0 | 0 | 0 | 2 |
| 7:45 | 4 | 0 | 0 | 0 | 4 |
| 8:00 | 2 | 0 | 0 | 0 | 2 |
| 8:15 | 0 | 1 | 0 | 3 | 4 |
| 8:30 | 4 | 1 | 0 | 0 | 5 |
| 8:45 | 4 | 1 | 0 | 2 | 7 |
| 9:00 | 0 | 0 | 0 | 4 | 4 |
| 9:15 | 1 | 0 | 0 | 1 | 2 |
| 9:30 | 2 | 0 | 0 | 0 | 2 |
| 9:45 | 3 | 0 | 0 | 1 | 4 |
| 10:00 | 5 | 0 | 0 | 0 | 5 |
| 10:15 | 3 | 0 | 0 | 0 | 3 |
| 10:30 | 2 | 1 | 0 | 0 | 3 |
| 10:45 | 1 | 0 | 1 | 1 | 3 |
| 11:00 | 1 | 1 | 0 | 1 | 3 |
| 11:15 | 0 | 0 | 0 | 1 | 1 |
| 11:30 | 0 | 1 | 1 | 0 | 2 |
| 11:45 | 2 | 0 | 0 | 2 | 4 |

| | Exiting | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 1 | 0 | 0 | 1 | 2 |
| 0:15 | 4 | 0 | 0 | 5 | 9 |
| 0:30 | 3 | 0 | 0 | 0 | 3 |
| 0:45 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 1 | 1 |
| 1:15 | 0 | 0 | 0 | 1 | 1 |
| 1:30 | 0 | 0 | 0 | 1 | 1 |
| 1:45 | 1 | 0 | 0 | 0 | 1 |
| 2:00 | 1 | 0 | 0 | 0 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 2 | 0 | 0 | 1 | 3 |
| 3:00 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 1 | 0 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 1 | 1 |
| 4:00 | 3 | 0 | 0 | 0 | 3 |
| 4:15 | 1 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 1 | 0 | 0 | 1 | 2 |
| 5:00 | 1 | 0 | 0 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 2 | 0 | 0 | 1 | 3 |
| 6:00 | 0 | 0 | 0 | 1 | 1 |
| 6:15 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 1 | 0 | 0 | 2 | 3 |
| 6:45 | 2 | 0 | 0 | 2 | 4 |
| 7:00 | 0 | 1 | 0 | 1 | 2 |
| 7:15 | 1 | 0 | 1 | 5 | 7 |
| 7:30 | 2 | 2 | 1 | 1 | 6 |
| 7:45 | 1 | 0 | 0 | 2 | 3 |
| 8:00 | 1 | 0 | 0 | 0 | 1 |
| 8:15 | 0 | 0 | 0 | 2 | 2 |
| 8:30 | 1 | 0 | 0 | 3 | 4 |
| 8:45 | 2 | 0 | 0 | 1 | 3 |
| 9:00 | 0 | 0 | 3 | 1 | 4 |
| 9:15 | 1 | 2 | 0 | 3 | 6 |
| 9:30 | 1 | 0 | 1 | 3 | 5 |
| 9:45 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 3 | 0 | 0 | 1 | 4 |
| 10:15 | 7 | 0 | 0 | 4 | 11 |
| 10:30 | 1 | 0 | 1 | 3 | 5 |
| 10:45 | 0 | 0 | 1 | 3 | 4 |
| 11:00 | 1 | 2 | 1 | 4 | 8 |
| 11:15 | 1 | 1 | 0 | 1 | 3 |
| 11:30 | 0 | 1 | 1 | 1 | 3 |
| 11:45 | 1 | 0 | 0 | 0 | 1 |



City: Vernon
 Location: 2550 E 28th Street - TOTAL
 Date: 11/25/2020
 Count Type: Driveway Count

| | Entering | | | | |
|--------------|------------|--------------|-----------|-----------|------------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 12:00 | 1 | 1 | 0 | 1 | 3 |
| 12:15 | 0 | 0 | 0 | 1 | 1 |
| 12:30 | 1 | 0 | 0 | 0 | 1 |
| 12:45 | 2 | 0 | 0 | 0 | 2 |
| 13:00 | 1 | 0 | 0 | 0 | 1 |
| 13:15 | 1 | 0 | 0 | 1 | 2 |
| 13:30 | 1 | 0 | 2 | 2 | 5 |
| 13:45 | 1 | 0 | 0 | 0 | 1 |
| 14:00 | 1 | 1 | 0 | 1 | 3 |
| 14:15 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 1 | 0 | 0 | 1 |
| 14:45 | 5 | 1 | 0 | 1 | 7 |
| 15:00 | 1 | 0 | 0 | 0 | 1 |
| 15:15 | 1 | 0 | 0 | 0 | 1 |
| 15:30 | 3 | 0 | 0 | 2 | 5 |
| 15:45 | 1 | 0 | 0 | 1 | 2 |
| 16:00 | 1 | 0 | 0 | 1 | 2 |
| 16:15 | 1 | 0 | 0 | 2 | 3 |
| 16:30 | 0 | 1 | 0 | 3 | 4 |
| 16:45 | 0 | 1 | 0 | 1 | 2 |
| 17:00 | 1 | 0 | 0 | 3 | 4 |
| 17:15 | 0 | 0 | 1 | 3 | 4 |
| 17:30 | 0 | 1 | 1 | 1 | 3 |
| 17:45 | 1 | 1 | 2 | 4 | 8 |
| 18:00 | 1 | 0 | 1 | 1 | 3 |
| 18:15 | 1 | 0 | 0 | 3 | 4 |
| 18:30 | 0 | 0 | 1 | 1 | 2 |
| 18:45 | 1 | 0 | 1 | 4 | 6 |
| 19:00 | 0 | 0 | 0 | 3 | 3 |
| 19:15 | 0 | 1 | 0 | 2 | 3 |
| 19:30 | 0 | 0 | 0 | 1 | 1 |
| 19:45 | 2 | 0 | 1 | 1 | 4 |
| 20:00 | 1 | 0 | 0 | 0 | 1 |
| 20:15 | 1 | 0 | 0 | 0 | 1 |
| 20:30 | 1 | 1 | 0 | 0 | 2 |
| 20:45 | 1 | 0 | 0 | 1 | 2 |
| 21:00 | 1 | 0 | 0 | 0 | 1 |
| 21:15 | 1 | 0 | 0 | 2 | 3 |
| 21:30 | 1 | 0 | 0 | 1 | 2 |
| 21:45 | 0 | 1 | 0 | 0 | 1 |
| 22:00 | 1 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 2 | 2 |
| 22:30 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 1 | 1 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 1 | 0 | 0 | 1 | 2 |
| 23:30 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 1 | 1 |
| TOTAL | 127 | 18 | 13 | 81 | 239 |

| | Exiting | | | | |
|-------|------------|--------------|-----------|-----------|------------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 12:00 | 0 | 1 | 0 | 2 | 3 |
| 12:15 | 1 | 0 | 0 | 0 | 1 |
| 12:30 | 1 | 0 | 0 | 0 | 1 |
| 12:45 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 2 | 0 | 0 | 1 | 3 |
| 13:15 | 2 | 0 | 0 | 0 | 2 |
| 13:30 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 1 | 1 | 2 |
| 14:00 | 2 | 0 | 1 | 2 | 5 |
| 14:15 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 2 | 1 | 0 | 1 | 4 |
| 14:45 | 4 | 1 | 0 | 0 | 5 |
| 15:00 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 3 | 0 | 0 | 1 | 4 |
| 15:30 | 1 | 0 | 0 | 0 | 1 |
| 15:45 | 3 | 0 | 0 | 0 | 3 |
| 16:00 | 0 | 1 | 0 | 0 | 1 |
| 16:15 | 4 | 0 | 0 | 1 | 5 |
| 16:30 | 2 | 1 | 0 | 0 | 3 |
| 16:45 | 3 | 0 | 0 | 0 | 3 |
| 17:00 | 2 | 0 | 0 | 1 | 3 |
| 17:15 | 4 | 0 | 1 | 1 | 6 |
| 17:30 | 1 | 0 | 0 | 0 | 1 |
| 17:45 | 4 | 0 | 0 | 0 | 4 |
| 18:00 | 6 | 0 | 0 | 0 | 6 |
| 18:15 | 4 | 1 | 0 | 0 | 5 |
| 18:30 | 2 | 0 | 0 | 1 | 3 |
| 18:45 | 2 | 0 | 0 | 0 | 2 |
| 19:00 | 2 | 0 | 0 | 0 | 2 |
| 19:15 | 3 | 0 | 0 | 1 | 4 |
| 19:30 | 4 | 0 | 0 | 0 | 4 |
| 19:45 | 3 | 0 | 0 | 0 | 3 |
| 20:00 | 4 | 0 | 0 | 1 | 5 |
| 20:15 | 2 | 0 | 0 | 0 | 2 |
| 20:30 | 0 | 0 | 0 | 1 | 1 |
| 20:45 | 0 | 0 | 0 | 1 | 1 |
| 21:00 | 1 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 0 | 1 | 0 | 0 | 1 |
| 21:45 | 2 | 1 | 0 | 1 | 4 |
| 22:00 | 1 | 0 | 0 | 2 | 3 |
| 22:15 | 1 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 1 | 1 |
| 22:45 | 0 | 0 | 0 | 2 | 2 |
| 23:00 | 2 | 1 | 0 | 1 | 4 |
| 23:15 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 1 | 1 |
| 23:45 | 2 | 0 | 0 | 1 | 3 |
| | 130 | 18 | 13 | 82 | 243 |



City: Long Beach
 Location: 2250 E. 69th Street
 Date: 3/9/2022
 Count Type: Driveway Classification Count

| | Entering | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 1 | 1 |
| 1:00 | 0 | 0 | 0 | 1 | 1 |
| 1:15 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 1 | 1 |
| 1:45 | 1 | 0 | 0 | 1 | 2 |
| 2:00 | 3 | 0 | 0 | 0 | 3 |
| 2:15 | 1 | 0 | 0 | 0 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 1 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 1 | 1 |
| 3:30 | 0 | 0 | 0 | 1 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 2 | 0 | 0 | 0 | 2 |
| 4:15 | 0 | 0 | 0 | 1 | 1 |
| 4:30 | 1 | 0 | 0 | 1 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 1 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 1 | 0 | 0 | 1 | 2 |
| 5:45 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 5 | 0 | 0 | 0 | 5 |
| 6:15 | 0 | 0 | 1 | 0 | 1 |
| 6:30 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 3 | 0 | 0 | 0 | 3 |
| 7:00 | 2 | 0 | 0 | 0 | 2 |
| 7:15 | 3 | 1 | 0 | 0 | 4 |
| 7:30 | 1 | 0 | 0 | 2 | 3 |
| 7:45 | 5 | 0 | 0 | 0 | 5 |
| 8:00 | 1 | 1 | 0 | 0 | 2 |
| 8:15 | 4 | 0 | 0 | 0 | 4 |
| 8:30 | 0 | 0 | 0 | 2 | 2 |
| 8:45 | 2 | 0 | 0 | 0 | 2 |
| 9:00 | 2 | 0 | 0 | 0 | 2 |
| 9:15 | 1 | 0 | 0 | 1 | 2 |
| 9:30 | 2 | 0 | 0 | 0 | 2 |
| 9:45 | 1 | 0 | 0 | 1 | 2 |
| 10:00 | 4 | 0 | 1 | 0 | 5 |
| 10:15 | 3 | 1 | 1 | 0 | 5 |
| 10:30 | 0 | 0 | 0 | 1 | 1 |
| 10:45 | 3 | 0 | 0 | 2 | 5 |
| 11:00 | 1 | 0 | 0 | 0 | 1 |
| 11:15 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 0 | 0 |

| | Exiting | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 0 | 2 | 0 | 0 | 2 |
| 0:15 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 1 | 0 | 0 | 0 | 1 |
| 0:45 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 1 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 1 | 1 |
| 2:00 | 0 | 0 | 0 | 1 | 1 |
| 2:15 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 1 | 0 | 0 | 0 | 1 |
| 4:00 | 0 | 0 | 0 | 1 | 1 |
| 4:15 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 1 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 1 | 1 |
| 5:15 | 1 | 0 | 1 | 0 | 2 |
| 5:30 | 1 | 0 | 0 | 0 | 1 |
| 5:45 | 2 | 0 | 0 | 0 | 2 |
| 6:00 | 1 | 0 | 0 | 1 | 2 |
| 6:15 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 1 | 0 | 0 | 1 | 2 |
| 7:00 | 0 | 0 | 0 | 1 | 1 |
| 7:15 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 4 | 1 | 0 | 0 | 5 |
| 8:00 | 1 | 0 | 0 | 0 | 1 |
| 8:15 | 1 | 0 | 0 | 5 | 6 |
| 8:30 | 1 | 0 | 0 | 1 | 2 |
| 8:45 | 0 | 0 | 1 | 1 | 2 |
| 9:00 | 2 | 0 | 0 | 0 | 2 |
| 9:15 | 1 | 0 | 0 | 1 | 2 |
| 9:30 | 0 | 0 | 3 | 1 | 4 |
| 9:45 | 1 | 0 | 0 | 2 | 3 |
| 10:00 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 0 | 1 | 0 | 1 |
| 10:30 | 5 | 1 | 0 | 1 | 7 |
| 10:45 | 6 | 0 | 2 | 6 | 14 |
| 11:00 | 1 | 0 | 0 | 0 | 1 |
| 11:15 | 0 | 0 | 0 | 1 | 1 |
| 11:30 | 0 | 0 | 0 | 1 | 1 |
| 11:45 | 0 | 0 | 0 | 0 | 0 |



City: Long Beach
 Location: 2250 E. 69th Street
 Date: 3/9/2022
 Count Type: Driveway Classification Count

| | Entering | | | | |
|--------------|-----------|--------------|----------|-----------|------------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 12:00 | 1 | 0 | 0 | 0 | 1 |
| 12:15 | 0 | 1 | 0 | 0 | 1 |
| 12:30 | 3 | 0 | 0 | 0 | 3 |
| 12:45 | 1 | 0 | 0 | 0 | 1 |
| 13:00 | 2 | 0 | 0 | 0 | 2 |
| 13:15 | 2 | 0 | 0 | 0 | 2 |
| 13:30 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 1 | 0 | 0 | 0 | 1 |
| 14:45 | 2 | 0 | 0 | 0 | 2 |
| 15:00 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 1 | 0 | 0 | 0 | 1 |
| 15:30 | 0 | 0 | 1 | 1 | 2 |
| 15:45 | 1 | 0 | 0 | 0 | 1 |
| 16:00 | 3 | 0 | 0 | 0 | 3 |
| 16:15 | 1 | 0 | 0 | 1 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 1 | 0 | 0 | 0 | 1 |
| 17:00 | 0 | 0 | 0 | 1 | 1 |
| 17:15 | 0 | 0 | 0 | 1 | 1 |
| 17:30 | 0 | 0 | 0 | 2 | 2 |
| 17:45 | 1 | 0 | 2 | 3 | 6 |
| 18:00 | 0 | 0 | 0 | 1 | 1 |
| 18:15 | 0 | 0 | 0 | 1 | 1 |
| 18:30 | 0 | 0 | 1 | 3 | 4 |
| 18:45 | 0 | 0 | 0 | 3 | 3 |
| 19:00 | 0 | 0 | 0 | 2 | 2 |
| 19:15 | 1 | 1 | 1 | 0 | 3 |
| 19:30 | 0 | 0 | 0 | 2 | 2 |
| 19:45 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 3 | 0 | 0 | 3 | 6 |
| 20:15 | 1 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 1 | 1 | 2 |
| 20:45 | 1 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 2 | 0 | 0 | 1 | 3 |
| 21:30 | 2 | 0 | 0 | 1 | 3 |
| 21:45 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 2 | 0 | 0 | 1 | 3 |
| 22:15 | 0 | 0 | 0 | 1 | 1 |
| 22:30 | 1 | 0 | 0 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 2 | 0 | 0 | 0 | 2 |
| 23:15 | 1 | 0 | 0 | 0 | 1 |
| 23:30 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 89 | 5 | 9 | 48 | 151 |

| | Exiting | | | | |
|--------------|-----------|--------------|----------|-----------|------------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 12:00 | 1 | 0 | 0 | 0 | 1 |
| 12:15 | 1 | 0 | 0 | 0 | 1 |
| 12:30 | 1 | 0 | 0 | 0 | 1 |
| 12:45 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 1 | 0 | 0 | 0 | 1 |
| 13:30 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 1 | 0 | 0 | 0 | 1 |
| 14:00 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 1 | 0 | 0 | 1 |
| 14:45 | 2 | 0 | 0 | 0 | 2 |
| 15:00 | 2 | 0 | 0 | 0 | 2 |
| 15:15 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 1 | 0 | 0 | 0 | 1 |
| 15:45 | 1 | 0 | 1 | 0 | 2 |
| 16:00 | 2 | 0 | 0 | 0 | 2 |
| 16:15 | 2 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 1 | 0 | 0 | 0 | 1 |
| 17:30 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 3 | 0 | 0 | 0 | 3 |
| 18:00 | 1 | 0 | 0 | 1 | 2 |
| 18:15 | 0 | 0 | 0 | 1 | 1 |
| 18:30 | 4 | 0 | 0 | 0 | 4 |
| 18:45 | 1 | 0 | 0 | 0 | 1 |
| 19:00 | 3 | 0 | 0 | 1 | 4 |
| 19:15 | 7 | 0 | 0 | 0 | 7 |
| 19:30 | 1 | 0 | 0 | 0 | 1 |
| 19:45 | 1 | 0 | 0 | 0 | 1 |
| 20:00 | 2 | 0 | 0 | 0 | 2 |
| 20:15 | 1 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 1 | 0 | 0 | 1 | 2 |
| 21:00 | 2 | 0 | 0 | 1 | 3 |
| 21:15 | 1 | 0 | 0 | 1 | 2 |
| 21:30 | 6 | 0 | 0 | 3 | 9 |
| 21:45 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 4 | 0 | 0 | 2 | 6 |
| 22:15 | 1 | 0 | 0 | 2 | 3 |
| 22:30 | 0 | 0 | 0 | 2 | 2 |
| 22:45 | 1 | 0 | 0 | 1 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 |
| 23:15 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 1 | 1 | 0 | 0 | 2 |
| TOTAL | 88 | 6 | 9 | 45 | 148 |



City: Long Beach
 Location: 2250 E. 69th Street
 Date: 3/10/2022
 Count Type: Driveway Classification Count

| | Entering | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 0 | 1 | 1 |
| 0:30 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 1 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 1 | 0 | 0 | 0 | 1 |
| 1:30 | 1 | 0 | 0 | 1 | 2 |
| 1:45 | 4 | 0 | 0 | 0 | 4 |
| 2:00 | 3 | 0 | 0 | 0 | 3 |
| 2:15 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 1 | 1 |
| 3:00 | 1 | 0 | 0 | 0 | 1 |
| 3:15 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 1 | 1 |
| 5:45 | 1 | 0 | 0 | 0 | 1 |
| 6:00 | 2 | 0 | 0 | 0 | 2 |
| 6:15 | 2 | 0 | 0 | 2 | 4 |
| 6:30 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 1 | 0 | 0 | 0 | 1 |
| 7:15 | 4 | 1 | 0 | 1 | 6 |
| 7:30 | 1 | 0 | 0 | 0 | 1 |
| 7:45 | 6 | 0 | 0 | 0 | 6 |
| 8:00 | 0 | 0 | 0 | 2 | 2 |
| 8:15 | 5 | 0 | 0 | 0 | 5 |
| 8:30 | 1 | 0 | 1 | 3 | 5 |
| 8:45 | 3 | 0 | 1 | 0 | 4 |
| 9:00 | 2 | 0 | 0 | 0 | 2 |
| 9:15 | 1 | 0 | 0 | 0 | 1 |
| 9:30 | 1 | 0 | 0 | 0 | 1 |
| 9:45 | 4 | 0 | 0 | 0 | 4 |
| 10:00 | 1 | 0 | 0 | 0 | 1 |
| 10:15 | 5 | 0 | 0 | 0 | 5 |
| 10:30 | 1 | 0 | 0 | 3 | 4 |
| 10:45 | 2 | 0 | 1 | 0 | 3 |
| 11:00 | 1 | 0 | 0 | 1 | 2 |
| 11:15 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 0 | 0 | 1 | 1 |

| | Exiting | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 0 | 0 | 1 | 0 | 1 |
| 0:15 | 2 | 0 | 0 | 0 | 2 |
| 0:30 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 1 | 1 |
| 1:15 | 0 | 0 | 0 | 1 | 1 |
| 1:30 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 1 | 0 | 0 | 1 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 1 | 0 | 0 | 1 |
| 3:30 | 0 | 0 | 1 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 0 | 0 | 0 | 0 | 0 |
| 4:30 | 0 | 0 | 0 | 1 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 1 | 0 | 0 | 0 | 1 |
| 5:15 | 1 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 1 | 1 |
| 6:15 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | 1 | 0 | 0 | 2 | 3 |
| 7:00 | 0 | 1 | 0 | 0 | 1 |
| 7:15 | 1 | 0 | 0 | 2 | 3 |
| 7:30 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 1 | 0 | 0 | 0 | 1 |
| 8:00 | 0 | 1 | 0 | 4 | 5 |
| 8:15 | 0 | 0 | 0 | 1 | 1 |
| 8:30 | 1 | 0 | 2 | 3 | 6 |
| 8:45 | 2 | 0 | 1 | 0 | 3 |
| 9:00 | 1 | 0 | 0 | 0 | 1 |
| 9:15 | 1 | 0 | 0 | 1 | 2 |
| 9:30 | 1 | 0 | 2 | 1 | 4 |
| 9:45 | 1 | 1 | 1 | 0 | 3 |
| 10:00 | 3 | 0 | 0 | 1 | 4 |
| 10:15 | 2 | 0 | 0 | 1 | 3 |
| 10:30 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 3 | 0 | 0 | 2 | 5 |
| 11:00 | 3 | 0 | 1 | 2 | 6 |
| 11:15 | 3 | 0 | 0 | 1 | 4 |
| 11:30 | 1 | 0 | 0 | 4 | 5 |
| 11:45 | 1 | 0 | 0 | 0 | 1 |



City: Long Beach
 Location: 2250 E. 69th Street
 Date: 3/10/2022
 Count Type: Driveway Classification Count

| | Entering | | | | |
|--------------|-----------|--------------|----------|-----------|------------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 12:00 | 1 | 0 | 0 | 0 | 1 |
| 12:15 | 1 | 0 | 0 | 0 | 1 |
| 12:30 | 2 | 0 | 1 | 0 | 3 |
| 12:45 | 3 | 0 | 0 | 0 | 3 |
| 13:00 | 2 | 0 | 0 | 1 | 3 |
| 13:15 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 1 | 0 | 0 | 0 | 1 |
| 13:45 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 1 | 0 | 0 | 1 | 2 |
| 14:45 | 1 | 0 | 0 | 0 | 1 |
| 15:00 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 1 | 0 | 0 | 1 | 2 |
| 15:30 | 3 | 0 | 0 | 0 | 3 |
| 15:45 | 0 | 0 | 0 | 1 | 1 |
| 16:00 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 2 | 0 | 0 | 1 | 3 |
| 16:30 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 0 | 1 | 2 |
| 17:15 | 0 | 0 | 0 | 2 | 2 |
| 17:30 | 0 | 0 | 0 | 2 | 2 |
| 17:45 | 1 | 0 | 0 | 3 | 4 |
| 18:00 | 0 | 0 | 0 | 1 | 1 |
| 18:15 | 0 | 0 | 1 | 1 | 2 |
| 18:30 | 0 | 0 | 0 | 2 | 2 |
| 18:45 | 1 | 0 | 0 | 6 | 7 |
| 19:00 | 0 | 0 | 0 | 1 | 1 |
| 19:15 | 1 | 0 | 0 | 1 | 2 |
| 19:30 | 0 | 0 | 0 | 1 | 1 |
| 19:45 | 1 | 0 | 0 | 1 | 2 |
| 20:00 | 1 | 0 | 0 | 1 | 2 |
| 20:15 | 1 | 0 | 0 | 0 | 1 |
| 20:30 | 0 | 0 | 1 | 0 | 1 |
| 20:45 | 0 | 0 | 0 | 1 | 1 |
| 21:00 | 1 | 0 | 0 | 0 | 1 |
| 21:15 | 1 | 0 | 0 | 0 | 1 |
| 21:30 | 1 | 0 | 0 | 0 | 1 |
| 21:45 | 2 | 0 | 0 | 1 | 3 |
| 22:00 | 2 | 0 | 0 | 0 | 2 |
| 22:15 | 0 | 0 | 1 | 0 | 1 |
| 22:30 | 0 | 0 | 1 | 0 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 1 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 87 | 1 | 8 | 48 | 144 |

| | Exiting | | | | |
|--------------|-----------|--------------|-----------|-----------|------------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 12:00 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 1 | 0 | 0 | 1 | 2 |
| 12:30 | 1 | 0 | 0 | 0 | 1 |
| 12:45 | 0 | 0 | 1 | 0 | 1 |
| 13:00 | 2 | 0 | 0 | 0 | 2 |
| 13:15 | 2 | 0 | 0 | 0 | 2 |
| 13:30 | 1 | 0 | 0 | 1 | 2 |
| 13:45 | 1 | 0 | 0 | 0 | 1 |
| 14:00 | 1 | 0 | 0 | 0 | 1 |
| 14:15 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 1 | 0 | 0 | 0 | 1 |
| 15:00 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 1 | 0 | 0 | 0 | 1 |
| 15:30 | 2 | 0 | 0 | 0 | 2 |
| 15:45 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 1 | 0 | 0 | 1 | 2 |
| 16:30 | 2 | 0 | 0 | 0 | 2 |
| 16:45 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 1 | 1 |
| 17:45 | 1 | 0 | 0 | 0 | 1 |
| 18:00 | 2 | 0 | 0 | 1 | 3 |
| 18:15 | 2 | 0 | 0 | 0 | 2 |
| 18:30 | 1 | 0 | 0 | 0 | 1 |
| 18:45 | 3 | 0 | 0 | 0 | 3 |
| 19:00 | 3 | 0 | 0 | 0 | 3 |
| 19:15 | 3 | 0 | 0 | 0 | 3 |
| 19:30 | 3 | 0 | 0 | 0 | 3 |
| 19:45 | 1 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 0 |
| 20:15 | 1 | 0 | 0 | 0 | 1 |
| 20:30 | 1 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 0 | 2 | 2 |
| 21:00 | 2 | 0 | 0 | 2 | 4 |
| 21:15 | 4 | 0 | 0 | 0 | 4 |
| 21:30 | 3 | 0 | 0 | 0 | 3 |
| 21:45 | 3 | 0 | 0 | 0 | 3 |
| 22:00 | 1 | 0 | 0 | 3 | 4 |
| 22:15 | 1 | 0 | 0 | 1 | 2 |
| 22:30 | 2 | 0 | 1 | 1 | 4 |
| 22:45 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 1 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 1 | 1 |
| 23:45 | 0 | 0 | 1 | 0 | 1 |
| TOTAL | 85 | 4 | 12 | 46 | 147 |



City: Gardena
 Location: 15400 S. Main Street
 Date: 3/9/2022
 Count Type: Driveway Classification Count

| | Entering | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 2 | 0 | 0 | 1 | 3 |
| 0:15 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 0 | 0 |
| 0:45 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 1 | 0 | 1 |
| 1:45 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 1 | 0 | 0 | 1 | 2 |
| 2:15 | 0 | 0 | 0 | 0 | 0 |
| 2:30 | 2 | 0 | 0 | 1 | 3 |
| 2:45 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 2 | 0 | 0 | 0 | 2 |
| 3:45 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 2 | 0 | 1 | 0 | 3 |
| 4:15 | 1 | 0 | 1 | 0 | 2 |
| 4:30 | 2 | 0 | 0 | 0 | 2 |
| 4:45 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 1 | 0 | 1 |
| 5:15 | 1 | 0 | 0 | 0 | 1 |
| 5:30 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 1 | 0 | 1 | 0 | 2 |
| 6:00 | 2 | 0 | 0 | 1 | 3 |
| 6:15 | 1 | 0 | 1 | 0 | 2 |
| 6:30 | 1 | 0 | 0 | 0 | 1 |
| 6:45 | 3 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 4 | 0 | 0 | 0 | 4 |
| 7:30 | 4 | 0 | 0 | 0 | 4 |
| 7:45 | 5 | 0 | 0 | 0 | 5 |
| 8:00 | 1 | 0 | 0 | 0 | 1 |
| 8:15 | 2 | 0 | 0 | 0 | 2 |
| 8:30 | 3 | 0 | 0 | 0 | 3 |
| 8:45 | 2 | 0 | 0 | 0 | 2 |
| 9:00 | 2 | 0 | 0 | 0 | 2 |
| 9:15 | 1 | 0 | 0 | 0 | 1 |
| 9:30 | 0 | 1 | 0 | 0 | 1 |
| 9:45 | 1 | 1 | 1 | 0 | 3 |
| 10:00 | 0 | 1 | 0 | 0 | 1 |
| 10:15 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 1 | 0 | 0 | 0 | 1 |
| 10:45 | 1 | 0 | 0 | 0 | 1 |
| 11:00 | 3 | 1 | 1 | 1 | 6 |
| 11:15 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 2 | 1 | 0 | 0 | 3 |
| 11:45 | 2 | 0 | 0 | 0 | 2 |

| | Exiting | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 1 | 0 | 0 | 0 | 1 |
| 0:15 | 0 | 0 | 0 | 1 | 1 |
| 0:30 | 6 | 0 | 0 | 0 | 6 |
| 0:45 | 0 | 0 | 0 | 1 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 2 | 0 | 0 | 2 | 4 |
| 1:30 | 3 | 0 | 0 | 1 | 4 |
| 1:45 | 2 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 1 | 1 |
| 2:15 | 1 | 0 | 0 | 0 | 1 |
| 2:30 | 1 | 0 | 0 | 0 | 1 |
| 2:45 | 1 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 2 | 2 |
| 3:30 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 1 | 0 | 0 | 0 | 1 |
| 4:30 | 0 | 0 | 0 | 0 | 0 |
| 4:45 | 0 | 0 | 1 | 0 | 1 |
| 5:00 | 0 | 0 | 1 | 0 | 1 |
| 5:15 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 1 | 0 | 0 | 0 | 1 |
| 6:15 | 1 | 0 | 0 | 0 | 1 |
| 6:30 | 2 | 0 | 0 | 0 | 2 |
| 6:45 | 2 | 0 | 0 | 0 | 2 |
| 7:00 | 2 | 0 | 0 | 0 | 2 |
| 7:15 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 1 | 0 | 0 | 1 | 2 |
| 8:00 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | 1 | 1 |
| 8:30 | 4 | 0 | 0 | 0 | 4 |
| 8:45 | 2 | 0 | 0 | 1 | 3 |
| 9:00 | 0 | 0 | 1 | 0 | 1 |
| 9:15 | 2 | 0 | 2 | 0 | 4 |
| 9:30 | 0 | 2 | 0 | 0 | 2 |
| 9:45 | 1 | 2 | 2 | 2 | 7 |
| 10:00 | 2 | 1 | 1 | 0 | 4 |
| 10:15 | 0 | 1 | 2 | 1 | 4 |
| 10:30 | 0 | 0 | 1 | 0 | 1 |
| 10:45 | 1 | 2 | 2 | 0 | 5 |
| 11:00 | 2 | 1 | 1 | 0 | 4 |
| 11:15 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 2 | 1 | 0 | 1 | 4 |
| 11:45 | 0 | 0 | 1 | 0 | 1 |



City: Gardena
 Location: 15400 S. Main Street
 Date: 3/9/2022
 Count Type: Driveway Classification Count

| | Entering | | | | |
|--------------|------------|--------------|-----------|-----------|------------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 12:00 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 1 | 1 | 0 | 0 | 2 |
| 12:30 | 1 | 0 | 0 | 0 | 1 |
| 12:45 | 3 | 0 | 0 | 0 | 3 |
| 13:00 | 1 | 0 | 0 | 0 | 1 |
| 13:15 | 0 | 0 | 2 | 0 | 2 |
| 13:30 | 2 | 1 | 0 | 0 | 3 |
| 13:45 | 1 | 0 | 0 | 0 | 1 |
| 14:00 | 1 | 0 | 0 | 0 | 1 |
| 14:15 | 0 | 0 | 0 | 1 | 1 |
| 14:30 | 1 | 1 | 0 | 1 | 3 |
| 14:45 | 1 | 1 | 2 | 0 | 4 |
| 15:00 | 1 | 0 | 0 | 0 | 1 |
| 15:15 | 1 | 1 | 0 | 0 | 2 |
| 15:30 | 2 | 1 | 0 | 0 | 3 |
| 15:45 | 3 | 2 | 2 | 0 | 7 |
| 16:00 | 1 | 0 | 0 | 0 | 1 |
| 16:15 | 2 | 1 | 0 | 0 | 3 |
| 16:30 | 3 | 2 | 0 | 0 | 5 |
| 16:45 | 5 | 0 | 0 | 1 | 6 |
| 17:00 | 1 | 1 | 0 | 0 | 2 |
| 17:15 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 1 | 1 | 1 | 1 | 4 |
| 17:45 | 1 | 1 | 0 | 1 | 3 |
| 18:00 | 0 | 0 | 4 | 1 | 5 |
| 18:15 | 0 | 1 | 1 | 3 | 5 |
| 18:30 | 1 | 0 | 3 | 0 | 4 |
| 18:45 | 1 | 0 | 0 | 1 | 2 |
| 19:00 | 1 | 0 | 1 | 0 | 2 |
| 19:15 | 1 | 1 | 2 | 0 | 4 |
| 19:30 | 3 | 0 | 1 | 0 | 4 |
| 19:45 | 0 | 0 | 0 | 1 | 1 |
| 20:00 | 2 | 0 | 0 | 1 | 3 |
| 20:15 | 0 | 0 | 0 | 0 | 0 |
| 20:30 | 0 | 0 | 0 | 0 | 0 |
| 20:45 | 0 | 1 | 0 | 0 | 1 |
| 21:00 | 0 | 1 | 0 | 1 | 2 |
| 21:15 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 1 | 0 | 0 | 1 | 2 |
| 21:45 | 2 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 |
| 22:15 | 3 | 0 | 0 | 0 | 3 |
| 22:30 | 2 | 0 | 0 | 0 | 2 |
| 22:45 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 1 | 0 | 0 | 0 | 1 |
| 23:15 | 1 | 0 | 0 | 0 | 1 |
| 23:30 | 1 | 0 | 0 | 1 | 2 |
| 23:45 | 4 | 0 | 0 | 1 | 5 |
| TOTAL | 112 | 23 | 27 | 21 | 183 |

| | Exiting | | | | |
|--------------|------------|--------------|-----------|-----------|------------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 12:00 | 0 | 0 | 2 | 1 | 3 |
| 12:15 | 0 | 1 | 0 | 0 | 1 |
| 12:30 | 2 | 0 | 0 | 0 | 2 |
| 12:45 | 0 | 1 | 1 | 0 | 2 |
| 13:00 | 1 | 0 | 0 | 0 | 1 |
| 13:15 | 2 | 0 | 1 | 0 | 3 |
| 13:30 | 2 | 0 | 0 | 0 | 2 |
| 13:45 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 2 | 1 | 0 | 0 | 3 |
| 14:15 | 1 | 0 | 0 | 1 | 2 |
| 14:30 | 4 | 0 | 0 | 0 | 4 |
| 14:45 | 0 | 2 | 0 | 0 | 2 |
| 15:00 | 2 | 0 | 0 | 0 | 2 |
| 15:15 | 0 | 0 | 1 | 0 | 1 |
| 15:30 | 2 | 1 | 0 | 1 | 4 |
| 15:45 | 0 | 1 | 0 | 0 | 1 |
| 16:00 | 3 | 0 | 0 | 0 | 3 |
| 16:15 | 1 | 1 | 0 | 0 | 2 |
| 16:30 | 1 | 0 | 0 | 1 | 2 |
| 16:45 | 0 | 4 | 0 | 0 | 4 |
| 17:00 | 2 | 0 | 0 | 1 | 3 |
| 17:15 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 2 | 0 | 0 | 0 | 2 |
| 17:45 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 1 | 1 | 0 | 0 | 2 |
| 18:15 | 2 | 0 | 0 | 0 | 2 |
| 18:30 | 3 | 0 | 0 | 0 | 3 |
| 18:45 | 4 | 0 | 0 | 0 | 4 |
| 19:00 | 6 | 0 | 0 | 0 | 6 |
| 19:15 | 1 | 0 | 0 | 0 | 1 |
| 19:30 | 7 | 0 | 0 | 1 | 8 |
| 19:45 | 6 | 0 | 0 | 0 | 6 |
| 20:00 | 1 | 3 | 0 | 0 | 4 |
| 20:15 | 1 | 0 | 0 | 0 | 1 |
| 20:30 | 1 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 |
| 21:15 | 0 | 0 | 0 | 0 | 0 |
| 21:30 | 2 | 0 | 0 | 0 | 2 |
| 21:45 | 0 | 0 | 0 | 2 | 2 |
| 22:00 | 4 | 0 | 0 | 0 | 4 |
| 22:15 | 1 | 0 | 0 | 0 | 1 |
| 22:30 | 2 | 0 | 0 | 2 | 4 |
| 22:45 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 2 | 0 | 0 | 1 | 3 |
| 23:15 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 114 | 26 | 20 | 26 | 186 |



City: Gardena
 Location: 15400 S. Main Street
 Date: 3/10/2022
 Count Type: Driveway Classification Count

| | Entering | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 2 | 0 | 0 | 1 | 3 |
| 0:15 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 0 | 0 | 0 | 2 | 2 |
| 0:45 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 1 | 1 | 2 |
| 2:15 | 0 | 0 | 0 | 1 | 1 |
| 2:30 | 0 | 0 | 0 | 0 | 0 |
| 2:45 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 |
| 3:15 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 1 | 0 | 0 | 0 | 1 |
| 3:45 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 2 | 1 | 0 | 0 | 3 |
| 4:15 | 1 | 0 | 1 | 0 | 2 |
| 4:30 | 4 | 0 | 0 | 0 | 4 |
| 4:45 | 1 | 0 | 0 | 1 | 2 |
| 5:00 | 0 | 1 | 0 | 0 | 1 |
| 5:15 | 2 | 1 | 0 | 1 | 4 |
| 5:30 | 2 | 0 | 0 | 1 | 3 |
| 5:45 | 4 | 0 | 0 | 0 | 4 |
| 6:00 | 3 | 0 | 0 | 0 | 3 |
| 6:15 | 1 | 0 | 0 | 0 | 1 |
| 6:30 | 4 | 0 | 0 | 1 | 5 |
| 6:45 | 4 | 0 | 0 | 0 | 4 |
| 7:00 | 1 | 0 | 0 | 0 | 1 |
| 7:15 | 1 | 0 | 0 | 0 | 1 |
| 7:30 | 3 | 0 | 0 | 0 | 3 |
| 7:45 | 3 | 0 | 0 | 0 | 3 |
| 8:00 | 3 | 0 | 0 | 0 | 3 |
| 8:15 | 0 | 1 | 0 | 0 | 1 |
| 8:30 | 1 | 1 | 0 | 0 | 2 |
| 8:45 | 3 | 1 | 0 | 0 | 4 |
| 9:00 | 1 | 0 | 0 | 0 | 1 |
| 9:15 | 1 | 0 | 0 | 0 | 1 |
| 9:30 | 1 | 0 | 0 | 0 | 1 |
| 9:45 | 0 | 0 | 0 | 1 | 1 |
| 10:00 | 0 | 1 | 0 | 1 | 2 |
| 10:15 | 1 | 1 | 0 | 0 | 2 |
| 10:30 | 1 | 0 | 0 | 0 | 1 |
| 10:45 | 2 | 0 | 0 | 0 | 2 |
| 11:00 | 1 | 1 | 1 | 0 | 3 |
| 11:15 | 0 | 1 | 1 | 0 | 2 |
| 11:30 | 1 | 0 | 0 | 1 | 2 |
| 11:45 | 0 | 0 | 1 | 0 | 1 |

| | Exiting | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 1 | 0 | 1 | 1 | 3 |
| 0:15 | 0 | 0 | 0 | 0 | 0 |
| 0:30 | 4 | 0 | 0 | 1 | 5 |
| 0:45 | 2 | 0 | 0 | 0 | 2 |
| 1:00 | 1 | 0 | 0 | 0 | 1 |
| 1:15 | 0 | 0 | 0 | 1 | 1 |
| 1:30 | 4 | 0 | 0 | 1 | 5 |
| 1:45 | 1 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 |
| 2:15 | 0 | 0 | 0 | 1 | 1 |
| 2:30 | 1 | 0 | 0 | 0 | 1 |
| 2:45 | 2 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 1 | 0 | 1 |
| 3:15 | 1 | 0 | 0 | 1 | 2 |
| 3:30 | 0 | 0 | 0 | 0 | 0 |
| 3:45 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 |
| 4:15 | 2 | 0 | 0 | 0 | 2 |
| 4:30 | 0 | 0 | 0 | 1 | 1 |
| 4:45 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 |
| 5:15 | 0 | 0 | 0 | 0 | 0 |
| 5:30 | 0 | 0 | 0 | 0 | 0 |
| 5:45 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 2 | 0 | 0 | 1 | 3 |
| 6:15 | 1 | 0 | 0 | 0 | 1 |
| 6:30 | 1 | 0 | 0 | 1 | 2 |
| 6:45 | 1 | 0 | 0 | 0 | 1 |
| 7:00 | 2 | 0 | 0 | 1 | 3 |
| 7:15 | 0 | 0 | 0 | 1 | 1 |
| 7:30 | 1 | 0 | 0 | 0 | 1 |
| 7:45 | 0 | 1 | 0 | 0 | 1 |
| 8:00 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | 2 | 2 |
| 8:30 | 2 | 0 | 2 | 0 | 4 |
| 8:45 | 1 | 2 | 2 | 2 | 7 |
| 9:00 | 2 | 0 | 1 | 1 | 4 |
| 9:15 | 2 | 1 | 2 | 1 | 6 |
| 9:30 | 1 | 3 | 1 | 2 | 7 |
| 9:45 | 0 | 0 | 1 | 1 | 2 |
| 10:00 | 1 | 0 | 1 | 0 | 2 |
| 10:15 | 0 | 1 | 2 | 1 | 4 |
| 10:30 | 1 | 2 | 1 | 0 | 4 |
| 10:45 | 2 | 0 | 0 | 0 | 2 |
| 11:00 | 1 | 0 | 0 | 0 | 1 |
| 11:15 | 1 | 0 | 0 | 1 | 2 |
| 11:30 | 0 | 0 | 1 | 0 | 1 |
| 11:45 | 2 | 0 | 1 | 1 | 4 |



City: Gardena
 Location: 15400 S. Main Street
 Date: 3/10/2022
 Count Type: Driveway Classification Count

| | Entering | | | | |
|--------------|------------|--------------|-----------|-----------|------------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 12:00 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 2 | 0 | 0 | 1 | 3 |
| 12:30 | 2 | 0 | 0 | 0 | 2 |
| 12:45 | 2 | 1 | 0 | 0 | 3 |
| 13:00 | 1 | 0 | 0 | 0 | 1 |
| 13:15 | 1 | 0 | 0 | 0 | 1 |
| 13:30 | 2 | 0 | 0 | 0 | 2 |
| 13:45 | 1 | 0 | 0 | 2 | 3 |
| 14:00 | 0 | 0 | 1 | 0 | 1 |
| 14:15 | 1 | 1 | 1 | 0 | 3 |
| 14:30 | 0 | 1 | 0 | 0 | 1 |
| 14:45 | 1 | 0 | 0 | 1 | 2 |
| 15:00 | 2 | 0 | 0 | 1 | 3 |
| 15:15 | 1 | 0 | 0 | 0 | 1 |
| 15:30 | 2 | 0 | 0 | 0 | 2 |
| 15:45 | 4 | 1 | 0 | 0 | 5 |
| 16:00 | 1 | 2 | 0 | 0 | 3 |
| 16:15 | 3 | 1 | 0 | 0 | 4 |
| 16:30 | 2 | 1 | 0 | 1 | 4 |
| 16:45 | 3 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 0 | 0 | 1 | 1 |
| 17:15 | 0 | 0 | 2 | 3 | 5 |
| 17:30 | 1 | 0 | 1 | 2 | 4 |
| 17:45 | 1 | 0 | 0 | 0 | 1 |
| 18:00 | 1 | 0 | 2 | 3 | 6 |
| 18:15 | 1 | 0 | 3 | 1 | 5 |
| 18:30 | 1 | 0 | 1 | 1 | 3 |
| 18:45 | 0 | 2 | 3 | 0 | 5 |
| 19:00 | 0 | 0 | 0 | 0 | 0 |
| 19:15 | 0 | 0 | 0 | 0 | 0 |
| 19:30 | 1 | 0 | 0 | 0 | 1 |
| 19:45 | 1 | 0 | 0 | 0 | 1 |
| 20:00 | 2 | 0 | 0 | 0 | 2 |
| 20:15 | 1 | 0 | 0 | 0 | 1 |
| 20:30 | 1 | 0 | 0 | 2 | 3 |
| 20:45 | 2 | 0 | 0 | 1 | 3 |
| 21:00 | 1 | 0 | 0 | 0 | 1 |
| 21:15 | 0 | 0 | 0 | 2 | 2 |
| 21:30 | 0 | 0 | 0 | 0 | 0 |
| 21:45 | 3 | 0 | 0 | 0 | 3 |
| 22:00 | 2 | 0 | 0 | 0 | 2 |
| 22:15 | 1 | 0 | 0 | 0 | 1 |
| 22:30 | 0 | 0 | 0 | 0 | 0 |
| 22:45 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 1 | 0 | 0 | 0 | 1 |
| 23:15 | 1 | 0 | 0 | 1 | 2 |
| 23:30 | 1 | 0 | 0 | 1 | 2 |
| 23:45 | 2 | 0 | 0 | 0 | 2 |
| TOTAL | 111 | 20 | 19 | 36 | 186 |

| | Exiting | | | | |
|--------------|------------|--------------|-----------|-----------|------------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 12:00 | 3 | 1 | 0 | 0 | 4 |
| 12:15 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 3 | 0 | 1 | 2 | 6 |
| 12:45 | 1 | 0 | 0 | 0 | 1 |
| 13:00 | 2 | 0 | 0 | 0 | 2 |
| 13:15 | 1 | 0 | 0 | 0 | 1 |
| 13:30 | 0 | 1 | 0 | 0 | 1 |
| 13:45 | 2 | 0 | 0 | 0 | 2 |
| 14:00 | 2 | 0 | 0 | 1 | 3 |
| 14:15 | 2 | 1 | 0 | 0 | 3 |
| 14:30 | 1 | 0 | 1 | 1 | 3 |
| 14:45 | 1 | 1 | 0 | 0 | 2 |
| 15:00 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 1 | 0 | 0 | 0 | 1 |
| 15:45 | 1 | 1 | 2 | 0 | 4 |
| 16:00 | 1 | 0 | 0 | 0 | 1 |
| 16:15 | 1 | 0 | 0 | 0 | 1 |
| 16:30 | 2 | 0 | 0 | 0 | 2 |
| 16:45 | 2 | 0 | 0 | 0 | 2 |
| 17:00 | 3 | 0 | 0 | 0 | 3 |
| 17:15 | 1 | 0 | 0 | 0 | 1 |
| 17:30 | 1 | 1 | 1 | 0 | 3 |
| 17:45 | 3 | 0 | 0 | 0 | 3 |
| 18:00 | 3 | 1 | 1 | 0 | 5 |
| 18:15 | 4 | 0 | 0 | 0 | 4 |
| 18:30 | 1 | 0 | 0 | 0 | 1 |
| 18:45 | 2 | 0 | 0 | 0 | 2 |
| 19:00 | 4 | 0 | 0 | 0 | 4 |
| 19:15 | 2 | 0 | 2 | 0 | 4 |
| 19:30 | 0 | 0 | 0 | 0 | 0 |
| 19:45 | 5 | 0 | 0 | 0 | 5 |
| 20:00 | 1 | 0 | 0 | 0 | 1 |
| 20:15 | 1 | 0 | 0 | 0 | 1 |
| 20:30 | 1 | 0 | 0 | 0 | 1 |
| 20:45 | 0 | 0 | 1 | 0 | 1 |
| 21:00 | 3 | 0 | 0 | 0 | 3 |
| 21:15 | 0 | 0 | 0 | 1 | 1 |
| 21:30 | 2 | 0 | 2 | 0 | 4 |
| 21:45 | 3 | 0 | 0 | 0 | 3 |
| 22:00 | 1 | 0 | 0 | 0 | 1 |
| 22:15 | 0 | 0 | 0 | 1 | 1 |
| 22:30 | 0 | 0 | 0 | 1 | 1 |
| 22:45 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 1 | 0 | 0 | 0 | 1 |
| 23:15 | 0 | 0 | 0 | 0 | 0 |
| 23:30 | 0 | 0 | 0 | 0 | 0 |
| 23:45 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 111 | 17 | 28 | 30 | 186 |



City: Fontana
 Location: 10661 Etiwanda Avenue
 Date: 3/9/2022
 Count Type: Driveway Classification Count

| | Entering | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 0 | 0 | 0 | 0 | 0 |
| 0:15 | 0 | 0 | 1 | 3 | 4 |
| 0:30 | 3 | 0 | 0 | 1 | 4 |
| 0:45 | 2 | 0 | 1 | 1 | 4 |
| 1:00 | 1 | 0 | 0 | 3 | 4 |
| 1:15 | 1 | 0 | 0 | 1 | 2 |
| 1:30 | 5 | 0 | 0 | 3 | 8 |
| 1:45 | 7 | 0 | 0 | 2 | 9 |
| 2:00 | 1 | 0 | 0 | 1 | 2 |
| 2:15 | 2 | 0 | 0 | 2 | 4 |
| 2:30 | 2 | 0 | 0 | 0 | 2 |
| 2:45 | 8 | 0 | 0 | 2 | 10 |
| 3:00 | 1 | 0 | 1 | 1 | 3 |
| 3:15 | 1 | 0 | 1 | 0 | 2 |
| 3:30 | 0 | 0 | 0 | 3 | 3 |
| 3:45 | 3 | 0 | 0 | 0 | 3 |
| 4:00 | 4 | 0 | 0 | 0 | 4 |
| 4:15 | 5 | 0 | 1 | 2 | 8 |
| 4:30 | 3 | 0 | 1 | 0 | 4 |
| 4:45 | 9 | 0 | 1 | 2 | 12 |
| 5:00 | 1 | 0 | 0 | 2 | 3 |
| 5:15 | 3 | 0 | 0 | 4 | 7 |
| 5:30 | 1 | 0 | 0 | 2 | 3 |
| 5:45 | 11 | 1 | 1 | 1 | 14 |
| 6:00 | 6 | 0 | 1 | 0 | 7 |
| 6:15 | 7 | 0 | 1 | 1 | 9 |
| 6:30 | 4 | 0 | 1 | 3 | 8 |
| 6:45 | 10 | 0 | 0 | 1 | 11 |
| 7:00 | 4 | 1 | 0 | 1 | 6 |
| 7:15 | 2 | 1 | 0 | 0 | 3 |
| 7:30 | 5 | 2 | 0 | 0 | 7 |
| 7:45 | 5 | 1 | 0 | 2 | 8 |
| 8:00 | 3 | 2 | 0 | 2 | 7 |
| 8:15 | 2 | 0 | 0 | 2 | 4 |
| 8:30 | 9 | 0 | 0 | 3 | 12 |
| 8:45 | 8 | 1 | 0 | 3 | 12 |
| 9:00 | 6 | 0 | 0 | 2 | 8 |
| 9:15 | 3 | 2 | 0 | 0 | 5 |
| 9:30 | 7 | 1 | 0 | 0 | 8 |
| 9:45 | 5 | 0 | 1 | 3 | 9 |
| 10:00 | 2 | 2 | 1 | 2 | 7 |
| 10:15 | 1 | 0 | 0 | 2 | 3 |
| 10:30 | 6 | 0 | 0 | 1 | 7 |
| 10:45 | 7 | 0 | 1 | 3 | 11 |
| 11:00 | 2 | 1 | 0 | 1 | 4 |
| 11:15 | 6 | 1 | 0 | 4 | 11 |
| 11:30 | 3 | 0 | 0 | 1 | 4 |
| 11:45 | 8 | 0 | 1 | 0 | 9 |

| | Exiting | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 2 | 0 | 1 | 2 | 5 |
| 0:15 | 3 | 0 | 0 | 4 | 7 |
| 0:30 | 10 | 0 | 1 | 2 | 13 |
| 0:45 | 4 | 0 | 0 | 1 | 5 |
| 1:00 | 6 | 0 | 1 | 4 | 11 |
| 1:15 | 2 | 0 | 1 | 3 | 6 |
| 1:30 | 5 | 0 | 0 | 1 | 6 |
| 1:45 | 0 | 0 | 0 | 2 | 2 |
| 2:00 | 2 | 0 | 0 | 2 | 4 |
| 2:15 | 1 | 0 | 1 | 4 | 6 |
| 2:30 | 1 | 0 | 0 | 3 | 4 |
| 2:45 | 2 | 0 | 0 | 1 | 3 |
| 3:00 | 0 | 0 | 1 | 0 | 1 |
| 3:15 | 1 | 0 | 0 | 0 | 1 |
| 3:30 | 2 | 0 | 0 | 3 | 5 |
| 3:45 | 0 | 0 | 0 | 1 | 1 |
| 4:00 | 0 | 0 | 0 | 2 | 2 |
| 4:15 | 0 | 0 | 0 | 1 | 1 |
| 4:30 | 0 | 0 | 0 | 2 | 2 |
| 4:45 | 0 | 0 | 0 | 2 | 2 |
| 5:00 | 1 | 0 | 1 | 1 | 3 |
| 5:15 | 0 | 0 | 0 | 1 | 1 |
| 5:30 | 0 | 1 | 0 | 1 | 2 |
| 5:45 | 1 | 1 | 0 | 2 | 4 |
| 6:00 | 2 | 0 | 1 | 2 | 5 |
| 6:15 | 4 | 0 | 0 | 2 | 6 |
| 6:30 | 3 | 0 | 0 | 1 | 4 |
| 6:45 | 1 | 0 | 0 | 0 | 1 |
| 7:00 | 1 | 0 | 0 | 3 | 4 |
| 7:15 | 3 | 0 | 1 | 3 | 7 |
| 7:30 | 8 | 4 | 0 | 1 | 13 |
| 7:45 | 1 | 1 | 0 | 3 | 5 |
| 8:00 | 5 | 2 | 1 | 4 | 12 |
| 8:15 | 0 | 0 | 0 | 4 | 4 |
| 8:30 | 1 | 0 | 0 | 1 | 2 |
| 8:45 | 2 | 0 | 2 | 3 | 7 |
| 9:00 | 3 | 0 | 0 | 3 | 6 |
| 9:15 | 2 | 2 | 1 | 1 | 6 |
| 9:30 | 3 | 1 | 1 | 3 | 8 |
| 9:45 | 3 | 1 | 0 | 6 | 10 |
| 10:00 | 2 | 0 | 0 | 6 | 8 |
| 10:15 | 4 | 6 | 2 | 3 | 15 |
| 10:30 | 8 | 2 | 0 | 1 | 11 |
| 10:45 | 5 | 1 | 2 | 1 | 9 |
| 11:00 | 4 | 3 | 2 | 3 | 12 |
| 11:15 | 1 | 0 | 3 | 0 | 4 |
| 11:30 | 2 | 1 | 0 | 0 | 3 |
| 11:45 | 2 | 1 | 2 | 4 | 9 |



City: Fontana
 Location: 10661 Etiwanda Avenue
 Date: 3/9/2022
 Count Type: Driveway Classification Count

| | Entering | | | | |
|--------------|------------|--------------|-----------|------------|------------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 12:00 | 4 | 0 | 0 | 3 | 7 |
| 12:15 | 3 | 1 | 0 | 1 | 5 |
| 12:30 | 4 | 0 | 0 | 0 | 4 |
| 12:45 | 5 | 0 | 0 | 4 | 9 |
| 13:00 | 3 | 1 | 0 | 1 | 5 |
| 13:15 | 4 | 2 | 0 | 3 | 9 |
| 13:30 | 6 | 0 | 1 | 0 | 7 |
| 13:45 | 4 | 1 | 0 | 3 | 8 |
| 14:00 | 1 | 0 | 2 | 1 | 4 |
| 14:15 | 4 | 2 | 0 | 2 | 8 |
| 14:30 | 2 | 0 | 1 | 3 | 6 |
| 14:45 | 5 | 1 | 0 | 2 | 8 |
| 15:00 | 1 | 0 | 0 | 1 | 2 |
| 15:15 | 6 | 0 | 1 | 2 | 9 |
| 15:30 | 6 | 0 | 0 | 0 | 6 |
| 15:45 | 7 | 1 | 0 | 4 | 12 |
| 16:00 | 3 | 0 | 1 | 1 | 5 |
| 16:15 | 2 | 0 | 1 | 1 | 4 |
| 16:30 | 7 | 1 | 1 | 3 | 12 |
| 16:45 | 4 | 1 | 0 | 1 | 6 |
| 17:00 | 1 | 2 | 2 | 5 | 10 |
| 17:15 | 0 | 1 | 1 | 1 | 3 |
| 17:30 | 2 | 0 | 2 | 4 | 8 |
| 17:45 | 3 | 0 | 1 | 5 | 9 |
| 18:00 | 0 | 0 | 1 | 5 | 6 |
| 18:15 | 1 | 0 | 0 | 8 | 9 |
| 18:30 | 2 | 4 | 0 | 9 | 15 |
| 18:45 | 1 | 1 | 2 | 7 | 11 |
| 19:00 | 1 | 0 | 0 | 4 | 5 |
| 19:15 | 1 | 0 | 0 | 6 | 7 |
| 19:30 | 2 | 1 | 0 | 5 | 8 |
| 19:45 | 1 | 1 | 0 | 2 | 4 |
| 20:00 | 1 | 1 | 1 | 5 | 8 |
| 20:15 | 5 | 2 | 0 | 4 | 11 |
| 20:30 | 5 | 0 | 1 | 0 | 6 |
| 20:45 | 1 | 0 | 1 | 1 | 3 |
| 21:00 | 4 | 1 | 0 | 2 | 7 |
| 21:15 | 3 | 0 | 1 | 4 | 8 |
| 21:30 | 1 | 0 | 0 | 1 | 2 |
| 21:45 | 4 | 1 | 0 | 1 | 6 |
| 22:00 | 5 | 0 | 0 | 1 | 6 |
| 22:15 | 1 | 0 | 0 | 4 | 5 |
| 22:30 | 2 | 0 | 0 | 0 | 2 |
| 22:45 | 5 | 0 | 1 | 2 | 8 |
| 23:00 | 2 | 0 | 1 | 2 | 5 |
| 23:15 | 1 | 0 | 0 | 0 | 1 |
| 23:30 | 3 | 0 | 0 | 4 | 7 |
| 23:45 | 2 | 0 | 0 | 2 | 4 |
| TOTAL | 336 | 42 | 38 | 203 | 619 |

| | Exiting | | | | |
|--------------|------------|--------------|-----------|------------|------------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 12:00 | 8 | 0 | 0 | 3 | 11 |
| 12:15 | 6 | 1 | 0 | 2 | 9 |
| 12:30 | 11 | 0 | 0 | 7 | 18 |
| 12:45 | 7 | 0 | 0 | 2 | 9 |
| 13:00 | 2 | 1 | 1 | 0 | 4 |
| 13:15 | 2 | 0 | 0 | 1 | 3 |
| 13:30 | 12 | 1 | 0 | 0 | 13 |
| 13:45 | 4 | 1 | 0 | 6 | 11 |
| 14:00 | 5 | 1 | 0 | 3 | 9 |
| 14:15 | 1 | 0 | 0 | 0 | 1 |
| 14:30 | 2 | 0 | 1 | 4 | 7 |
| 14:45 | 5 | 0 | 1 | 1 | 7 |
| 15:00 | 3 | 3 | 0 | 2 | 8 |
| 15:15 | 5 | 1 | 0 | 1 | 7 |
| 15:30 | 8 | 0 | 0 | 3 | 11 |
| 15:45 | 4 | 1 | 2 | 0 | 7 |
| 16:00 | 2 | 0 | 0 | 2 | 4 |
| 16:15 | 1 | 0 | 0 | 1 | 2 |
| 16:30 | 5 | 0 | 1 | 0 | 6 |
| 16:45 | 2 | 0 | 0 | 1 | 3 |
| 17:00 | 4 | 2 | 0 | 2 | 8 |
| 17:15 | 5 | 0 | 1 | 3 | 9 |
| 17:30 | 5 | 0 | 0 | 2 | 7 |
| 17:45 | 8 | 0 | 0 | 2 | 10 |
| 18:00 | 4 | 1 | 0 | 2 | 7 |
| 18:15 | 5 | 0 | 0 | 4 | 9 |
| 18:30 | 5 | 0 | 0 | 3 | 8 |
| 18:45 | 3 | 0 | 0 | 3 | 6 |
| 19:00 | 11 | 1 | 2 | 5 | 19 |
| 19:15 | 5 | 0 | 0 | 0 | 5 |
| 19:30 | 6 | 0 | 0 | 2 | 8 |
| 19:45 | 6 | 0 | 0 | 1 | 7 |
| 20:00 | 12 | 1 | 1 | 2 | 16 |
| 20:15 | 3 | 1 | 0 | 1 | 5 |
| 20:30 | 9 | 0 | 0 | 2 | 11 |
| 20:45 | 3 | 0 | 0 | 1 | 4 |
| 21:00 | 2 | 0 | 0 | 3 | 5 |
| 21:15 | 1 | 0 | 0 | 1 | 2 |
| 21:30 | 4 | 0 | 0 | 1 | 5 |
| 21:45 | 3 | 0 | 0 | 0 | 3 |
| 22:00 | 4 | 0 | 2 | 0 | 6 |
| 22:15 | 2 | 0 | 0 | 1 | 3 |
| 22:30 | 5 | 0 | 1 | 2 | 8 |
| 22:45 | 5 | 0 | 0 | 3 | 8 |
| 23:00 | 2 | 0 | 1 | 3 | 6 |
| 23:15 | 1 | 0 | 0 | 1 | 2 |
| 23:30 | 9 | 0 | 0 | 3 | 12 |
| 23:45 | 1 | 0 | 0 | 1 | 2 |
| TOTAL | 341 | 43 | 39 | 196 | 619 |



City: Fontana
 Location: 10661 Etiwanda Avenue
 Date: 3/10/2022
 Count Type: Driveway Classification Count

| | Entering | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 0 | 1 | 1 | 3 | 5 |
| 0:15 | 2 | 0 | 0 | 0 | 2 |
| 0:30 | 1 | 0 | 1 | 0 | 2 |
| 0:45 | 2 | 0 | 0 | 1 | 3 |
| 1:00 | 2 | 0 | 0 | 3 | 5 |
| 1:15 | 1 | 0 | 0 | 2 | 3 |
| 1:30 | 4 | 0 | 0 | 3 | 7 |
| 1:45 | 9 | 0 | 0 | 0 | 9 |
| 2:00 | 3 | 0 | 0 | 2 | 5 |
| 2:15 | 1 | 0 | 0 | 1 | 2 |
| 2:30 | 2 | 0 | 0 | 2 | 4 |
| 2:45 | 4 | 0 | 0 | 1 | 5 |
| 3:00 | 3 | 0 | 0 | 1 | 4 |
| 3:15 | 0 | 0 | 0 | 0 | 0 |
| 3:30 | 3 | 0 | 0 | 1 | 4 |
| 3:45 | 6 | 0 | 0 | 3 | 9 |
| 4:00 | 4 | 0 | 1 | 1 | 6 |
| 4:15 | 1 | 0 | 0 | 0 | 1 |
| 4:30 | 5 | 0 | 0 | 2 | 7 |
| 4:45 | 6 | 1 | 0 | 1 | 8 |
| 5:00 | 3 | 0 | 0 | 5 | 8 |
| 5:15 | 5 | 0 | 0 | 0 | 5 |
| 5:30 | 3 | 0 | 0 | 1 | 4 |
| 5:45 | 14 | 0 | 0 | 0 | 14 |
| 6:00 | 4 | 0 | 0 | 1 | 5 |
| 6:15 | 8 | 0 | 0 | 1 | 9 |
| 6:30 | 8 | 0 | 0 | 4 | 12 |
| 6:45 | 6 | 0 | 1 | 2 | 9 |
| 7:00 | 7 | 1 | 3 | 4 | 15 |
| 7:15 | 3 | 0 | 0 | 1 | 4 |
| 7:30 | 2 | 0 | 0 | 1 | 3 |
| 7:45 | 5 | 0 | 0 | 4 | 9 |
| 8:00 | 2 | 0 | 0 | 0 | 2 |
| 8:15 | 2 | 1 | 0 | 0 | 3 |
| 8:30 | 13 | 0 | 0 | 1 | 14 |
| 8:45 | 5 | 1 | 0 | 2 | 8 |
| 9:00 | 3 | 3 | 1 | 0 | 7 |
| 9:15 | 5 | 1 | 0 | 2 | 8 |
| 9:30 | 6 | 0 | 0 | 3 | 9 |
| 9:45 | 5 | 0 | 0 | 2 | 7 |
| 10:00 | 2 | 0 | 0 | 2 | 4 |
| 10:15 | 6 | 4 | 0 | 4 | 14 |
| 10:30 | 4 | 1 | 0 | 0 | 5 |
| 10:45 | 4 | 0 | 0 | 1 | 5 |
| 11:00 | 3 | 1 | 0 | 0 | 4 |
| 11:15 | 5 | 1 | 0 | 0 | 6 |
| 11:30 | 2 | 1 | 0 | 5 | 8 |
| 11:45 | 6 | 1 | 0 | 0 | 7 |

| | Exiting | | | | |
|-------|----------|--------------|--------|---------|-------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 0:00 | 2 | 0 | 0 | 1 | 3 |
| 0:15 | 3 | 0 | 0 | 4 | 7 |
| 0:30 | 12 | 0 | 0 | 10 | 22 |
| 0:45 | 5 | 0 | 0 | 5 | 10 |
| 1:00 | 4 | 0 | 0 | 2 | 6 |
| 1:15 | 2 | 0 | 1 | 1 | 4 |
| 1:30 | 4 | 0 | 0 | 1 | 5 |
| 1:45 | 2 | 0 | 0 | 2 | 4 |
| 2:00 | 2 | 0 | 0 | 3 | 5 |
| 2:15 | 1 | 0 | 0 | 2 | 3 |
| 2:30 | 0 | 0 | 0 | 3 | 3 |
| 2:45 | 0 | 0 | 0 | 1 | 1 |
| 3:00 | 2 | 0 | 0 | 2 | 4 |
| 3:15 | 1 | 0 | 0 | 1 | 2 |
| 3:30 | 0 | 0 | 0 | 3 | 3 |
| 3:45 | 0 | 0 | 0 | 1 | 1 |
| 4:00 | 0 | 0 | 1 | 1 | 2 |
| 4:15 | 1 | 0 | 0 | 0 | 1 |
| 4:30 | 2 | 0 | 0 | 3 | 5 |
| 4:45 | 0 | 0 | 1 | 1 | 2 |
| 5:00 | 0 | 0 | 0 | 1 | 1 |
| 5:15 | 1 | 1 | 0 | 0 | 2 |
| 5:30 | 0 | 0 | 0 | 3 | 3 |
| 5:45 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 1 | 1 | 2 |
| 6:15 | 5 | 0 | 0 | 1 | 6 |
| 6:30 | 1 | 0 | 0 | 2 | 3 |
| 6:45 | 2 | 0 | 1 | 1 | 4 |
| 7:00 | 1 | 1 | 1 | 0 | 3 |
| 7:15 | 3 | 0 | 1 | 4 | 8 |
| 7:30 | 8 | 1 | 0 | 3 | 12 |
| 7:45 | 3 | 1 | 0 | 6 | 10 |
| 8:00 | 1 | 0 | 2 | 4 | 7 |
| 8:15 | 2 | 2 | 1 | 1 | 6 |
| 8:30 | 2 | 0 | 0 | 1 | 3 |
| 8:45 | 5 | 0 | 1 | 3 | 9 |
| 9:00 | 3 | 1 | 0 | 2 | 6 |
| 9:15 | 1 | 1 | 0 | 0 | 2 |
| 9:30 | 2 | 0 | 3 | 3 | 8 |
| 9:45 | 2 | 1 | 2 | 5 | 10 |
| 10:00 | 2 | 0 | 4 | 3 | 9 |
| 10:15 | 3 | 0 | 1 | 5 | 9 |
| 10:30 | 7 | 2 | 0 | 3 | 12 |
| 10:45 | 2 | 2 | 4 | 3 | 11 |
| 11:00 | 2 | 0 | 0 | 3 | 5 |
| 11:15 | 2 | 1 | 0 | 0 | 3 |
| 11:30 | 3 | 1 | 1 | 0 | 5 |
| 11:45 | 3 | 2 | 0 | 5 | 10 |



City: Fontana
 Location: 10661 Etiwanda Avenue
 Date: 3/10/2022
 Count Type: Driveway Classification Count

| | Entering | | | | |
|--------------|------------|--------------|-----------|------------|------------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 12:00 | 4 | 1 | 0 | 1 | 6 |
| 12:15 | 5 | 0 | 0 | 0 | 5 |
| 12:30 | 3 | 0 | 0 | 1 | 4 |
| 12:45 | 8 | 1 | 0 | 1 | 10 |
| 13:00 | 4 | 0 | 1 | 1 | 6 |
| 13:15 | 5 | 0 | 0 | 2 | 7 |
| 13:30 | 7 | 2 | 1 | 3 | 13 |
| 13:45 | 5 | 1 | 1 | 4 | 11 |
| 14:00 | 2 | 0 | 0 | 1 | 3 |
| 14:15 | 1 | 1 | 0 | 3 | 5 |
| 14:30 | 5 | 0 | 0 | 0 | 5 |
| 14:45 | 4 | 2 | 0 | 4 | 10 |
| 15:00 | 3 | 0 | 0 | 2 | 5 |
| 15:15 | 3 | 2 | 1 | 1 | 7 |
| 15:30 | 7 | 0 | 0 | 1 | 8 |
| 15:45 | 4 | 0 | 1 | 3 | 8 |
| 16:00 | 1 | 0 | 0 | 0 | 1 |
| 16:15 | 2 | 1 | 0 | 1 | 4 |
| 16:30 | 7 | 1 | 1 | 1 | 10 |
| 16:45 | 3 | 0 | 0 | 2 | 5 |
| 17:00 | 4 | 1 | 0 | 2 | 7 |
| 17:15 | 0 | 0 | 0 | 8 | 8 |
| 17:30 | 3 | 1 | 1 | 6 | 11 |
| 17:45 | 2 | 0 | 3 | 4 | 9 |
| 18:00 | 5 | 0 | 0 | 4 | 9 |
| 18:15 | 1 | 1 | 0 | 8 | 10 |
| 18:30 | 1 | 1 | 0 | 5 | 7 |
| 18:45 | 0 | 1 | 0 | 4 | 5 |
| 19:00 | 0 | 0 | 1 | 0 | 1 |
| 19:15 | 2 | 0 | 4 | 4 | 10 |
| 19:30 | 2 | 1 | 1 | 4 | 8 |
| 19:45 | 3 | 0 | 3 | 5 | 11 |
| 20:00 | 3 | 3 | 0 | 5 | 11 |
| 20:15 | 0 | 0 | 1 | 2 | 3 |
| 20:30 | 5 | 1 | 0 | 0 | 6 |
| 20:45 | 4 | 0 | 1 | 3 | 8 |
| 21:00 | 1 | 0 | 0 | 2 | 3 |
| 21:15 | 2 | 1 | 1 | 4 | 8 |
| 21:30 | 3 | 1 | 0 | 2 | 6 |
| 21:45 | 3 | 0 | 0 | 0 | 3 |
| 22:00 | 1 | 0 | 0 | 0 | 1 |
| 22:15 | 3 | 1 | 0 | 0 | 4 |
| 22:30 | 1 | 1 | 1 | 0 | 3 |
| 22:45 | 6 | 0 | 0 | 0 | 6 |
| 23:00 | 4 | 1 | 0 | 0 | 5 |
| 23:15 | 2 | 0 | 0 | 3 | 5 |
| 23:30 | 3 | 0 | 0 | 0 | 3 |
| 23:45 | 0 | 0 | 0 | 3 | 3 |
| TOTAL | 347 | 45 | 31 | 183 | 606 |

| | Exiting | | | | |
|--------------|------------|--------------|-----------|------------|------------|
| | Pass Veh | Large 2 Axle | 3 Axle | 4+ Axle | Total |
| 12:00 | 6 | 1 | 0 | 3 | 10 |
| 12:15 | 5 | 2 | 0 | 4 | 11 |
| 12:30 | 9 | 0 | 0 | 1 | 10 |
| 12:45 | 6 | 0 | 0 | 2 | 8 |
| 13:00 | 5 | 0 | 0 | 2 | 7 |
| 13:15 | 4 | 0 | 0 | 1 | 5 |
| 13:30 | 13 | 1 | 1 | 3 | 18 |
| 13:45 | 10 | 2 | 1 | 3 | 16 |
| 14:00 | 2 | 1 | 1 | 1 | 5 |
| 14:15 | 4 | 1 | 1 | 0 | 6 |
| 14:30 | 7 | 1 | 0 | 1 | 9 |
| 14:45 | 3 | 0 | 1 | 5 | 9 |
| 15:00 | 8 | 1 | 0 | 2 | 11 |
| 15:15 | 2 | 1 | 1 | 0 | 4 |
| 15:30 | 11 | 0 | 0 | 1 | 12 |
| 15:45 | 2 | 0 | 2 | 0 | 4 |
| 16:00 | 5 | 2 | 0 | 2 | 9 |
| 16:15 | 2 | 0 | 2 | 1 | 5 |
| 16:30 | 5 | 0 | 2 | 0 | 7 |
| 16:45 | 4 | 0 | 0 | 0 | 4 |
| 17:00 | 5 | 1 | 0 | 1 | 7 |
| 17:15 | 1 | 0 | 0 | 2 | 3 |
| 17:30 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 5 | 1 | 0 | 2 | 8 |
| 18:00 | 10 | 0 | 0 | 3 | 13 |
| 18:15 | 4 | 0 | 0 | 2 | 6 |
| 18:30 | 5 | 0 | 0 | 3 | 8 |
| 18:45 | 11 | 0 | 1 | 2 | 14 |
| 19:00 | 1 | 0 | 0 | 0 | 1 |
| 19:15 | 5 | 0 | 0 | 0 | 5 |
| 19:30 | 7 | 0 | 0 | 0 | 7 |
| 19:45 | 3 | 0 | 0 | 3 | 6 |
| 20:00 | 4 | 0 | 0 | 2 | 6 |
| 20:15 | 6 | 0 | 2 | 4 | 12 |
| 20:30 | 6 | 0 | 1 | 1 | 8 |
| 20:45 | 5 | 0 | 0 | 0 | 5 |
| 21:00 | 4 | 0 | 0 | 1 | 5 |
| 21:15 | 3 | 1 | 1 | 0 | 5 |
| 21:30 | 4 | 0 | 1 | 2 | 7 |
| 21:45 | 5 | 0 | 1 | 4 | 10 |
| 22:00 | 3 | 0 | 0 | 2 | 5 |
| 22:15 | 4 | 1 | 0 | 2 | 7 |
| 22:30 | 6 | 0 | 0 | 2 | 8 |
| 22:45 | 3 | 0 | 0 | 3 | 6 |
| 23:00 | 1 | 0 | 0 | 1 | 2 |
| 23:15 | 4 | 0 | 0 | 1 | 5 |
| 23:30 | 7 | 0 | 0 | 1 | 8 |
| 23:45 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 344 | 34 | 45 | 186 | 609 |

**APPENDIX 5.1: OPENING YEAR CUMULATIVE (2024) WITHOUT
PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS
WORKSHEETS**

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Timings

534 Struck Avenue (JN 13101)

1: SR-57 SB Ramps & Katella Av.

10/10/2022



| Lane Group | EBT | WBT | SBL | SBT | SBR |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑↑↑ | ↑↑↑ | ↵ | ↵ | ↵ |
| Traffic Volume (vph) | 1175 | 913 | 125 | 0 | 369 |
| Future Volume (vph) | 1175 | 913 | 125 | 0 | 369 |
| Turn Type | NA | NA | Split | NA | Perm |
| Protected Phases | 2 | 6 | 4 | 4 | |
| Permitted Phases | | | | | 4 |
| Detector Phase | 2 | 6 | 4 | 4 | 4 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 23.4 | 27.4 | 23.8 | 23.8 | 23.8 |
| Total Split (s) | 28.3 | 27.8 | 23.9 | 23.9 | 23.9 |
| Total Split (%) | 35.4% | 34.8% | 29.9% | 29.9% | 29.9% |
| Yellow Time (s) | 4.4 | 4.4 | 4.8 | 4.8 | 4.8 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.4 | 5.4 | 5.8 | 5.8 | 5.8 |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Recall Mode | None | C-Min | None | None | None |
| Act Effct Green (s) | 29.2 | 21.9 | 12.3 | 12.3 | 12.3 |
| Actuated g/C Ratio | 0.36 | 0.27 | 0.15 | 0.15 | 0.15 |
| v/c Ratio | 0.85 | 0.83 | 0.45 | 0.52 | 0.50 |
| Control Delay | 28.9 | 35.8 | 36.1 | 11.3 | 9.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 28.9 | 35.8 | 36.1 | 11.3 | 9.4 |
| LOS | C | D | D | B | A |
| Approach Delay | 28.9 | 35.8 | | 16.2 | |
| Approach LOS | C | D | | B | |

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 29.3
 Intersection LOS: C
 Intersection Capacity Utilization 47.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 1: SR-57 SB Ramps & Katella Av.



HCM 6th Signalized Intersection Summary
 1: SR-57 SB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|-----|-----|-----|------|------|------|
| Lane Configurations | | ↑↑↑ | | | ↑↑↑ | | | | | ↘ | ↔ | ↗ |
| Traffic Volume (veh/h) | 0 | 1175 | 310 | 0 | 913 | 180 | 0 | 0 | 0 | 125 | 0 | 369 |
| Future Volume (veh/h) | 0 | 1175 | 310 | 0 | 913 | 180 | 0 | 0 | 0 | 125 | 0 | 369 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 0.98 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | | | No | |
| Adj Sat Flow, veh/h/ln | 0 | 1826 | 1826 | 0 | 1826 | 1752 | | | | 1841 | 1900 | 1826 |
| Adj Flow Rate, veh/h | 0 | 1199 | 316 | 0 | 932 | 184 | | | | 85 | 0 | 241 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | | | | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 10 | | | | 4 | 0 | 5 |
| Cap, veh/h | 0 | 2873 | 757 | 0 | 3059 | 601 | | | | 219 | 0 | 387 |
| Arrive On Green | 0.00 | 0.74 | 0.74 | 0.00 | 0.74 | 0.74 | | | | 0.12 | 0.00 | 0.12 |
| Sat Flow, veh/h | 0 | 4072 | 1030 | 0 | 4326 | 818 | | | | 1753 | 0 | 3095 |
| Grp Volume(v), veh/h | 0 | 1020 | 495 | 0 | 743 | 373 | | | | 85 | 0 | 241 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1662 | 1614 | 0 | 1662 | 1657 | | | | 1753 | 0 | 1547 |
| Q Serve(g_s), s | 0.0 | 9.4 | 9.4 | 0.0 | 6.1 | 6.1 | | | | 3.6 | 0.0 | 5.9 |
| Cycle Q Clear(g_c), s | 0.0 | 9.4 | 9.4 | 0.0 | 6.1 | 6.1 | | | | 3.6 | 0.0 | 5.9 |
| Prop In Lane | 0.00 | | 0.64 | 0.00 | | 0.49 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2443 | 1187 | 0 | 2443 | 1218 | | | | 219 | 0 | 387 |
| V/C Ratio(X) | 0.00 | 0.42 | 0.42 | 0.00 | 0.30 | 0.31 | | | | 0.39 | 0.00 | 0.62 |
| Avail Cap(c_a), veh/h | 0 | 2443 | 1187 | 0 | 2443 | 1218 | | | | 397 | 0 | 700 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 0.00 | 0.58 | 0.58 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 4.0 | 4.0 | 0.0 | 3.6 | 3.6 | | | | 32.2 | 0.0 | 33.2 |
| Incr Delay (d2), s/veh | 0.0 | 0.1 | 0.2 | 0.0 | 0.2 | 0.4 | | | | 1.1 | 0.0 | 1.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 1.9 | 1.9 | 0.0 | 1.3 | 1.3 | | | | 1.5 | 0.0 | 2.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 4.2 | 4.3 | 0.0 | 3.8 | 4.0 | | | | 33.3 | 0.0 | 34.9 |
| LnGrp LOS | A | A | A | A | A | A | | | | C | A | C |
| Approach Vol, veh/h | | 1515 | | | 1116 | | | | | | | 326 |
| Approach Delay, s/veh | | 4.2 | | | 3.9 | | | | | | | 34.5 |
| Approach LOS | | A | | | A | | | | | | | C |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | | | | | |
| Phs Duration (G+Y+Rc), s | | 64.2 | | 15.8 | | 64.2 | | | | | | |
| Change Period (Y+Rc), s | | 5.4 | | 5.8 | | 5.4 | | | | | | |
| Max Green Setting (Gmax), s | | 22.9 | | 18.1 | | 22.4 | | | | | | |
| Max Q Clear Time (g_c+I1), s | | 11.4 | | 7.9 | | 8.1 | | | | | | |
| Green Ext Time (p_c), s | | 7.2 | | 0.8 | | 6.1 | | | | | | |

Intersection Summary

| | |
|--------------------|-----|
| HCM 6th Ctrl Delay | 7.4 |
| HCM 6th LOS | A |

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: SR-57 NB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Lane Group | EBT | WBT | WBR | NBL | NBT | NBR |
|----------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑↑↑↑ | ↑↑↑ | ↗ | ↖ | ↕ | ↗ |
| Traffic Volume (vph) | 798 | 705 | 117 | 388 | 0 | 507 |
| Future Volume (vph) | 798 | 705 | 117 | 388 | 0 | 507 |
| Turn Type | NA | NA | Perm | Split | NA | Perm |
| Protected Phases | 2 | 6 | | 8 | 8 | |
| Permitted Phases | | | 6 | | | 8 |
| Detector Phase | 2 | 6 | 6 | 8 | 8 | 8 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 27.4 | 15.4 | 15.4 | 15.8 | 15.8 | 15.8 |
| Total Split (s) | 28.0 | 22.0 | 22.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 35.0% | 27.5% | 27.5% | 37.5% | 37.5% | 37.5% |
| Yellow Time (s) | 4.4 | 4.4 | 4.4 | 4.8 | 4.8 | 4.8 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.4 | 5.4 | 5.4 | 5.8 | 5.8 | 5.8 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | C-Min | None | None | None | None | None |
| Act Effct Green (s) | 26.2 | 16.4 | 16.4 | 20.8 | 20.8 | 20.8 |
| Actuated g/C Ratio | 0.33 | 0.20 | 0.20 | 0.26 | 0.26 | 0.26 |
| v/c Ratio | 0.58 | 0.76 | 0.31 | 0.75 | 0.61 | 0.50 |
| Control Delay | 11.0 | 35.5 | 7.9 | 37.8 | 15.7 | 6.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 11.0 | 35.5 | 7.9 | 37.8 | 15.7 | 6.0 |
| LOS | B | D | A | D | B | A |
| Approach Delay | 11.0 | 31.6 | | | 20.2 | |
| Approach LOS | B | C | | | C | |

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 19.4
 Intersection Capacity Utilization 48.6%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 2: SR-57 NB Ramps & Katella Av.



HCM 6th Signalized Intersection Summary
 2: SR-57 NB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|------|------|------|------|------|------|-----|-----|-----|
| Lane Configurations | | ↑↑↑↑↑ | | | ↑↑↑ | ↑ | ↑ | ↑ | ↑ | | | |
| Traffic Volume (veh/h) | 0 | 798 | 503 | 0 | 705 | 117 | 388 | 0 | 507 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 798 | 503 | 0 | 705 | 117 | 388 | 0 | 507 | 0 | 0 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 0.98 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | 0 | 1826 | 1826 | 0 | 1781 | 1752 | 1870 | 1900 | 1826 | | | |
| Adj Flow Rate, veh/h | 0 | 840 | 529 | 0 | 742 | 123 | 506 | 0 | 209 | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 8 | 10 | 2 | 0 | 5 | | | |
| Cap, veh/h | 0 | 3991 | 1018 | 0 | 3281 | 981 | 660 | 0 | 287 | | | |
| Arrive On Green | 0.00 | 0.67 | 0.67 | 0.00 | 0.67 | 0.67 | 0.19 | 0.00 | 0.19 | | | |
| Sat Flow, veh/h | 0 | 6263 | 1509 | 0 | 5024 | 1454 | 3563 | 0 | 1547 | | | |
| Grp Volume(v), veh/h | 0 | 840 | 529 | 0 | 742 | 123 | 506 | 0 | 209 | | | |
| Grp Sat Flow(s),veh/h/ln | 0 | 1479 | 1509 | 0 | 1621 | 1454 | 1781 | 0 | 1547 | | | |
| Q Serve(g_s), s | 0.0 | 4.3 | 14.0 | 0.0 | 4.7 | 2.4 | 10.8 | 0.0 | 10.2 | | | |
| Cycle Q Clear(g_c), s | 0.0 | 4.3 | 14.0 | 0.0 | 4.7 | 2.4 | 10.8 | 0.0 | 10.2 | | | |
| Prop In Lane | 0.00 | | 1.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 0 | 3991 | 1018 | 0 | 3281 | 981 | 660 | 0 | 287 | | | |
| V/C Ratio(X) | 0.00 | 0.21 | 0.52 | 0.00 | 0.23 | 0.13 | 0.77 | 0.00 | 0.73 | | | |
| Avail Cap(c_a), veh/h | 0 | 3991 | 1018 | 0 | 3281 | 981 | 1078 | 0 | 468 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.00 | 0.47 | 0.47 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 0.0 | 4.9 | 6.5 | 0.0 | 5.0 | 4.6 | 30.9 | 0.0 | 30.7 | | | |
| Incr Delay (d2), s/veh | 0.0 | 0.1 | 0.9 | 0.0 | 0.0 | 0.1 | 1.9 | 0.0 | 3.5 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 0.0 | 1.0 | 3.4 | 0.0 | 1.1 | 0.5 | 4.5 | 0.0 | 3.8 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 5.0 | 7.4 | 0.0 | 5.0 | 4.7 | 32.8 | 0.0 | 34.2 | | | |
| LnGrp LOS | A | A | A | A | A | A | C | A | C | | | |
| Approach Vol, veh/h | | 1369 | | | 865 | | | 715 | | | | |
| Approach Delay, s/veh | | 5.9 | | | 5.0 | | | 33.2 | | | | |
| Approach LOS | | A | | | A | | | C | | | | |
| Timer - Assigned Phs | | 2 | | | 6 | | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 59.4 | | | 59.4 | | | 20.6 | | | | |
| Change Period (Y+Rc), s | | 5.4 | | | 5.4 | | | 5.8 | | | | |
| Max Green Setting (Gmax), s | | 22.6 | | | 16.6 | | | 24.2 | | | | |
| Max Q Clear Time (g_c+I1), s | | 16.0 | | | 6.7 | | | 12.8 | | | | |
| Green Ext Time (p_c), s | | 4.3 | | | 3.7 | | | 2.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 12.3 |
| HCM 6th LOS | B |

Notes

User approved volume balancing among the lanes for turning movement.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Struck & Katella

Cycle (sec): 100 Critical Vol./Cap.(X): 0.318
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 13 columns for various volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

-----|-----|-----|-----|

Saturation Flow Module: Table with 13 columns for saturation flow metrics like Sat/Lane, Adjustment, Lanes, etc.

-----|-----|-----|-----|

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics like Vol/Sat, Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Main & Katella

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 2 0 2 0 1 1 0 2 0 1 1 0 3 0 1 1 0 2 1 0

Volume Module:
Base Vol: 56 165 172 59 361 63 59 566 73 287 632 83
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 58 172 179 61 376 66 61 589 76 299 658 86
Added Vol: 0 1 1 0 3 0 0 6 0 3 3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 58 173 180 61 379 66 61 595 76 302 661 86
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 58 173 180 61 379 66 61 595 76 302 661 86
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 58 173 180 61 379 66 61 595 76 302 661 86
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 58 173 180 61 379 66 61 595 76 302 661 86
OvlAdjVol: 0

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 1.00 1.00 2.65 0.35
Final Sat.: 3400 3400 1700 1700 3400 1700 1700 5100 1700 1700 4510 590

Capacity Analysis Module:
Vol/Sat: 0.02 0.05 0.11 0.04 0.11 0.04 0.04 0.12 0.04 0.18 0.15 0.15
OvlAdjV/S: 0.00
Crit Moves: ****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Main & Struck

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 12 columns for volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume).

-----|-----|-----|-----|

Saturation Flow Module: Table with 12 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.).

-----|-----|-----|-----|

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics (Vol/Sat, Crit Moves).

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Batavia & Katella

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 43 150 117 147 333 160 75 623 74 188 862 136
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 45 156 122 153 346 166 78 648 77 196 897 141
Added Vol: 1 3 3 3 3 1 1 1 5 4 3 3
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 46 159 125 156 349 167 79 649 82 200 900 144
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 46 159 125 156 349 167 79 649 82 200 900 144
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 46 159 125 156 349 167 79 649 82 200 900 144
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 46 159 125 156 349 167 79 649 82 200 900 144

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.12 0.88 1.00 2.00 1.00 1.00 2.66 0.34 1.00 3.00 1.00
Final Sat.: 1700 1906 1494 1700 3400 1700 1700 4528 572 1700 5100 1700

Capacity Analysis Module:
Vol/Sat: 0.03 0.08 0.08 0.09 0.10 0.10 0.05 0.14 0.14 0.12 0.18 0.08
Crit Moves: **** **** **** ****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Batavia & Struck

Cycle (sec): 100 Critical Vol./Cap.(X): 0.294
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module: Table with 13 columns for different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 13 columns for different traffic movements. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for different traffic movements. Rows include Vol/Sat and Crit Moves.

Timings

534 Struck Avenue (JN 13101)

1: SR-57 SB Ramps & Katella Av.

10/10/2022



| Lane Group | EBT | WBT | SBL | SBT | SBR |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑↑↑ | ↑↑↑ | ↵ | ↔ | ↵ |
| Traffic Volume (vph) | 1074 | 1469 | 424 | 0 | 694 |
| Future Volume (vph) | 1074 | 1469 | 424 | 0 | 694 |
| Turn Type | NA | NA | Split | NA | Perm |
| Protected Phases | 2 | 6 | 4 | 4 | |
| Permitted Phases | | | | | 4 |
| Detector Phase | 2 | 6 | 4 | 4 | 4 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 23.4 | 27.4 | 23.8 | 23.8 | 23.8 |
| Total Split (s) | 28.0 | 38.0 | 24.0 | 24.0 | 24.0 |
| Total Split (%) | 31.1% | 42.2% | 26.7% | 26.7% | 26.7% |
| Yellow Time (s) | 4.4 | 4.4 | 4.8 | 4.8 | 4.8 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.4 | 5.4 | 5.8 | 5.8 | 5.8 |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Recall Mode | None | C-Min | None | None | None |
| Act Effct Green (s) | 22.6 | 32.6 | 18.2 | 18.2 | 18.2 |
| Actuated g/C Ratio | 0.25 | 0.36 | 0.20 | 0.20 | 0.20 |
| v/c Ratio | 1.18 | 1.07 | 1.18 | 0.68 | 0.63 |
| Control Delay | 121.4 | 69.6 | 143.0 | 12.6 | 8.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 121.4 | 69.6 | 143.0 | 12.6 | 8.5 |
| LOS | F | E | F | B | A |
| Approach Delay | 121.4 | 69.6 | | 55.7 | |
| Approach LOS | F | E | | E | |

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 82.9
 Intersection LOS: F
 Intersection Capacity Utilization 73.4%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: SR-57 SB Ramps & Katella Av.



HCM 6th Signalized Intersection Summary
 1: SR-57 SB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|-----|-----|-----|------|-------|-------|
| Lane Configurations | | ↑↑↑ | | | ↑↑↑ | | | | | ↑ | ↔ | ↑ |
| Traffic Volume (veh/h) | 0 | 1074 | 329 | 0 | 1469 | 316 | 0 | 0 | 0 | 424 | 0 | 694 |
| Future Volume (veh/h) | 0 | 1074 | 329 | 0 | 1469 | 316 | 0 | 0 | 0 | 424 | 0 | 694 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | | | No | |
| Adj Sat Flow, veh/h/ln | 0 | 1856 | 1856 | 0 | 1841 | 1870 | | | | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 0 | 1155 | 354 | 0 | 1580 | 340 | | | | 304 | 0 | 827 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | | | | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 0 | 3 | 3 | 0 | 4 | 2 | | | | 0 | 0 | 0 |
| Cap, veh/h | 0 | 2573 | 788 | 0 | 2791 | 596 | | | | 366 | 0 | 651 |
| Arrive On Green | 0.00 | 0.67 | 0.67 | 0.00 | 0.67 | 0.67 | | | | 0.20 | 0.00 | 0.20 |
| Sat Flow, veh/h | 0 | 3988 | 1171 | 0 | 4310 | 886 | | | | 1810 | 0 | 3220 |
| Grp Volume(v), veh/h | 0 | 1021 | 488 | 0 | 1275 | 645 | | | | 304 | 0 | 827 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1689 | 1615 | 0 | 1675 | 1680 | | | | 1810 | 0 | 1610 |
| Q Serve(g_s), s | 0.0 | 12.7 | 12.7 | 0.0 | 18.1 | 18.3 | | | | 14.5 | 0.0 | 18.2 |
| Cycle Q Clear(g_c), s | 0.0 | 12.7 | 12.7 | 0.0 | 18.1 | 18.3 | | | | 14.5 | 0.0 | 18.2 |
| Prop In Lane | 0.00 | | 0.73 | 0.00 | | 0.53 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2274 | 1087 | 0 | 2256 | 1131 | | | | 366 | 0 | 651 |
| V/C Ratio(X) | 0.00 | 0.45 | 0.45 | 0.00 | 0.57 | 0.57 | | | | 0.83 | 0.00 | 1.27 |
| Avail Cap(c_a), veh/h | 0 | 2274 | 1087 | 0 | 2256 | 1131 | | | | 366 | 0 | 651 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 0.00 | 0.21 | 0.21 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 6.9 | 6.9 | 0.0 | 7.8 | 7.8 | | | | 34.4 | 0.0 | 35.9 |
| Incr Delay (d2), s/veh | 0.0 | 0.1 | 0.3 | 0.0 | 0.2 | 0.4 | | | | 14.8 | 0.0 | 133.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 3.6 | 3.5 | 0.0 | 5.0 | 5.2 | | | | 7.5 | 0.0 | 18.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 7.0 | 7.2 | 0.0 | 8.0 | 8.2 | | | | 49.3 | 0.0 | 169.2 |
| LnGrp LOS | A | A | A | A | A | A | | | | D | A | F |
| Approach Vol, veh/h | | 1509 | | | 1920 | | | | | | 1131 | |
| Approach Delay, s/veh | | 7.1 | | | 8.1 | | | | | | 137.0 | |
| Approach LOS | | A | | | A | | | | | | F | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | | | | | |
| Phs Duration (G+Y+Rc), s | | 66.0 | | 24.0 | | 66.0 | | | | | | |
| Change Period (Y+Rc), s | | 5.4 | | 5.8 | | 5.4 | | | | | | |
| Max Green Setting (Gmax), s | | 22.6 | | 18.2 | | 32.6 | | | | | | |
| Max Q Clear Time (g_c+I1), s | | 14.7 | | 20.2 | | 20.3 | | | | | | |
| Green Ext Time (p_c), s | | 5.4 | | 0.0 | | 9.2 | | | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 39.7 |
| HCM 6th LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: SR-57 NB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Lane Group | EBT | WBT | WBR | NBL | NBT | NBR |
|----------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑↑↑↑ | ↑↑↑ | ↶ | ↶ | ↔ | ↷ |
| Traffic Volume (vph) | 1172 | 1396 | 217 | 389 | 0 | 684 |
| Future Volume (vph) | 1172 | 1396 | 217 | 389 | 0 | 684 |
| Turn Type | NA | NA | Perm | Split | NA | Perm |
| Protected Phases | 2 | 6 | | 8 | 8 | |
| Permitted Phases | | | 6 | | | 8 |
| Detector Phase | 2 | 6 | 6 | 8 | 8 | 8 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 27.4 | 15.4 | 15.4 | 15.8 | 15.8 | 15.8 |
| Total Split (s) | 28.0 | 32.0 | 32.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 31.1% | 35.6% | 35.6% | 33.3% | 33.3% | 33.3% |
| Yellow Time (s) | 4.4 | 4.4 | 4.4 | 4.8 | 4.8 | 4.8 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.4 | 5.4 | 5.4 | 5.8 | 5.8 | 5.8 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | C-Min | None | None | None | None | None |
| Act Effct Green (s) | 23.4 | 26.6 | 26.6 | 23.4 | 23.4 | 23.4 |
| Actuated g/C Ratio | 0.26 | 0.30 | 0.30 | 0.26 | 0.26 | 0.26 |
| v/c Ratio | 0.81 | 0.96 | 0.36 | 0.90 | 0.60 | 0.56 |
| Control Delay | 26.4 | 47.1 | 5.2 | 58.8 | 9.4 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 26.4 | 47.1 | 5.2 | 58.8 | 9.4 | 6.6 |
| LOS | C | D | A | E | A | A |
| Approach Delay | 26.4 | 41.5 | | | 24.6 | |
| Approach LOS | C | D | | | C | |

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 31.8
 Intersection LOS: C
 Intersection Capacity Utilization 55.9%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: SR-57 NB Ramps & Katella Av.



HCM 6th Signalized Intersection Summary
 2: SR-57 NB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|------|------|------|------|------|------|-----|-----|-----|
| Lane Configurations | | ↑↑↑↑↑ | | | ↑↑↑ | ↑ | ↑ | ↑ | ↑ | | | |
| Traffic Volume (veh/h) | 0 | 1172 | 327 | 0 | 1396 | 217 | 389 | 0 | 684 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 1172 | 327 | 0 | 1396 | 217 | 389 | 0 | 684 | 0 | 0 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.97 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | 0 | 1870 | 1856 | 0 | 1885 | 1885 | 1752 | 1900 | 1870 | | | |
| Adj Flow Rate, veh/h | 0 | 1221 | 341 | 0 | 1454 | 226 | 270 | 0 | 746 | | | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | | |
| Percent Heavy Veh, % | 0 | 2 | 3 | 0 | 1 | 1 | 10 | 0 | 2 | | | |
| Cap, veh/h | 0 | 3736 | 953 | 0 | 3173 | 985 | 432 | 0 | 821 | | | |
| Arrive On Green | 0.00 | 0.62 | 0.62 | 0.00 | 0.62 | 0.62 | 0.26 | 0.00 | 0.26 | | | |
| Sat Flow, veh/h | 0 | 6415 | 1545 | 0 | 5316 | 1598 | 1668 | 0 | 3170 | | | |
| Grp Volume(v), veh/h | 0 | 1221 | 341 | 0 | 1454 | 226 | 270 | 0 | 746 | | | |
| Grp Sat Flow(s),veh/h/ln | 0 | 1515 | 1545 | 0 | 1716 | 1598 | 1668 | 0 | 1585 | | | |
| Q Serve(g_s), s | 0.0 | 8.7 | 9.8 | 0.0 | 13.6 | 5.7 | 12.9 | 0.0 | 20.5 | | | |
| Cycle Q Clear(g_c), s | 0.0 | 8.7 | 9.8 | 0.0 | 13.6 | 5.7 | 12.9 | 0.0 | 20.5 | | | |
| Prop In Lane | 0.00 | | 1.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 0 | 3736 | 953 | 0 | 3173 | 985 | 432 | 0 | 821 | | | |
| V/C Ratio(X) | 0.00 | 0.33 | 0.36 | 0.00 | 0.46 | 0.23 | 0.62 | 0.00 | 0.91 | | | |
| Avail Cap(c_a), veh/h | 0 | 3736 | 953 | 0 | 3173 | 985 | 449 | 0 | 852 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.00 | 0.09 | 0.09 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 0.0 | 8.3 | 8.5 | 0.0 | 9.2 | 7.7 | 29.5 | 0.0 | 32.3 | | | |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | 0.1 | 2.6 | 0.0 | 13.2 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 0.0 | 2.4 | 2.8 | 0.0 | 4.3 | 1.7 | 5.1 | 0.0 | 8.8 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 8.3 | 8.6 | 0.0 | 9.3 | 7.8 | 32.0 | 0.0 | 45.6 | | | |
| LnGrp LOS | A | A | A | A | A | A | C | A | D | | | |
| Approach Vol, veh/h | | 1562 | | | 1680 | | | 1016 | | | | |
| Approach Delay, s/veh | | 8.4 | | | 9.1 | | | 42.0 | | | | |
| Approach LOS | | A | | | A | | | D | | | | |
| Timer - Assigned Phs | | 2 | | | 6 | | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 60.9 | | | 60.9 | | | 29.1 | | | | |
| Change Period (Y+Rc), s | | 5.4 | | | 5.4 | | | 5.8 | | | | |
| Max Green Setting (Gmax), s | | 22.6 | | | 26.6 | | | 24.2 | | | | |
| Max Q Clear Time (g_c+I1), s | | 11.8 | | | 15.6 | | | 22.5 | | | | |
| Green Ext Time (p_c), s | | 7.0 | | | 7.3 | | | 0.8 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 16.7 |
| HCM 6th LOS | B |

Notes

User approved volume balancing among the lanes for turning movement.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Struck & Katella

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 12 columns for volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume).

-----|-----|-----|-----|

Saturation Flow Module: Table with 12 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.).

-----|-----|-----|-----|

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics (Vol/Sat, Crit Moves).

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Main & Katella

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 2 0 2 0 1 1 0 2 0 1 1 0 3 0 1 1 0 2 1 0

Volume Module:
Base Vol: 155 429 361 75 255 107 32 665 46 209 1253 107
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 161 446 376 78 265 111 33 692 48 217 1304 111
Added Vol: 0 3 3 0 1 0 0 8 0 1 11 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 161 449 379 78 266 111 33 700 48 218 1315 111
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 161 449 379 78 266 111 33 700 48 218 1315 111
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 161 449 379 78 266 111 33 700 48 218 1315 111
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 161 449 379 78 266 111 33 700 48 218 1315 111
OvlAdjVol: 160

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 1.00 1.00 2.77 0.23
Final Sat.: 3400 3400 1700 1700 3400 1700 1700 5100 1700 1700 4702 398

Capacity Analysis Module:
Vol/Sat: 0.05 0.13 0.22 0.05 0.08 0.07 0.02 0.14 0.03 0.13 0.28 0.28
OvlAdjV/S: 0.09
Crit Moves: ****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Main & Struck

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 13 columns for various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume).

-----|-----|-----|-----|

Saturation Flow Module: Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.).

-----|-----|-----|-----|

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves).

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Batavia & Katella

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 12 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows showing Vol/Sat and Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Batavia & Struck

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 13 columns for various volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

-----|-----|-----|-----|

Saturation Flow Module: Table with 13 columns for saturation flow metrics like Sat/Lane, Adjustment, Lanes, Final Sat.

-----|-----|-----|-----|

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics like Vol/Sat, Crit Moves.

**APPENDIX 5.2: OPENING YEAR CUMULATIVE (2024) WITH PROJECT
CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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Timings

534 Struck Avenue (JN 13101)

1: SR-57 SB Ramps & Katella Av.

10/10/2022



| Lane Group | EBT | WBT | SBL | SBT | SBR |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑↑↑ | ↑↑↑ | ↵ | ↵ | ↵ |
| Traffic Volume (vph) | 1175 | 913 | 128 | 0 | 369 |
| Future Volume (vph) | 1175 | 913 | 128 | 0 | 369 |
| Turn Type | NA | NA | Split | NA | Perm |
| Protected Phases | 2 | 6 | 4 | 4 | |
| Permitted Phases | | | | | 4 |
| Detector Phase | 2 | 6 | 4 | 4 | 4 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 23.4 | 27.4 | 23.8 | 23.8 | 23.8 |
| Total Split (s) | 28.3 | 27.8 | 23.9 | 23.9 | 23.9 |
| Total Split (%) | 35.4% | 34.8% | 29.9% | 29.9% | 29.9% |
| Yellow Time (s) | 4.4 | 4.4 | 4.8 | 4.8 | 4.8 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.4 | 5.4 | 5.8 | 5.8 | 5.8 |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Recall Mode | None | C-Min | None | None | None |
| Act Effct Green (s) | 29.1 | 21.9 | 12.4 | 12.4 | 12.4 |
| Actuated g/C Ratio | 0.36 | 0.27 | 0.16 | 0.16 | 0.16 |
| v/c Ratio | 0.85 | 0.83 | 0.46 | 0.52 | 0.50 |
| Control Delay | 29.1 | 35.7 | 36.2 | 11.2 | 9.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.1 | 35.7 | 36.2 | 11.2 | 9.3 |
| LOS | C | D | D | B | A |
| Approach Delay | 29.1 | 35.7 | | 16.3 | |
| Approach LOS | C | D | | B | |

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 29.4
 Intersection LOS: C
 Intersection Capacity Utilization 47.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 1: SR-57 SB Ramps & Katella Av.



HCM 6th Signalized Intersection Summary
 1: SR-57 SB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|-----|-----|-----|------|------|------|
| Lane Configurations | | ↑↑↑ | | | ↑↑↑ | | | | | ↘ | ↔ | ↗ |
| Traffic Volume (veh/h) | 0 | 1175 | 310 | 0 | 913 | 184 | 0 | 0 | 0 | 128 | 0 | 369 |
| Future Volume (veh/h) | 0 | 1175 | 310 | 0 | 913 | 184 | 0 | 0 | 0 | 128 | 0 | 369 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 0.98 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | | | No | |
| Adj Sat Flow, veh/h/ln | 0 | 1826 | 1826 | 0 | 1826 | 1752 | | | | 1841 | 1900 | 1826 |
| Adj Flow Rate, veh/h | 0 | 1199 | 316 | 0 | 932 | 188 | | | | 87 | 0 | 242 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | | | | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 5 | 10 | | | | 4 | 0 | 5 |
| Cap, veh/h | 0 | 2873 | 757 | 0 | 3046 | 612 | | | | 219 | 0 | 387 |
| Arrive On Green | 0.00 | 0.74 | 0.74 | 0.00 | 0.74 | 0.74 | | | | 0.12 | 0.00 | 0.12 |
| Sat Flow, veh/h | 0 | 4072 | 1030 | 0 | 4309 | 833 | | | | 1753 | 0 | 3095 |
| Grp Volume(v), veh/h | 0 | 1020 | 495 | 0 | 747 | 373 | | | | 87 | 0 | 242 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1662 | 1614 | 0 | 1662 | 1654 | | | | 1753 | 0 | 1547 |
| Q Serve(g_s), s | 0.0 | 9.4 | 9.4 | 0.0 | 6.1 | 6.2 | | | | 3.7 | 0.0 | 5.9 |
| Cycle Q Clear(g_c), s | 0.0 | 9.4 | 9.4 | 0.0 | 6.1 | 6.2 | | | | 3.7 | 0.0 | 5.9 |
| Prop In Lane | 0.00 | | 0.64 | 0.00 | | 0.50 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2443 | 1187 | 0 | 2443 | 1216 | | | | 219 | 0 | 387 |
| V/C Ratio(X) | 0.00 | 0.42 | 0.42 | 0.00 | 0.31 | 0.31 | | | | 0.40 | 0.00 | 0.63 |
| Avail Cap(c_a), veh/h | 0 | 2443 | 1187 | 0 | 2443 | 1216 | | | | 397 | 0 | 700 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 0.00 | 0.57 | 0.57 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 4.0 | 4.1 | 0.0 | 3.6 | 3.6 | | | | 32.2 | 0.0 | 33.2 |
| Incr Delay (d2), s/veh | 0.0 | 0.1 | 0.2 | 0.0 | 0.2 | 0.4 | | | | 1.2 | 0.0 | 1.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 1.9 | 1.9 | 0.0 | 1.3 | 1.4 | | | | 1.5 | 0.0 | 2.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 4.2 | 4.3 | 0.0 | 3.8 | 4.0 | | | | 33.4 | 0.0 | 34.9 |
| LnGrp LOS | A | A | A | A | A | A | | | | C | A | C |
| Approach Vol, veh/h | | 1515 | | | 1120 | | | | | | 329 | |
| Approach Delay, s/veh | | 4.2 | | | 3.9 | | | | | | 34.5 | |
| Approach LOS | | A | | | A | | | | | | C | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | | | | | |
| Phs Duration (G+Y+Rc), s | | 64.2 | | 15.8 | | 64.2 | | | | | | |
| Change Period (Y+Rc), s | | 5.4 | | 5.8 | | 5.4 | | | | | | |
| Max Green Setting (Gmax), s | | 22.9 | | 18.1 | | 22.4 | | | | | | |
| Max Q Clear Time (g_c+I1), s | | 11.4 | | 7.9 | | 8.2 | | | | | | |
| Green Ext Time (p_c), s | | 7.2 | | 0.8 | | 6.1 | | | | | | |

Intersection Summary

| | |
|--------------------|-----|
| HCM 6th Ctrl Delay | 7.4 |
| HCM 6th LOS | A |

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: SR-57 NB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Lane Group | EBT | WBT | WBR | NBL | NBT | NBR |
|----------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑↑↑↑ | ↑↑↑ | ↗ | ↖ | ↕ | ↗ |
| Traffic Volume (vph) | 801 | 709 | 120 | 388 | 0 | 511 |
| Future Volume (vph) | 801 | 709 | 120 | 388 | 0 | 511 |
| Turn Type | NA | NA | Perm | Split | NA | Perm |
| Protected Phases | 2 | 6 | | 8 | 8 | |
| Permitted Phases | | | 6 | | | 8 |
| Detector Phase | 2 | 6 | 6 | 8 | 8 | 8 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 27.4 | 15.4 | 15.4 | 15.8 | 15.8 | 15.8 |
| Total Split (s) | 28.0 | 22.0 | 22.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 35.0% | 27.5% | 27.5% | 37.5% | 37.5% | 37.5% |
| Yellow Time (s) | 4.4 | 4.4 | 4.4 | 4.8 | 4.8 | 4.8 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.4 | 5.4 | 5.4 | 5.8 | 5.8 | 5.8 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | C-Min | None | None | None | None | None |
| Act Effct Green (s) | 26.2 | 16.4 | 16.4 | 20.8 | 20.8 | 20.8 |
| Actuated g/C Ratio | 0.33 | 0.20 | 0.20 | 0.26 | 0.26 | 0.26 |
| v/c Ratio | 0.58 | 0.76 | 0.32 | 0.75 | 0.61 | 0.51 |
| Control Delay | 11.2 | 35.5 | 8.0 | 37.8 | 15.7 | 6.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 11.2 | 35.5 | 8.0 | 37.8 | 15.7 | 6.0 |
| LOS | B | D | A | D | B | A |
| Approach Delay | 11.2 | 31.5 | | | 20.2 | |
| Approach LOS | B | C | | | C | |

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 19.4
 Intersection Capacity Utilization 48.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 2: SR-57 NB Ramps & Katella Av.



HCM 6th Signalized Intersection Summary
 2: SR-57 NB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|------|------|------|------|------|------|-----|-----|-----|
| Lane Configurations | | ↑↑↑↑↑ | | | ↑↑↑ | ↑ | ↑ | ↑ | ↑ | | | |
| Traffic Volume (veh/h) | 0 | 801 | 503 | 0 | 709 | 120 | 388 | 0 | 511 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 801 | 503 | 0 | 709 | 120 | 388 | 0 | 511 | 0 | 0 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 0.98 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | 0 | 1826 | 1826 | 0 | 1781 | 1752 | 1870 | 1900 | 1826 | | | |
| Adj Flow Rate, veh/h | 0 | 843 | 529 | 0 | 746 | 126 | 507 | 0 | 212 | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | |
| Percent Heavy Veh, % | 0 | 5 | 5 | 0 | 8 | 10 | 2 | 0 | 5 | | | |
| Cap, veh/h | 0 | 3989 | 1018 | 0 | 3279 | 980 | 662 | 0 | 287 | | | |
| Arrive On Green | 0.00 | 0.67 | 0.67 | 0.00 | 0.67 | 0.67 | 0.19 | 0.00 | 0.19 | | | |
| Sat Flow, veh/h | 0 | 6263 | 1509 | 0 | 5024 | 1454 | 3563 | 0 | 1547 | | | |
| Grp Volume(v), veh/h | 0 | 843 | 529 | 0 | 746 | 126 | 507 | 0 | 212 | | | |
| Grp Sat Flow(s),veh/h/ln | 0 | 1479 | 1509 | 0 | 1621 | 1454 | 1781 | 0 | 1547 | | | |
| Q Serve(g_s), s | 0.0 | 4.3 | 14.1 | 0.0 | 4.7 | 2.5 | 10.8 | 0.0 | 10.3 | | | |
| Cycle Q Clear(g_c), s | 0.0 | 4.3 | 14.1 | 0.0 | 4.7 | 2.5 | 10.8 | 0.0 | 10.3 | | | |
| Prop In Lane | 0.00 | | 1.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 0 | 3989 | 1018 | 0 | 3279 | 980 | 662 | 0 | 287 | | | |
| V/C Ratio(X) | 0.00 | 0.21 | 0.52 | 0.00 | 0.23 | 0.13 | 0.77 | 0.00 | 0.74 | | | |
| Avail Cap(c_a), veh/h | 0 | 3989 | 1018 | 0 | 3279 | 980 | 1078 | 0 | 468 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.00 | 0.46 | 0.46 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 0.0 | 5.0 | 6.5 | 0.0 | 5.0 | 4.6 | 30.9 | 0.0 | 30.7 | | | |
| Incr Delay (d2), s/veh | 0.0 | 0.1 | 0.9 | 0.0 | 0.0 | 0.1 | 1.9 | 0.0 | 3.7 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 0.0 | 1.0 | 3.4 | 0.0 | 1.2 | 0.6 | 4.5 | 0.0 | 3.9 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 5.0 | 7.4 | 0.0 | 5.0 | 4.7 | 32.8 | 0.0 | 34.4 | | | |
| LnGrp LOS | A | A | A | A | A | A | C | A | C | | | |
| Approach Vol, veh/h | | 1372 | | | 872 | | | 719 | | | | |
| Approach Delay, s/veh | | 5.9 | | | 5.0 | | | 33.3 | | | | |
| Approach LOS | | A | | | A | | | C | | | | |
| Timer - Assigned Phs | | 2 | | | 6 | | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 59.3 | | | 59.3 | | | 20.7 | | | | |
| Change Period (Y+Rc), s | | 5.4 | | | 5.4 | | | 5.8 | | | | |
| Max Green Setting (Gmax), s | | 22.6 | | | 16.6 | | | 24.2 | | | | |
| Max Q Clear Time (g_c+I1), s | | 16.1 | | | 6.7 | | | 12.8 | | | | |
| Green Ext Time (p_c), s | | 4.3 | | | 3.7 | | | 2.1 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 12.3 |
| HCM 6th LOS | B |

Notes

User approved volume balancing among the lanes for turning movement.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Struck & Katella

Cycle (sec): 100 Critical Vol./Cap.(X): 0.320
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1! 0 0 0 0 1! 0 0 1 0 3 0 1 1 0 2 1 0

Volume Module:
Base Vol: 112 0 7 8 1 27 7 651 278 46 729 5
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 117 0 7 8 1 28 7 677 289 48 758 5
Added Vol: 15 0 0 0 0 0 0 12 15 0 9 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 132 0 7 8 1 28 7 689 304 48 767 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 132 0 7 8 1 28 7 689 304 48 767 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 132 0 7 8 1 28 7 689 304 48 767 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 132 0 7 8 1 28 7 689 304 48 767 5

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.89 0.01 0.10 0.22 0.03 0.75 1.00 3.00 1.00 1.00 2.98 0.02
Final Sat.: 3222 0 178 378 47 1275 1700 5100 1700 1700 5066 34

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.04 0.02 0.02 0.02 0.00 0.14 0.18 0.03 0.15 0.15
Crit Moves: **** **** **** ****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Main & Katella

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics such as Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, and OvlAdjVol.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics: Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics: Vol/Sat, OvlAdjV/S, and Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Main & Struck

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns for volume metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module: Table with 12 columns for saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics. Rows include Vol/Sat and Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Batavia & Katella

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 12 columns representing different volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume).

-----|-----|-----|-----|

Saturation Flow Module: Table with 12 columns representing saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.).

-----|-----|-----|-----|

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics (Vol/Sat, Crit Moves).

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Batavia & Struck

Cycle (sec): 100 Critical Vol./Cap.(X): 0.296
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 13 columns for different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

-----|-----|-----|-----|

Saturation Flow Module: Table with 13 columns for different traffic movements. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

-----|-----|-----|-----|

Capacity Analysis Module: Table with 13 columns for different traffic movements. Rows include Vol/Sat and Crit Moves.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 93 | 8 | 0 | 62 | 8 | 0 |
| Future Vol, veh/h | 93 | 8 | 0 | 62 | 8 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 101 | 9 | 0 | 67 | 9 | 0 |

| Major/Minor | Major1 | Major2 | Minor1 | | | |
|----------------------|--------|--------|--------|---|-----|-----|
| Conflicting Flow All | 0 | 0 | 110 | 0 | 173 | 106 |
| Stage 1 | - | - | - | - | 106 | - |
| Stage 2 | - | - | - | - | 67 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 1493 | - | 822 | 954 |
| Stage 1 | - | - | - | - | 923 | - |
| Stage 2 | - | - | - | - | 961 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1493 | - | 822 | 954 |
| Mov Cap-2 Maneuver | - | - | - | - | 822 | - |
| Stage 1 | - | - | - | - | 923 | - |
| Stage 2 | - | - | - | - | 961 | - |

| Approach | EB | WB | NB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 0 | 0 | 9.4 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|------|-----|
| Capacity (veh/h) | 822 | - | - | 1493 | - |
| HCM Lane V/C Ratio | 0.011 | - | - | - | - |
| HCM Control Delay (s) | 9.4 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.9 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 6 | 5 | 5 | 0 | 0 | 17 |
| Future Vol, veh/h | 6 | 5 | 5 | 0 | 0 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 7 | 5 | 5 | 0 | 0 | 18 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|------|--------|---|
| Conflicting Flow All | 19 | 9 | 18 | 0 | 0 |
| Stage 1 | 9 | - | - | - | - |
| Stage 2 | 10 | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - |
| Pot Cap-1 Maneuver | 1004 | 1079 | 1612 | - | - |
| Stage 1 | 1019 | - | - | - | - |
| Stage 2 | 1018 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 1001 | 1079 | 1612 | - | - |
| Mov Cap-2 Maneuver | 1001 | - | - | - | - |
| Stage 1 | 1016 | - | - | - | - |
| Stage 2 | 1018 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 8.5 | 7.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1612 | - | 1035 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | 0.012 | - | - |
| HCM Control Delay (s) | 7.2 | 0 | 8.5 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

Timings
1: SR-57 SB Ramps & Katella Av.

534 Struck Avenue (JN 13101)
10/10/2022



| Lane Group | EBT | WBT | SBL | SBT | SBR |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑↑↑ | ↑↑↑ | ↵ | ↔ | ↵ |
| Traffic Volume (vph) | 1074 | 1469 | 428 | 0 | 694 |
| Future Volume (vph) | 1074 | 1469 | 428 | 0 | 694 |
| Turn Type | NA | NA | Split | NA | Perm |
| Protected Phases | 2 | 6 | 4 | 4 | |
| Permitted Phases | | | | | 4 |
| Detector Phase | 2 | 6 | 4 | 4 | 4 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 23.4 | 27.4 | 23.8 | 23.8 | 23.8 |
| Total Split (s) | 28.0 | 38.0 | 24.0 | 24.0 | 24.0 |
| Total Split (%) | 31.1% | 42.2% | 26.7% | 26.7% | 26.7% |
| Yellow Time (s) | 4.4 | 4.4 | 4.8 | 4.8 | 4.8 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.4 | 5.4 | 5.8 | 5.8 | 5.8 |
| Lead/Lag | | | | | |
| Lead-Lag Optimize? | | | | | |
| Recall Mode | None | C-Min | None | None | None |
| Act Effct Green (s) | 22.6 | 32.6 | 18.2 | 18.2 | 18.2 |
| Actuated g/C Ratio | 0.25 | 0.36 | 0.20 | 0.20 | 0.20 |
| v/c Ratio | 1.18 | 1.07 | 1.20 | 0.68 | 0.63 |
| Control Delay | 121.4 | 70.2 | 147.2 | 12.6 | 8.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 121.4 | 70.2 | 147.2 | 12.6 | 8.5 |
| LOS | F | E | F | B | A |
| Approach Delay | 121.4 | 70.2 | | 57.5 | |
| Approach LOS | F | E | | E | |

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 83.5
 Intersection LOS: F
 Intersection Capacity Utilization 73.5%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: SR-57 SB Ramps & Katella Av.



HCM 6th Signalized Intersection Summary
 1: SR-57 SB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|-----|-----|-----|------|-------|-------|
| Lane Configurations | | ↑↑↑ | | | ↑↑↑ | | | | | ↑ | ↔ | ↑ |
| Traffic Volume (veh/h) | 0 | 1074 | 329 | 0 | 1469 | 319 | 0 | 0 | 0 | 428 | 0 | 694 |
| Future Volume (veh/h) | 0 | 1074 | 329 | 0 | 1469 | 319 | 0 | 0 | 0 | 428 | 0 | 694 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.98 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | | | | No | |
| Adj Sat Flow, veh/h/ln | 0 | 1856 | 1856 | 0 | 1841 | 1870 | | | | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 0 | 1155 | 354 | 0 | 1580 | 343 | | | | 307 | 0 | 829 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | | | | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 0 | 3 | 3 | 0 | 4 | 2 | | | | 0 | 0 | 0 |
| Cap, veh/h | 0 | 2573 | 788 | 0 | 2786 | 600 | | | | 366 | 0 | 651 |
| Arrive On Green | 0.00 | 0.67 | 0.67 | 0.00 | 0.67 | 0.67 | | | | 0.20 | 0.00 | 0.20 |
| Sat Flow, veh/h | 0 | 3988 | 1171 | 0 | 4303 | 892 | | | | 1810 | 0 | 3220 |
| Grp Volume(v), veh/h | 0 | 1021 | 488 | 0 | 1277 | 646 | | | | 307 | 0 | 829 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1689 | 1615 | 0 | 1675 | 1679 | | | | 1810 | 0 | 1610 |
| Q Serve(g_s), s | 0.0 | 12.7 | 12.7 | 0.0 | 18.1 | 18.4 | | | | 14.7 | 0.0 | 18.2 |
| Cycle Q Clear(g_c), s | 0.0 | 12.7 | 12.7 | 0.0 | 18.1 | 18.4 | | | | 14.7 | 0.0 | 18.2 |
| Prop In Lane | 0.00 | | 0.73 | 0.00 | | 0.53 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 2274 | 1087 | 0 | 2256 | 1130 | | | | 366 | 0 | 651 |
| V/C Ratio(X) | 0.00 | 0.45 | 0.45 | 0.00 | 0.57 | 0.57 | | | | 0.84 | 0.00 | 1.27 |
| Avail Cap(c_a), veh/h | 0 | 2274 | 1087 | 0 | 2256 | 1130 | | | | 366 | 0 | 651 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 0.00 | 0.21 | 0.21 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 6.9 | 6.9 | 0.0 | 7.8 | 7.8 | | | | 34.5 | 0.0 | 35.9 |
| Incr Delay (d2), s/veh | 0.0 | 0.1 | 0.3 | 0.0 | 0.2 | 0.4 | | | | 15.7 | 0.0 | 134.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 3.6 | 3.5 | 0.0 | 5.1 | 5.2 | | | | 7.6 | 0.0 | 18.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 7.0 | 7.2 | 0.0 | 8.0 | 8.2 | | | | 50.2 | 0.0 | 170.5 |
| LnGrp LOS | A | A | A | A | A | A | | | | D | A | F |
| Approach Vol, veh/h | | 1509 | | | 1923 | | | | | | 1136 | |
| Approach Delay, s/veh | | 7.1 | | | 8.1 | | | | | | 138.0 | |
| Approach LOS | | A | | | A | | | | | | F | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | | | | | |
| Phs Duration (G+Y+Rc), s | | 66.0 | | 24.0 | | 66.0 | | | | | | |
| Change Period (Y+Rc), s | | 5.4 | | 5.8 | | 5.4 | | | | | | |
| Max Green Setting (Gmax), s | | 22.6 | | 18.2 | | 32.6 | | | | | | |
| Max Q Clear Time (g_c+I1), s | | 14.7 | | 20.2 | | 20.4 | | | | | | |
| Green Ext Time (p_c), s | | 5.4 | | 0.0 | | 9.1 | | | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 40.1 |
| HCM 6th LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.

Timings
2: SR-57 NB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Lane Group | EBT | WBT | WBR | NBL | NBT | NBR |
|----------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↑↑↑↑ | ↑↑↑ | ↗ | ↖ | ↔ | ↗ |
| Traffic Volume (vph) | 1176 | 1399 | 219 | 389 | 0 | 688 |
| Future Volume (vph) | 1176 | 1399 | 219 | 389 | 0 | 688 |
| Turn Type | NA | NA | Perm | Split | NA | Perm |
| Protected Phases | 2 | 6 | | 8 | 8 | |
| Permitted Phases | | | 6 | | | 8 |
| Detector Phase | 2 | 6 | 6 | 8 | 8 | 8 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Minimum Split (s) | 27.4 | 15.4 | 15.4 | 15.8 | 15.8 | 15.8 |
| Total Split (s) | 28.0 | 32.0 | 32.0 | 30.0 | 30.0 | 30.0 |
| Total Split (%) | 31.1% | 35.6% | 35.6% | 33.3% | 33.3% | 33.3% |
| Yellow Time (s) | 4.4 | 4.4 | 4.4 | 4.8 | 4.8 | 4.8 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.4 | 5.4 | 5.4 | 5.8 | 5.8 | 5.8 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | C-Min | None | None | None | None | None |
| Act Effct Green (s) | 23.4 | 26.6 | 26.6 | 23.4 | 23.4 | 23.4 |
| Actuated g/C Ratio | 0.26 | 0.30 | 0.30 | 0.26 | 0.26 | 0.26 |
| v/c Ratio | 0.81 | 0.96 | 0.36 | 0.90 | 0.60 | 0.57 |
| Control Delay | 26.6 | 47.5 | 5.2 | 58.8 | 9.4 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 26.6 | 47.5 | 5.2 | 58.8 | 9.4 | 6.6 |
| LOS | C | D | A | E | A | A |
| Approach Delay | 26.6 | 41.8 | | | 24.5 | |
| Approach LOS | C | D | | | C | |

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 31.9
 Intersection LOS: C
 Intersection Capacity Utilization 56.1%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: SR-57 NB Ramps & Katella Av.



HCM 6th Signalized Intersection Summary
 2: SR-57 NB Ramps & Katella Av.

534 Struck Avenue (JN 13101)

10/10/2022



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|-------|------|------|------|------|------|------|------|-----|-----|-----|
| Lane Configurations | | ↑↑↑↑↑ | | | ↑↑↑ | ↑ | ↑ | ↑ | ↑ | | | |
| Traffic Volume (veh/h) | 0 | 1176 | 327 | 0 | 1399 | 219 | 389 | 0 | 688 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 1176 | 327 | 0 | 1399 | 219 | 389 | 0 | 688 | 0 | 0 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.97 | 1.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Work Zone On Approach | | No | | | No | | | No | | | | |
| Adj Sat Flow, veh/h/ln | 0 | 1870 | 1856 | 0 | 1885 | 1885 | 1752 | 1900 | 1870 | | | |
| Adj Flow Rate, veh/h | 0 | 1225 | 341 | 0 | 1457 | 228 | 270 | 0 | 751 | | | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | | |
| Percent Heavy Veh, % | 0 | 2 | 3 | 0 | 1 | 1 | 10 | 0 | 2 | | | |
| Cap, veh/h | 0 | 3730 | 951 | 0 | 3168 | 983 | 434 | 0 | 824 | | | |
| Arrive On Green | 0.00 | 0.62 | 0.62 | 0.00 | 0.62 | 0.62 | 0.26 | 0.00 | 0.26 | | | |
| Sat Flow, veh/h | 0 | 6415 | 1545 | 0 | 5316 | 1598 | 1668 | 0 | 3170 | | | |
| Grp Volume(v), veh/h | 0 | 1225 | 341 | 0 | 1457 | 228 | 270 | 0 | 751 | | | |
| Grp Sat Flow(s),veh/h/ln | 0 | 1515 | 1545 | 0 | 1716 | 1598 | 1668 | 0 | 1585 | | | |
| Q Serve(g_s), s | 0.0 | 8.8 | 9.8 | 0.0 | 13.7 | 5.8 | 12.9 | 0.0 | 20.7 | | | |
| Cycle Q Clear(g_c), s | 0.0 | 8.8 | 9.8 | 0.0 | 13.7 | 5.8 | 12.9 | 0.0 | 20.7 | | | |
| Prop In Lane | 0.00 | | 1.00 | 0.00 | | 1.00 | 1.00 | | 1.00 | | | |
| Lane Grp Cap(c), veh/h | 0 | 3730 | 951 | 0 | 3168 | 983 | 434 | 0 | 824 | | | |
| V/C Ratio(X) | 0.00 | 0.33 | 0.36 | 0.00 | 0.46 | 0.23 | 0.62 | 0.00 | 0.91 | | | |
| Avail Cap(c_a), veh/h | 0 | 3730 | 951 | 0 | 3168 | 983 | 449 | 0 | 852 | | | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Upstream Filter(I) | 0.00 | 0.09 | 0.09 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | | | |
| Uniform Delay (d), s/veh | 0.0 | 8.3 | 8.5 | 0.0 | 9.3 | 7.8 | 29.4 | 0.0 | 32.3 | | | |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | 0.1 | 2.5 | 0.0 | 13.6 | | | |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| %ile BackOfQ(50%),veh/ln | 0.0 | 2.4 | 2.8 | 0.0 | 4.3 | 1.7 | 5.1 | 0.0 | 8.9 | | | |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 8.4 | 8.6 | 0.0 | 9.4 | 7.9 | 31.9 | 0.0 | 45.9 | | | |
| LnGrp LOS | A | A | A | A | A | A | C | A | D | | | |
| Approach Vol, veh/h | | 1566 | | | 1685 | | | 1021 | | | | |
| Approach Delay, s/veh | | 8.4 | | | 9.2 | | | 42.2 | | | | |
| Approach LOS | | A | | | A | | | D | | | | |
| Timer - Assigned Phs | | 2 | | | 6 | | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 60.8 | | | 60.8 | | | 29.2 | | | | |
| Change Period (Y+Rc), s | | 5.4 | | | 5.4 | | | 5.8 | | | | |
| Max Green Setting (Gmax), s | | 22.6 | | | 26.6 | | | 24.2 | | | | |
| Max Q Clear Time (g_c+I1), s | | 11.8 | | | 15.7 | | | 22.7 | | | | |
| Green Ext Time (p_c), s | | 7.0 | | | 7.3 | | | 0.7 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 16.8 |
| HCM 6th LOS | B |

Notes

User approved volume balancing among the lanes for turning movement.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Struck & Katella

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 1! 0 0 0 0 1! 0 0 1 0 3 0 1 1 0 2 1 0

Volume Module:
Base Vol: 258 4 12 1 2 10 21 802 241 24 1419 7
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 268 4 12 1 2 10 22 834 251 25 1476 7
Added Vol: 17 0 0 0 0 0 0 15 15 0 15 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 285 4 12 1 2 10 22 849 266 25 1491 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 285 4 12 1 2 10 22 849 266 25 1491 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 285 4 12 1 2 10 22 849 266 25 1491 7
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 285 4 12 1 2 10 22 849 266 25 1491 7

Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.89 0.03 0.08 0.08 0.15 0.77 1.00 3.00 1.00 1.00 2.99 0.01
Final Sat.: 3213 47 141 131 262 1308 1700 5100 1700 1700 5075 25

Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.09 0.01 0.01 0.01 0.01 0.17 0.16 0.01 0.29 0.29
Crit Moves: **** **** **** ****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Main & Katella

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Protected), Rights (Ovl/Include), Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 12 columns for volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, OvlAdjVol).

-----|-----|-----|-----|

Saturation Flow Module: Table with 12 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.).

-----|-----|-----|-----|

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics (Vol/Sat, OvlAdjV/S, Crit Moves).

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Main & Struck

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

-----|-----|-----|-----|

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

-----|-----|-----|-----|

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Batavia & Katella

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 12 columns representing different volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume).

-----|-----|-----|-----|

Saturation Flow Module: Table with 12 columns representing saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.).

-----|-----|-----|-----|

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics (Vol/Sat, Crit Moves).

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Batavia & Struck

Cycle (sec): 100 Critical Vol./Cap.(X): 0.314
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, Y+R, and Lanes.

-----|-----|-----|-----|

Volume Module: Table with 12 columns for volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume).

-----|-----|-----|-----|

Saturation Flow Module: Table with 12 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.).

-----|-----|-----|-----|

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics (Vol/Sat, Crit Moves).

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 23 | 8 | 0 | 15 | 5 | 0 |
| Future Vol, veh/h | 23 | 8 | 0 | 15 | 5 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 25 | 9 | 0 | 16 | 5 | 0 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 0 | 0 | 34 | 0 | 46 |
| Stage 1 | - | - | - | - | 30 |
| Stage 2 | - | - | - | - | 16 |
| Critical Hdwy | - | - | 4.1 | - | 6.4 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 1591 | - | 969 |
| Stage 1 | - | - | - | - | 998 |
| Stage 2 | - | - | - | - | 1012 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1591 | - | 969 |
| Mov Cap-2 Maneuver | - | - | - | - | 969 |
| Stage 1 | - | - | - | - | 998 |
| Stage 2 | - | - | - | - | 1012 |

| Approach | EB | WB | NB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 0 | 0 | 8.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|------|-----|
| Capacity (veh/h) | 969 | - | - | 1591 | - |
| HCM Lane V/C Ratio | 0.006 | - | - | - | - |
| HCM Control Delay (s) | 8.7 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 6 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 17 | 6 | 4 | 0 | 0 | 11 |
| Future Vol, veh/h | 17 | 6 | 4 | 0 | 0 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 18 | 7 | 4 | 0 | 0 | 12 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|------|--------|---|
| Conflicting Flow All | 14 | 6 | 12 | 0 | 0 |
| Stage 1 | 6 | - | - | - | - |
| Stage 2 | 8 | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 | - | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - |
| Pot Cap-1 Maneuver | 1010 | 1083 | 1620 | - | - |
| Stage 1 | 1022 | - | - | - | - |
| Stage 2 | 1020 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 1008 | 1083 | 1620 | - | - |
| Mov Cap-2 Maneuver | 1008 | - | - | - | - |
| Stage 1 | 1020 | - | - | - | - |
| Stage 2 | 1020 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 8.6 | 7.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1620 | - | 1027 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | 0.024 | - | - |
| HCM Control Delay (s) | 7.2 | 0 | 8.6 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

**APPENDIX 5.3: OPENING YEAR CUMULATIVE (2024) WITH PROJECT
CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS**

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

| | | | | | | |
|---|-----------|--------------|-----------|-------------------------------|---|----------------------|
| <u>DIST</u> | <u>CO</u> | <u>RTE</u> | <u>PM</u> | <u>CALC</u> | <u>TRAFFIC CONDITIONS</u> | <u>2024 WP</u> |
| Jurisdiction: <u>City of Orange</u> | | | | <u>CS</u> | | <u>DATE 12/14/11</u> |
| Major Street: <u>Struck Av.</u> | | | | <u>CS</u> | | <u>DATE 12/14/11</u> |
| Minor Street: <u>Driveway 1</u> | | | | | Critical Approach Speed (Major) <u>25</u> mph | |
| | | | | | Critical Approach Speed (Minor) <u>25</u> mph | |
| Major Street Approach Lanes = | | <u>1</u> | lane | Minor Street Approach Lanes = | | <u>1</u> lane |
| Major Street Future ADT = | | <u>2,152</u> | vpd | Minor Street Future ADT = | | <u>119</u> vpd |
| Speed limit or critical speed on major street traffic > 64 km/h (40 mph); | | | | | | <input type="text"/> |
| | | | | | | or |
| In built up area of isolated community of < 10,000 population | | | | | | <input type="text"/> |

(Based on Estimated Average Daily Traffic - See Note)

| <u>URBAN</u> | <u>RURAL</u> | Minimum Requirements EADT | | | |
|--|----------------------|---|--------------|---|--------------|
| XX | | Vehicles Per Day on Major Street (Total of Both Approaches) | | Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) | |
| CONDITION A - Minimum Vehicular Volume | Not Satisfied | | | | |
| <u>Satisfied</u> | <u>Not Satisfied</u> | | | | |
| | XX | | | | |
| Number of lanes for moving traffic on each approach | | | | | |
| <u>Major Street</u> | <u>Minor Street</u> | <u>Urban</u> | <u>Rural</u> | <u>Urban</u> | <u>Rural</u> |
| 1 2,152 | 1 119 | 8,000 | 5,600 | 2,400 | 1,680 |
| 2 + | 1 | 9,600 | 6,720 | 2,400 | 1,680 |
| 2 + | 2 + | 9,600 | 6,720 | 3,200 | 2,240 |
| 1 | 2 + | 8,000 | 5,600 | 3,200 | 2,240 |
| CONDITION B - Interruption of Continuous Traffic | | | | | |
| <u>Satisfied</u> | <u>Not Satisfied</u> | | | | |
| | XX | | | | |
| Number of lanes for moving traffic on each approach | | | | | |
| <u>Major Street</u> | <u>Minor Street</u> | <u>Urban</u> | <u>Rural</u> | <u>Urban</u> | <u>Rural</u> |
| 1 2,152 | 1 119 | 12,000 | 8,400 | 1,200 | 850 |
| 2 + | 1 | 14,400 | 10,080 | 1,200 | 850 |
| 2 + | 2 + | 14,400 | 10,080 | 1,600 | 1,120 |
| 1 | 2 + | 12,000 | 8,400 | 1,600 | 1,120 |
| Combination of CONDITIONS A + B | | | | | |
| <u>Satisfied</u> | <u>Not Satisfied</u> | | | | |
| | XX | | | | |
| No one condition satisfied, but following conditions fulfilled 80% of more | | 2 CONDITIONS | | 2 CONDITIONS | |
| | <u>A</u> | 80% | | 80% | |
| | 5% | | | 10% | |
| | <u>B</u> | | | | |
| | 10% | | | | |

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

| | | | | | | |
|---|--------------------------|--|--------------------------|-------------|---|---|
| <u>DIST</u> | <u>CO</u> | <u>RTE</u> | <u>PM</u> | <u>CALC</u> | <u>TRAFFIC CONDITIONS</u> | <u>2024 WP</u> |
| Jurisdiction: <u>City of Orange</u> | | | | <u>CS</u> | | <u>DATE 12/14/11</u> |
| Major Street: <u>Struck Av.</u> | | | | <u>CS</u> | | <u>DATE 12/14/11</u> |
| Minor Street: <u>Driveway 1</u> | | | | | Critical Approach Speed (Major) <u>25</u> mph | Critical Approach Speed (Minor) <u>25</u> mph |
| Major Street Approach Lanes = <u>1</u> | lane | Minor Street Approach Lanes = <u>1</u> | lane | | | |
| Major Street Future ADT = <u>1,785</u> | vpd | Minor Street Future ADT = <u>169</u> | vpd | | | |
| Speed limit or critical speed on major street traffic > 64 km/h (40 mph); | <input type="checkbox"/> | or | <input type="checkbox"/> | | | URBAN (U) |
| In built up area of isolated community of < 10,000 population | <input type="checkbox"/> | | | | | |

(Based on Estimated Average Daily Traffic - See Note)

| <u>URBAN</u> | <u>RURAL</u> | Minimum Requirements | | | |
|--|----------------------|----------------------------------|--------------|---|--------------|
| XX | | EADT | | | |
| CONDITION A - Minimum Vehicular Volume | | Vehicles Per Day on Major Street | | Vehicles Per Day on Higher-Volume Minor Street Approach | |
| <u>Satisfied</u> | <u>Not Satisfied</u> | (Total of Both Approaches) | | (One Direction Only) | |
| | XX | <u>Urban</u> | <u>Rural</u> | <u>Urban</u> | <u>Rural</u> |
| Number of lanes for moving traffic on each approach | | | | | |
| <u>Major Street</u> | <u>Minor Street</u> | | | | |
| <u>1 1,785</u> | <u>1 169</u> | 8,000 | 5,600 | 2,400 | 1,680 |
| <u>2 +</u> | <u>1</u> | 9,600 | 6,720 | 2,400 | 1,680 |
| <u>2 +</u> | <u>2 +</u> | 9,600 | 6,720 | 3,200 | 2,240 |
| <u>1</u> | <u>2 +</u> | 8,000 | 5,600 | 3,200 | 2,240 |
| CONDITION B - Interruption of Continuous Traffic | | Vehicles Per Day on Major Street | | Vehicles Per Day on Higher-Volume Minor Street Approach | |
| <u>Satisfied</u> | <u>Not Satisfied</u> | (Total of Both Approaches) | | (One Direction Only) | |
| | XX | <u>Urban</u> | <u>Rural</u> | <u>Urban</u> | <u>Rural</u> |
| Number of lanes for moving traffic on each approach | | | | | |
| <u>Major Street</u> | <u>Minor Street</u> | | | | |
| <u>1 1,785</u> | <u>1 169</u> | 12,000 | 8,400 | 1,200 | 850 |
| <u>2 +</u> | <u>1</u> | 14,400 | 10,080 | 1,200 | 850 |
| <u>2 +</u> | <u>2 +</u> | 14,400 | 10,080 | 1,600 | 1,120 |
| <u>1</u> | <u>2 +</u> | 12,000 | 8,400 | 1,600 | 1,120 |
| Combination of CONDITIONS A + B | | 2 CONDITIONS | | 2 CONDITIONS | |
| <u>Satisfied</u> | <u>Not Satisfied</u> | 80% | | 80% | |
| No one condition satisfied, but following conditions fulfilled 80% of more | XX | | | | |
| | A | | | | |
| | 7% | | | | |
| | B | | | | |
| | 14% | | | | |

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



**APPENDIX 5.4: OPENING YEAR CUMULATIVE (2024) WITHOUT
PROJECT CONDITIONS FREEWAY OFF-RAMP QUEUEING ANALYSIS
WORKSHEETS**

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Queues

1: SR-57 SB Ramps & Katella Av.



| Lane Group | EBT | WBT | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|
| Lane Group Flow (vph) | 1515 | 1116 | 115 | 194 | 196 |
| v/c Ratio | 0.85 | 0.83 | 0.45 | 0.52 | 0.50 |
| Control Delay | 28.9 | 35.8 | 36.1 | 11.3 | 9.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 28.9 | 35.8 | 36.1 | 11.3 | 9.4 |
| Queue Length 50th (ft) | 232 | 219 | 56 | 6 | 0 |
| Queue Length 95th (ft) | #379 | 264 | 101 | 63 | 53 |
| Internal Link Dist (ft) | 482 | 851 | | 1480 | |
| Turn Bay Length (ft) | | | 535 | | 535 |
| Base Capacity (vph) | 1790 | 1369 | 373 | 459 | 482 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.85 | 0.82 | 0.31 | 0.42 | 0.41 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



| Lane Group | EBT | WBT | WBR | NBL | NBT | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 1369 | 742 | 123 | 326 | 312 | 304 |
| v/c Ratio | 0.58 | 0.76 | 0.31 | 0.75 | 0.61 | 0.50 |
| Control Delay | 11.0 | 35.5 | 7.9 | 37.8 | 15.7 | 6.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 11.0 | 35.5 | 7.9 | 37.8 | 15.7 | 6.0 |
| Queue Length 50th (ft) | 160 | 128 | 0 | 151 | 56 | 0 |
| Queue Length 95th (ft) | 199 | 170 | 42 | 240 | 140 | 57 |
| Internal Link Dist (ft) | 851 | 265 | | | 1279 | |
| Turn Bay Length (ft) | | | | 515 | | 515 |
| Base Capacity (vph) | 2369 | 1007 | 398 | 508 | 566 | 653 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.58 | 0.74 | 0.31 | 0.64 | 0.55 | 0.47 |

Intersection Summary

Queues

1: SR-57 SB Ramps & Katella Av.



| Lane Group | EBT | WBT | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|------|------|
| Lane Group Flow (vph) | 1509 | 1920 | 410 | 397 | 395 |
| v/c Ratio | 1.18 | 1.07 | 1.18 | 0.68 | 0.63 |
| Control Delay | 121.4 | 69.6 | 143.0 | 12.6 | 8.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 121.4 | 69.6 | 143.0 | 12.6 | 8.5 |
| Queue Length 50th (ft) | ~369 | ~459 | ~297 | 24 | 0 |
| Queue Length 95th (ft) | #465 | m#513 | #485 | 127 | 82 |
| Internal Link Dist (ft) | 482 | 851 | | 1480 | |
| Turn Bay Length (ft) | | | 535 | | 535 |
| Base Capacity (vph) | 1275 | 1794 | 346 | 581 | 625 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.18 | 1.07 | 1.18 | 0.68 | 0.63 |

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.



| Lane Group | EBT | WBT | WBR | NBL | NBT | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 1562 | 1454 | 226 | 364 | 376 | 378 |
| v/c Ratio | 0.81 | 0.96 | 0.36 | 0.90 | 0.60 | 0.56 |
| Control Delay | 26.4 | 47.1 | 5.2 | 58.8 | 9.4 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 26.4 | 47.1 | 5.2 | 58.8 | 9.4 | 6.6 |
| Queue Length 50th (ft) | 230 | 296 | 0 | 207 | 19 | 0 |
| Queue Length 95th (ft) | m195 | #397 | 51 | #372 | 107 | 71 |
| Internal Link Dist (ft) | 851 | 265 | | | 1279 | |
| Turn Bay Length (ft) | | | | 515 | | 515 |
| Base Capacity (vph) | 1934 | 1517 | 631 | 419 | 634 | 680 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.81 | 0.96 | 0.36 | 0.87 | 0.59 | 0.56 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

**APPENDIX 5.5: OPENING YEAR CUMULATIVE (2024) WITH PROJECT
CONDITIONS FREEWAY OFF-RAMP QUEUING ANALYSIS WORKSHEETS**

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Queues

1: SR-57 SB Ramps & Katella Av.



| Lane Group | EBT | WBT | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|
| Lane Group Flow (vph) | 1515 | 1120 | 118 | 194 | 196 |
| v/c Ratio | 0.85 | 0.83 | 0.46 | 0.52 | 0.50 |
| Control Delay | 29.1 | 35.7 | 36.2 | 11.2 | 9.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 29.1 | 35.7 | 36.2 | 11.2 | 9.3 |
| Queue Length 50th (ft) | 233 | 219 | 58 | 6 | 0 |
| Queue Length 95th (ft) | #381 | 265 | 102 | 63 | 53 |
| Internal Link Dist (ft) | 482 | 851 | | 1480 | |
| Turn Bay Length (ft) | | | 535 | | 535 |
| Base Capacity (vph) | 1785 | 1370 | 373 | 459 | 482 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.85 | 0.82 | 0.32 | 0.42 | 0.41 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



| Lane Group | EBT | WBT | WBR | NBL | NBT | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 1372 | 746 | 126 | 326 | 313 | 307 |
| v/c Ratio | 0.58 | 0.76 | 0.32 | 0.75 | 0.61 | 0.51 |
| Control Delay | 11.2 | 35.5 | 8.0 | 37.8 | 15.7 | 6.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 11.2 | 35.5 | 8.0 | 37.8 | 15.7 | 6.0 |
| Queue Length 50th (ft) | 160 | 128 | 0 | 151 | 56 | 0 |
| Queue Length 95th (ft) | 199 | 171 | 42 | 240 | 140 | 57 |
| Internal Link Dist (ft) | 851 | 265 | | | 1279 | |
| Turn Bay Length (ft) | | | | 515 | | 515 |
| Base Capacity (vph) | 2364 | 1009 | 401 | 508 | 567 | 656 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.58 | 0.74 | 0.31 | 0.64 | 0.55 | 0.47 |

Intersection Summary

Queues

1: SR-57 SB Ramps & Katella Av.



| Lane Group | EBT | WBT | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|------|------|
| Lane Group Flow (vph) | 1509 | 1923 | 414 | 397 | 395 |
| v/c Ratio | 1.18 | 1.07 | 1.20 | 0.68 | 0.63 |
| Control Delay | 121.4 | 70.2 | 147.2 | 12.6 | 8.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 121.4 | 70.2 | 147.2 | 12.6 | 8.5 |
| Queue Length 50th (ft) | ~369 | ~460 | ~303 | 24 | 0 |
| Queue Length 95th (ft) | #465 | m#513 | #490 | 127 | 82 |
| Internal Link Dist (ft) | 482 | 851 | | 1480 | |
| Turn Bay Length (ft) | | | 535 | | 535 |
| Base Capacity (vph) | 1275 | 1794 | 346 | 581 | 625 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.18 | 1.07 | 1.20 | 0.68 | 0.63 |

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.



| Lane Group | EBT | WBT | WBR | NBL | NBT | NBR |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph) | 1566 | 1457 | 228 | 364 | 378 | 380 |
| v/c Ratio | 0.81 | 0.96 | 0.36 | 0.90 | 0.60 | 0.57 |
| Control Delay | 26.6 | 47.5 | 5.2 | 58.8 | 9.4 | 6.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 26.6 | 47.5 | 5.2 | 58.8 | 9.4 | 6.6 |
| Queue Length 50th (ft) | 231 | 297 | 0 | 207 | 19 | 0 |
| Queue Length 95th (ft) | m195 | #398 | 51 | #372 | 108 | 71 |
| Internal Link Dist (ft) | 851 | 265 | | | 1279 | |
| Turn Bay Length (ft) | | | | 515 | | 515 |
| Base Capacity (vph) | 1934 | 1517 | 633 | 419 | 635 | 682 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.81 | 0.96 | 0.36 | 0.87 | 0.60 | 0.56 |

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.