

**LEVEL OF SERVICE AND VEHICLE MILES
TRAVELED ASSESSMENTS**

**CITY OF CYPRESS HOUSING ELEMENT IMPLEMENTATION
CYPRESS, CALIFORNIA**

LSA

May 2023

LEVEL OF SERVICE AND VEHICLE MILES TRAVELED ASSESSMENTS

CITY OF CYPRESS HOUSING ELEMENT IMPLEMENTATION CYPRESS, CALIFORNIA

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LIST OF ABBREVIATIONS AND ACRONYMS

CEQA	California Environmental Quality Act
City	City of Cypress
CMP	Congestion Management Program
CTCC Specific Plan	Cypress Town Center and Commons Specific Plan 2.0
Guidelines	<i>Final Draft Guidelines For Evaluating Vehicle Miles Traveled Under CEQA for the County of Orange, dated September 17, 2020</i>
ICU	Intersection Capacity Utilization
LOS	level of service
mph	miles per hour
OCTAM	Orange County Transportation Analysis Model
project	Implementation of Housing Program 12 in the City's 2021–2029 Housing Element
RHNA	Regional Housing Needs Assessment
TAZ	Traffic Analysis Zone
v/c	volume-to-capacity
VMT	vehicle miles traveled

CITY OF CYPRESS HOUSING ELEMENT IMPLEMENTATION PROPOSED PROJECT DESCRIPTION AND BACKGROUND

INTRODUCTION

The City of Cypress (City) encompasses approximately 6.6 square miles in the northwestern portion of Orange County, California. The City is bordered on the north by La Palma and Buena Park, on the east by Anaheim and Stanton, on the south and west by Los Alamitos, and on the west by Long Beach, Hawaiian Gardens, and Lakewood. Regional vehicular access to the City is provided via State Route 22, Beach Boulevard (State Route 39), State Route 91, and Interstates 405 and 605, respectively.

The City recently updated its Housing Element for the 6th Cycle Planning Period from 2021 to 2029. To comply with State Housing law, the City's Housing Element was updated to ensure the City's policies and programs can accommodate the estimated housing growth needs identified in the Southern California Association of Governments' Regional Housing Needs Assessment (RHNA) allocation for the 6th Cycle Planning Period. The RHNA allocated the City 3,936 dwelling units to accommodate the estimated housing needs of various income levels. The 2021–2029 Housing Element included a candidate site analysis to accommodate the 3,936-unit RHNA and any estimated "carryover" from the 5th Cycle Housing Element, and an additional analysis of candidate sites to address future "no net loss" provisions of Senate Bill 166. As required by State Housing law, including Assembly Bill 1397, the 2021–2029 Housing Element identified land within the City that would be able to accommodate the City's share of regional housing needs (either through available sites or amendments to the existing planning and zoning documents).

Although the 2021–2029 Housing Element identifies several adequate sites that are able to accommodate the development of up to 1,946 new housing units, Cypress has an unaccommodated housing need of 1,990 units to meet its RHNA allocation of 3,936 units. The 2021–2029 Housing Element outlined several opportunity sites that are candidates for future housing development and identified two potential rezoning scenarios, which are described below. However, the 2021–2029 Housing Element did not actually amend the City's planning and zoning documents. Instead, the 2021–2029 Housing Element includes a program that requires that the City rezone identified parcels in the sites inventory within 18 months of the 2021–2029 Housing Element's adoption date to ensure the provision of adequate and appropriate sites for future housing development (Housing Program 12).

The proposed project is the implementation of Housing Program 12, based upon one of the two rezoning scenarios in the City's 2021–2029 Housing Element. The proposed project includes amendments to the City's Zoning Ordinance and an update of the City's General Plan to reflect the 2021–2029 Housing Element adopted on June 27, 2022, and would not directly result in physical development. Depending on which scenario is ultimately selected, the proposed project may include amendments to the Lincoln Avenue Specific Plan, the Cypress Town Center and Commons Specific Plan 2.0, and the Cypress Business and Professional Center Specific Plan. The proposed project would update the City's General Plan and Zoning Ordinance and any relevant planning documents to be "internally consistent", meaning any and all conflicts must be acknowledged and resolved. For the

2021–2029 Housing Element to be internally consistent with the Zoning Ordinance and Specific Plans, the proposed project would rezone sites and/or amend the General Plan to accommodate the City’s housing needs, as set forth in the 2021–2029 Housing Element.

The purpose of this Level of Service and Vehicle Miles Traveled Miles Assessment is to evaluate the potential circulation changes resulting from the proposed implementation of Housing Program 12 in the 2021–2029 Housing Element as required by the California Environmental Quality Act (CEQA). This analysis will include the following two components: (1) a level of service (LOS) analysis for General Plan consistency, and (2) an analysis of vehicle miles traveled (VMT), as required per CEQA.

As discussed above, the 2021–2029 Housing Element contemplated two potential rezoning scenarios. Specifically, the study examines the following scenarios:

1. Existing Condition
2. General Plan Buildout (2045) No Project Condition
3. General Plan Buildout (2045) Plus Project Condition
4. General Plan Buildout (2045) Plus Alternative 2 Condition

The following analysis periods have been evaluated:

- Weekday a.m. peak hour (between 7:00 a.m. and 9:00 a.m.)
- Weekday p.m. peak hour (between 4:00 p.m. and 6:00 p.m.)

PROJECT DESCRIPTION

This study analyzes circulation changes caused by the two different rezoning scenarios. The following provides a description of each scenario.

Proposed Project: Lincoln Avenue/Los Alamitos Race Course

This scenario divides the City’s RHNA between the Lincoln Avenue Specific Plan and the Cypress Town Center and Commons Specific Plan 2.0 (the CTCC Specific Plan), with some of the RHNA also falling within the Cypress Business and Professional Center Specific Plan along Katella Avenue. The CTCC Specific Plan would be amended to allow up to 1,803 dwelling units (it currently allows up to 1,250 dwelling units). The majority of the zoning in the CTCC Specific Plan would remain unchanged, with 109.9 acres allowing densities ranging from 8 to 15 dwelling units per acre. Densities within the other approximately 14.5 acres would increase to 45 to 50 dwelling units per acre. The City would be required to hold an election to implement changes to the CTCC Specific Plan. During this election process, Alternative 2 would be presented as a potential back-up option to the proposed project should voter approval of the CTCC Specific Plan amendments fail. Under this scenario, several properties within the Lincoln Avenue Specific Plan would be zoned for 30 dwelling units per acre. One parcel within the Cypress Business and Professional Center Specific Plan would be zoned for 60 dwelling units per acre.

Under current zoning, the City has the capacity to accommodate the development of up to 1,946 new housing units, which includes 504 housing units that are already entitled. Therefore, the proposed rezoning action under this scenario would increase the City’s development capacity to 4,260 units or an increase of 2,314 units compared to the City’s existing planning and zoning documents. Table A provides a summary of the proposed project scenario. Figure 1 includes a map showing the locations of the opportunity sites under this scenario and their proposed densities.

Table A: Proposed Project Summary

Specific Plan	Proposed Increase in Housing Unit Capacity
Lincoln Avenue Specific Plan	1,317
Cypress Town Center and Commons Specific Plan 2.0	676
Cypress Business and Professional Center Specific Plan	321
TOTAL	2,314

Source: City of Cypress Planning Department (2023).

Alternative 2: Lincoln Avenue Specific Plan Mixed Density

This scenario represents Alternative 2, as described in the 2021–2029 Housing Element, and includes densities between 30 and 60 dwelling units per acre within the Lincoln Avenue Specific Plan and allows up to 60 dwelling units per acre at one property within the Cypress Business and Professional Center Specific Plan. In total, 21 parcels at the east end of the Lincoln Avenue corridor, closest to Cypress College, would be rezoned for 60 dwelling units per acre. Other areas of the Lincoln Avenue corridor would be rezoned for 30 or 50 dwelling units per acre. This scenario would not affect any of the existing zoning for the Los Alamitos Race Course, which was established by the voter-approved CTCC Specific Plan.

The proposed rezoning action under Alternative 2 would increase the City’s development capacity to 4,349 units, or an increase of 2,403 units compared to the 1,946 new housing units allowed under the City’s existing planning and zoning documents. Table B provides a summary of Alternative 2, and the map shown in Figure 2 illustrates the locations and proposed densities of the opportunity sites under this scenario.

Table B: Alternative 2 Summary

Specific Plan/Zoning	Proposed Increase in Housing Unit Capacity
Cypress Business and Professional Center Specific Plan	321
RM-20 (southeast corner of Orange Avenue and Grindlay Street)	30
Lincoln Avenue Specific Plan	2,052
TOTAL	2,403

Source: City of Cypress Planning Department (2023).

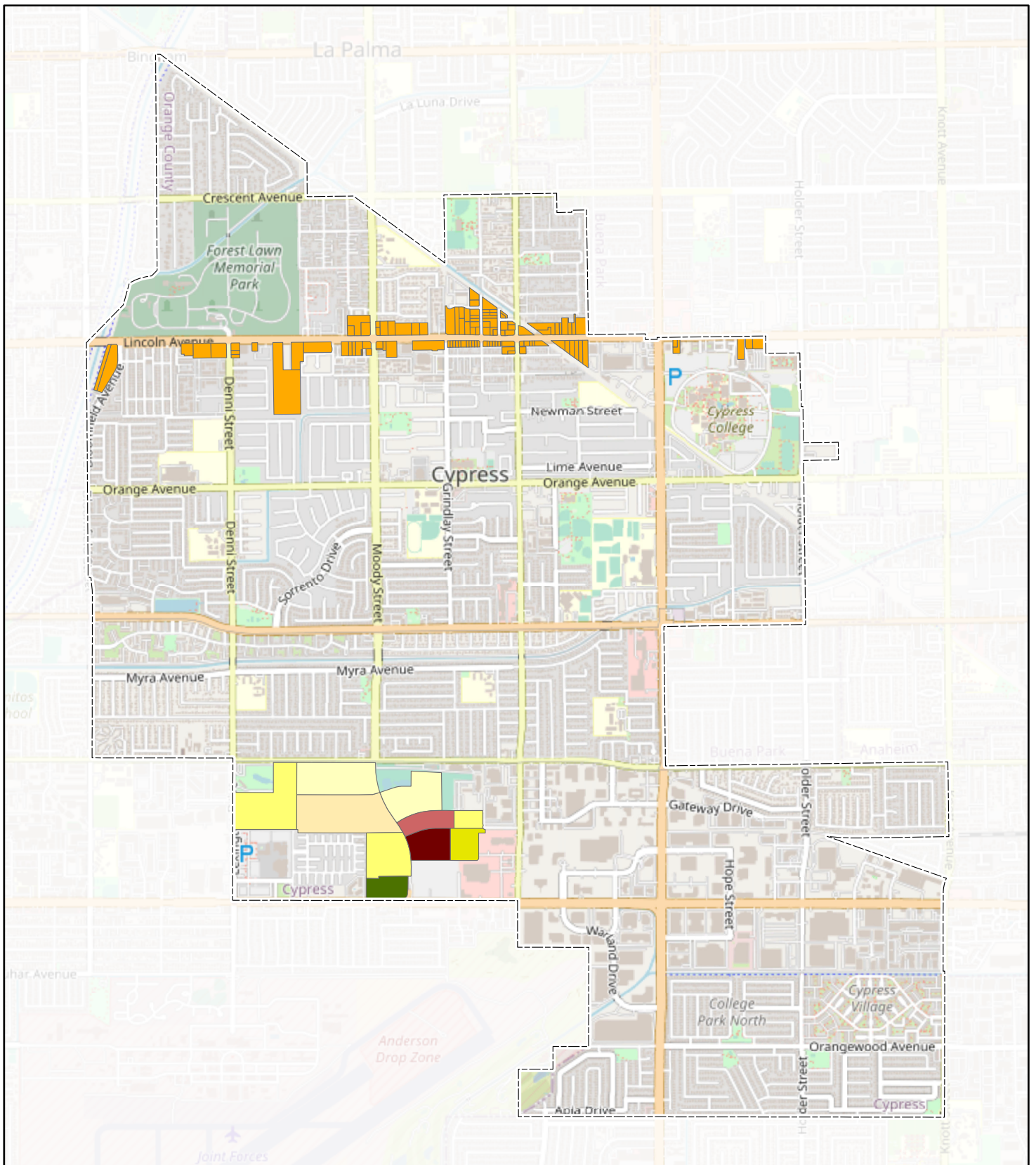
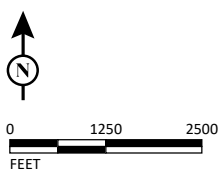


FIGURE 1

LSA

LEGEND

- City Boundary
- Proposed Project**
- Proposed Density**
- 8 units/acre
- 10 units/acre
- 15 units/acre
- 18 units/acre
- 30 units/acre
- 45 units/acre
- 50 units/acre
- 60 units/acre



SOURCE: Esri Basemap (2022)

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City of Cypress Housing Element Implementation
Proposed Project Opportunity Sites

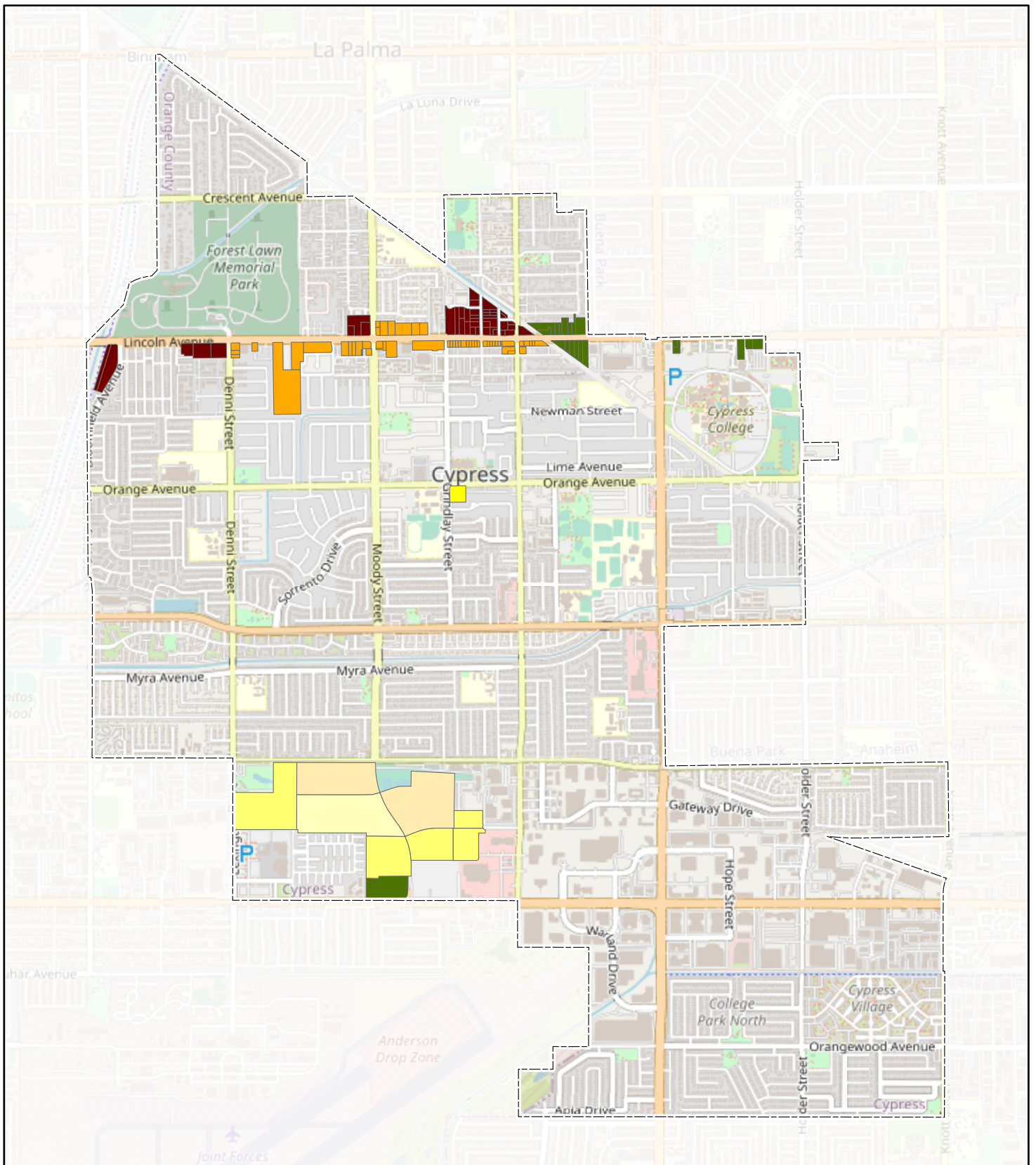










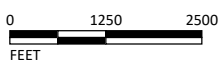


FIGURE 2

LSA

LEGEND

 City Boundary	 20 units/acre
Alternative 2	 18 units/acre
Proposed Density	 30 units/acre
 8 units/acre	 45 units/acre
 10 units/acre	 50 units/acre
 15 units/acre	 60 units/acre



SOURCE: Esri Basemap (2022)

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City of Cypress Housing Element Implementation
Alternative 2 Opportunity Sites

CITY OF CYPRESS HOUSING ELEMENT IMPLEMENTATION LEVEL OF SERVICE ASSESSMENT

LEVEL OF SERVICE METHODOLOGY

This report has been prepared to provide an analysis of traffic operations at intersections that may be affected by the additional housing units allowed under each rezoning scenario. The Level of Service analysis outlined in this study is specific to the project descriptions provided herein and may not reflect all cumulative commercial development activity in the City or the region which was unknown at the time the analysis was conducted.

The Orange County Transportation Analysis Model (OCTAM) was used in the development of forecasted traffic volumes for the LOS assessment. LSA reviewed OCTAM socioeconomic data for model years 2016 and 2045. It was determined that, in regard to the amount of household growth assumptions, OCTAM socioeconomic data were consistent with the City's existing planning and zoning regulations. To evaluate the two rezoning scenarios identified in the 2021–2029 Housing Element, updates to the OCTAM 2045 socioeconomic dataset were required.

The City conducted a detailed housing development analysis to identify the potential dwelling unit capacities for each parcel identified as an opportunity site. Housing development capacities were developed for each rezoning scenario. Detailed parcel level capacities for the two rezoning scenarios were included in "Appendix A – Sites Inventory" of the City's 2021–2029 Housing Element. Housing development capacities at the parcel level for the two rezoning scenarios were used to develop and distribute household growth at a Traffic Analysis Zone (TAZ) for the OCTAM socioeconomic datasets.

Existing OCTAM assumptions regarding forecasted (2045) household growth in Cypress were reviewed to confirm that they reflect the City's existing planning and zoning regulations. Given that OCTAM assumed that the entire City would experience a total household growth of 930 units from 2016–2045, which is substantially lower than the City's 2021–2029 RHNA goal of 3,936 dwelling units. Therefore, the following steps were used to develop cumulative datasets for the model.

- The City provided detailed data about recent and ongoing housing developments, which were used to refine the forecasted household growth. Entitled dwelling units are those dwelling units that were approved from June 2020 through June 2021. The 2021–2029 Housing Element included information about the number of dwelling units by location, which was used to add the entitled units to OCTAM TAZs.
- Similarly, the City has identified control totals on the number of dwelling units for each of the areas of the City/Specific Plans to meet the RHNA requirements. Parcel-specific housing development capacities for each rezoning scenario were used to proportionally distribute the household growth by area to OCTAM TAZs. The same methodology was followed for each rezoning scenario.

- Given the evaluation of each rezoning scenario was conducted at the City level, no TAZ splits were made. Household characteristics from OCTAM TAZs were applied to the dwelling unit growth for each of the rezoning scenarios to develop OCTAM inputs.
- No roadway/transit network modifications were made to the 2045 OCTAM network.

Study Area Intersection Locations

The study area and the locations of the intersections were selected in consultation with City staff. Figure 3 depicts the following 26 signalized intersections (20 intersections in Cypress and 6 intersections in both Cypress and Los Alamitos) that this LOS assessment evaluates.

1. Lincoln Avenue and Bloomfield Street (Cypress)
2. Lincoln Avenue and Lexington Drive-Denni Street (Cypress)
3. Lincoln Avenue and Moody Street (Cypress)
4. Lincoln Avenue and Walker Street (Cypress)
5. Lincoln Avenue and Valley View Street (Cypress)
6. Orange Avenue and Moody Street (Cypress)
7. Orange Avenue and Walker Street (Cypress)
8. Orange Avenue and Valley View Street (Cypress)
9. Orange Avenue and Holder Street (Cypress)
10. Ball Road and Bloomfield Street (Cypress/Los Alamitos)
11. Ball Road and Moody Street (Cypress)
12. Ball Road and Walker Street (Cypress)
13. Ball Road and Valley View Street (Cypress)
14. Cerritos Avenue and Bloomfield Street (Cypress/Los Alamitos)
15. Cerritos Avenue and Lexington Drive-Denni Street (Cypress/Los Alamitos)
16. Cerritos Avenue and Moody Street (Cypress)
17. Cerritos Avenue and Walker Street (Cypress)
18. Cerritos Avenue and Valley View Street (Cypress)
19. Katella Avenue and Lexington Drive (Cypress/Los Alamitos)
20. Katella Avenue and Siboney Street-Race Course (Cypress/Los Alamitos)
21. Katella Avenue and Walker Street (Cypress/Los Alamitos)
22. Katella Avenue and Valley View Street (Cypress)
23. Katella Avenue and Holder Street (Cypress)
24. Katella Avenue and Knott Avenue (Cypress)
25. Orangewood Avenue and Valley View Street (Cypress)
26. Orangewood Avenue and Knott Avenue (Cypress)

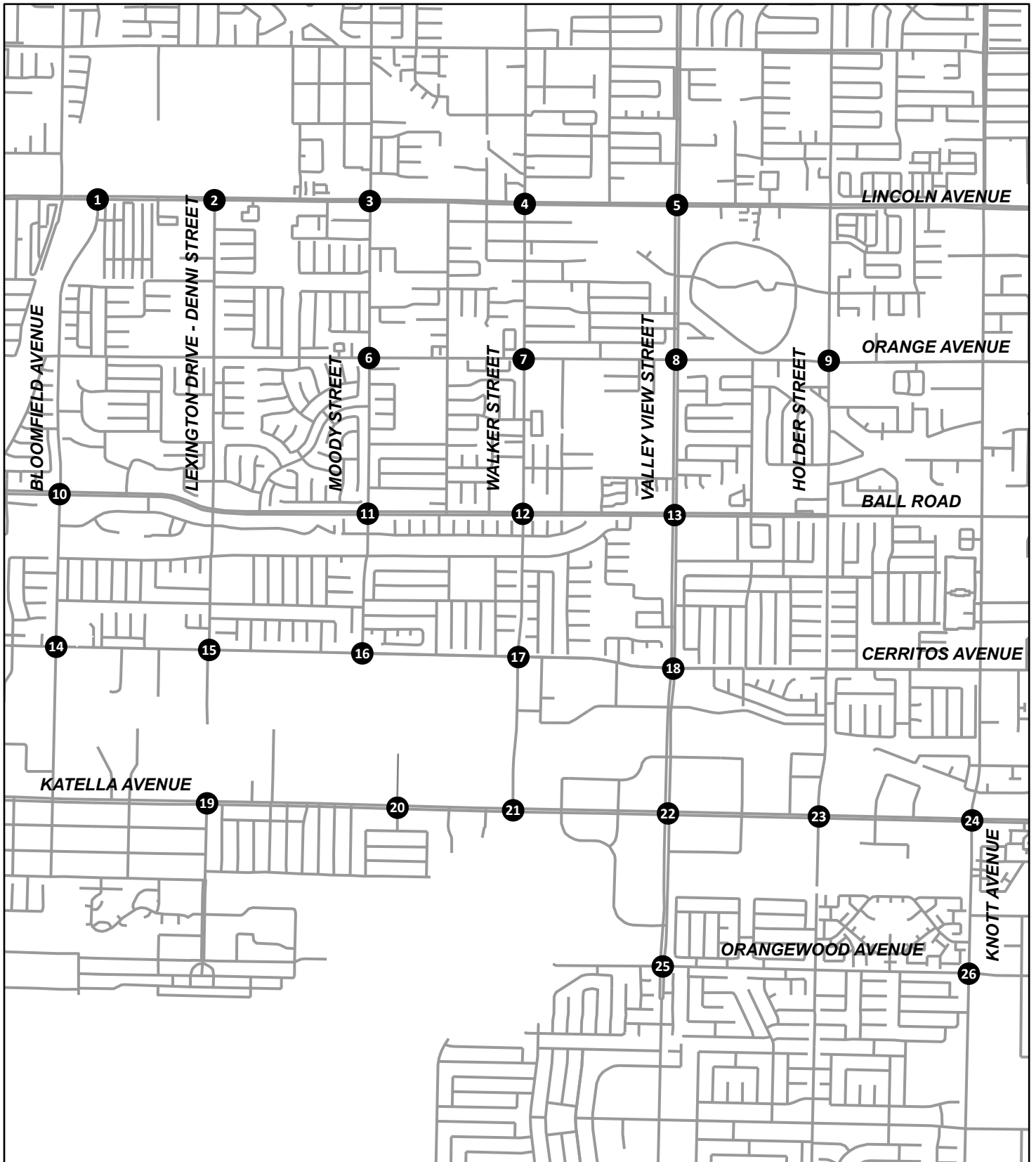
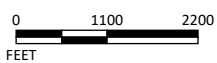


FIGURE 3

LSA

LEGEND

● Study Intersections



SOURCE: Google Imagery (2020)

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City of Cypress Housing Element Implementation
 Transportation Impact Analysis
 Study Area Intersections

Intersection Level of Service Methodologies

In accordance with the City, signalized intersection operation is analyzed using the Intersection Capacity Utilization (ICU) methodology. The ICU methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The ICU calculations assume a per-lane capacity of 1,700 vehicles per hour with a clearance interval of 0.05.

The resulting ICU is expressed in terms of level of service (LOS), where LOS A represents free-flow operation and LOS F represents overcapacity operation. The relationship between LOS and the ICU value (i.e., v/c ratio) is as follows.

Level of Service	Volume-to-Capacity (ICU Methodology)
A	≤ 0.60
B	> 0.60 and ≤ 0.70
C	> 0.70 and ≤ 0.80
D	> 0.80 and ≤ 0.90
E	> 0.90 and ≤ 1.00
F	> 1.00

ICU = Intersection Capacity Utilization

Threshold of Significance

The City of Cypress considers LOS D as the upper limit of satisfactory operations for intersections, except at intersections along Valley View Street, Lincoln Avenue, and Katella Avenue. The City has adopted LOS E or better as the standard for intersections along these three arterials, as they carry a significant amount of traffic. Also, Valley View Street and Katella Avenue are designated in the Orange County Congestion Management Program (CMP) as CMP facilities, and intersections along these roadways have an operational standard of LOS E or better.

The City of Los Alamitos considers LOS D as the upper limit of satisfactory operations for intersections, except at intersections along Katella Avenue, where LOS E is acceptable.

Based on City of Cypress and City of Los Alamitos standards, an operational deficiency occurs at an intersection if the project causes an intersection operating at an acceptable LOS to deteriorate to an unacceptable LOS, or if an intersection is already operating at an unacceptable LOS and the project would add 0.01 or more to the peak-hour ICU.

TRAFFIC VOLUMES

Existing Traffic Volumes

Counts Unlimited, Inc. collected existing traffic volumes at study area intersections in March 2022. Count sheets are contained in Appendix A. At the time the assessment was conducted, it was assumed that peak hour traffic levels have substantially returned to pre-pandemic conditions. Therefore, no adjustments were applied to the 2022 traffic counts to account for any reduction in traffic volumes caused by the pandemic.

Development of Year 2045 Traffic Volumes

The following details the methodology employed for passenger vehicles to determine the a.m. and p.m. peak hour intersection turn movements for General Plan Buildout (2045) conditions. Volume development sheets are included in Appendix B. OCTAM was used in this process. The base year for the passenger vehicle model is 2016 and the future year is 2045.

1. The difference between the modeled base year 2016 and future year 2045 peak-period directional arterial traffic volumes (for each intersection approach and departure) was identified from loaded network model plots. This difference defines the growth in traffic from 2016 base conditions to future year 2045 conditions.
2. The incremental growth in peak period approach and departure volumes was factored to develop the incremental change in peak-hour volumes. OCTAM uses a 3-hour a.m. peak period and a four-hour p.m. peak period. The Orange County Transportation Authority has established that the a.m. peak hour comprises 35.66 percent of the peak period and that the p.m. peak hour comprises 26.62 percent of the peak period. Therefore, the incremental changes in peak period volumes were multiplied by the appropriate factors to develop incremental changes in peak-hour volumes.
3. The incremental growth in approach and departure volumes between 2016 and 2045 was factored to reflect the forecasted growth between the year of the ground counts (2022) and the analysis year of 2045. For this purpose, linear growth between the 2016 base condition and the 2045 future condition was assumed. Since the increment between 2022 and 2045 is 23 years of the 29-year time span, a factor of 0.79 (i.e., 23/29) was used.
4. The forecasted growth in approach and departure volumes through year 2045 conditions was added to the 2022 ground counts, resulting in “post-processed” forecasted year 2045 link volumes.
5. Forecast year 2045 turn volumes were developed using existing turn volumes and the forecasted growth in approach and departure link volumes.

EXISTING CONDITIONS

Existing Circulation System

The following roadways are identified as the key roadways in the study area.

- **Holder Street** is a north-south, two-to-four-lane, undivided roadway. According to the City of Cypress General Plan Circulation Element (2001), Holder Street is classified as a Secondary Arterial. The posted speed limit is 35 to 40 miles per hour (mph). Sidewalks are provided on both sides of the street and on-street parking is permitted in select locations.
- **Valley View Street** is a north-south, six-lane, divided roadway. According to the City of Cypress General Plan Circulation Element (2001), Valley View Street is classified as a Major Arterial. Valley View Street is designated in the Orange County CMP as a CMP facility. The posted speed

limit is 45 mph. Sidewalks are provided on both sides of the street and on-street parking is not permitted.

- **Walker Street** is a north-south, four-to-five-lane, undivided roadway. According to the City of Cypress General Plan Circulation Element (2001), Walker Street is classified as a Secondary Arterial. The average posted speed limit is 40 mph. Sidewalks are provided on both sides of the street. On-street parking is not permitted.
- **Moody Street** is a north-south, four-lane, divided roadway. According to the City's General Plan Circulation Element (2001), Moody Street is classified as a Primary Arterial. The posted speed limit is 40 mph. On-street bicycle lanes (Class II) and sidewalks are provided on both sides of the street. On-street parking is generally not permitted.
- **Denni Street–Lexington Drive** is a north-south, undivided roadway. Lexington Drive is a two-lane roadway south of Cerritos Avenue, and Denni Street is a four-lane roadway north of Cerritos Avenue. According to the City of Cypress General Plan Circulation Element (2001), Denni Street is classified as a Secondary Arterial. The posted speed limit of the segment between Lincoln Avenue to Ball Road is 40 mph and others have the speed limit of 35 mph. Sidewalks are provided on both sides of Denni Street and on some parts of Lexington Drive. On-street parking is not permitted.
- **Bloomfield Street** is a north-south, four-lane, divided roadway. According to the City of Cypress General Plan (2001), Bloomfield Street is classified as a Secondary Arterial. The posted speed limit is 40 mph. On-street bicycle lanes (Class II) and sidewalks are provided on both sides of the street. On-street parking is permitted in select locations.
- **Katella Avenue** is a six-lane divided roadway. Katella Avenue is designated as a Major Arterial in the City of Cypress General Plan (2001). Katella Avenue is designated in the Orange County CMP as a CMP facility. The posted speed limit is 45 mph. Sidewalks are provided on both sides of the street. On-street parking is permitted in select locations.
- **Cerritos Avenue** is a four-to-five-lane, divided roadway. According to the City of Cypress General Plan (2001), Cerritos Avenue is a Primary Arterial. The posted speed limit is 45 mph. Sidewalks are provided on both sides of the street, and on-street (Class II) bicycle lanes are provided on both sides between Walker Street and Denni Street. On-street parking is permitted in select locations.
- **Orangewood Avenue** is a four-lane, undivided roadway. According to the City of Cypress General Plan (2001), Orangewood Avenue is a Secondary Arterial. The posted speed limit is 35 to 40 mph. Sidewalks are provided on both sides of the street. On-street parking is not permitted.
- **Ball Road** is a four-lane, divided roadway and it is classified as a Primary Arterial according to the City of Cypress General Plan (2001). The posted speed limit is 45 mph. On-street (Class II) bicycle lanes and sidewalks are provided on both sides of the street. On-street parking is not permitted.

- **Orange Avenue** is a four-lane, undivided roadway, identified as Secondary Arterial in the City of Cypress General Plan (2001). The posted speed limit is 40 mph. Sidewalks are provided on both sides of the street. On-street bicycle lanes and on-street parking are provided in select locations.
- **Lincoln Avenue** is a four-lane, divided roadway. According to the City of Cypress General Plan (2001), Lincoln Avenue is a Major Arterial. The posted speed limit is 40 mph. Sidewalks are provided on both sides of the street. On-street parking is provided in select locations.

The existing study area intersection geometrics are shown on Figure 4.

Existing Traffic Conditions

Existing a.m. and p.m. peak-hour turn movement volumes for the study area intersections are shown on Figure 5.

Table C summarizes the results of the existing peak-hour LOS analysis for the study area intersections. The Existing ICU worksheets for all 26 study area intersections is contained in Appendix C. As shown in Table C, all study area intersections currently operate at satisfactory LOS during both peak hours.

GENERAL PLAN BUILDOUT CONDITIONS

Without Project Traffic Conditions

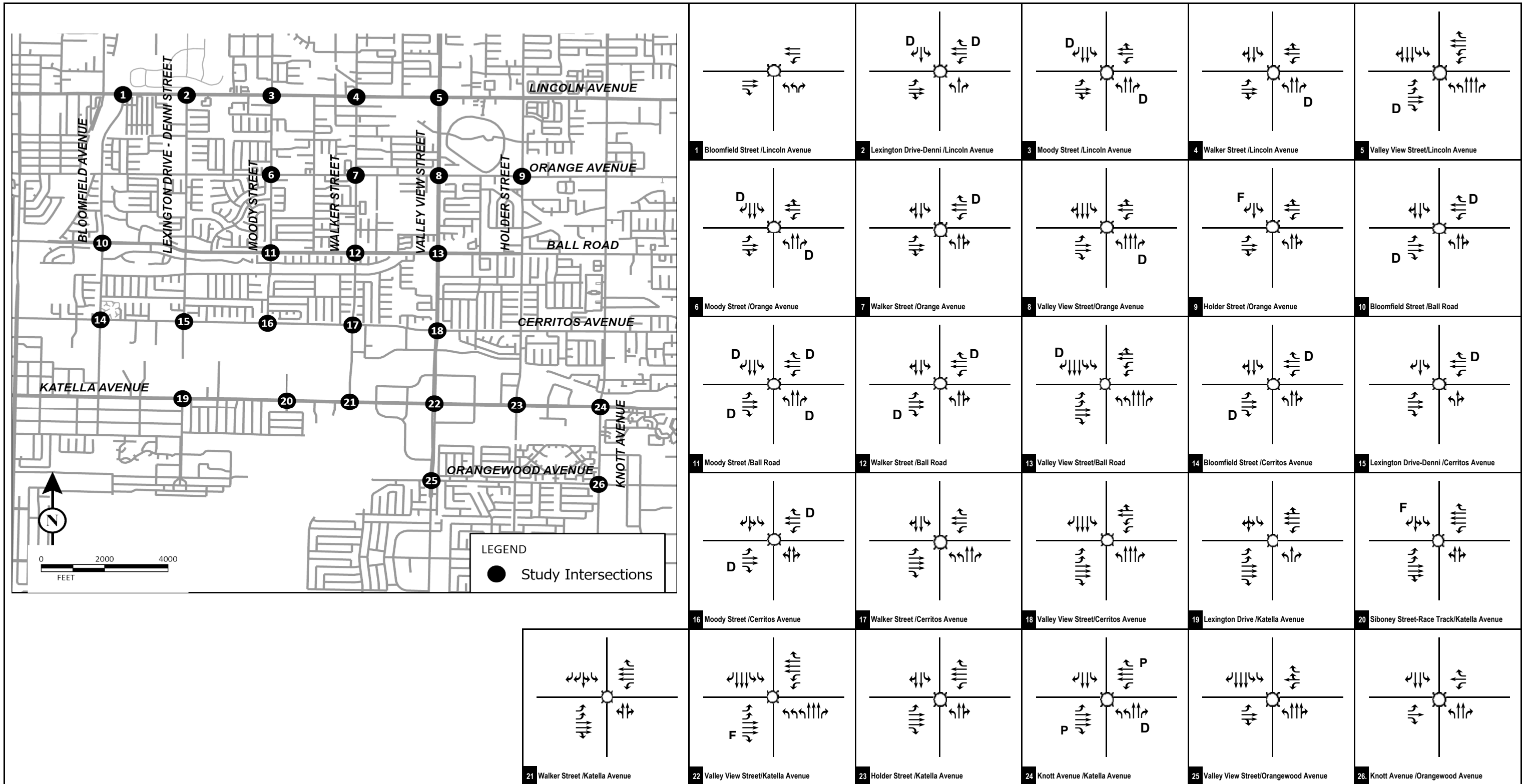
This section discusses the forecasted traffic condition, without either of the potential rezoning scenarios, under the analysis year 2045 (General Plan Buildout) condition. The forecasted year 2045 without project traffic volumes were developed using the approach discussed in the Analysis Methodology section. The forecasted year 2045 without project intersection geometrics are the same as those for Existing (2022) conditions.

Year 2045 without project a.m. and p.m. peak-hour turn volumes for the study area intersections are illustrated in Figure 6. An LOS analysis was conducted to evaluate year 2045 without project a.m. and p.m. peak-hour traffic operations at study area intersections. Table D summarizes the results of this analysis. LOS worksheets are included in Appendix C. As indicated in Table D, all study area intersections are projected to operate at acceptable LOS during both peak hours.

With Project Traffic Conditions

General Plan Buildout (2045) with Project Traffic Conditions

Figure 7 illustrates the year 2045 with project a.m. and p.m. peak-hour turn volumes for the study area intersections. An LOS analysis was conducted to evaluate year 2045 with the project a.m. and p.m. peak-hour traffic operations at study area intersections. Table E summarizes the results of this analysis. Appendix C includes LOS worksheets. As indicated in Table E, all study area intersections are projected to operate at satisfactory LOS during both peak hours.

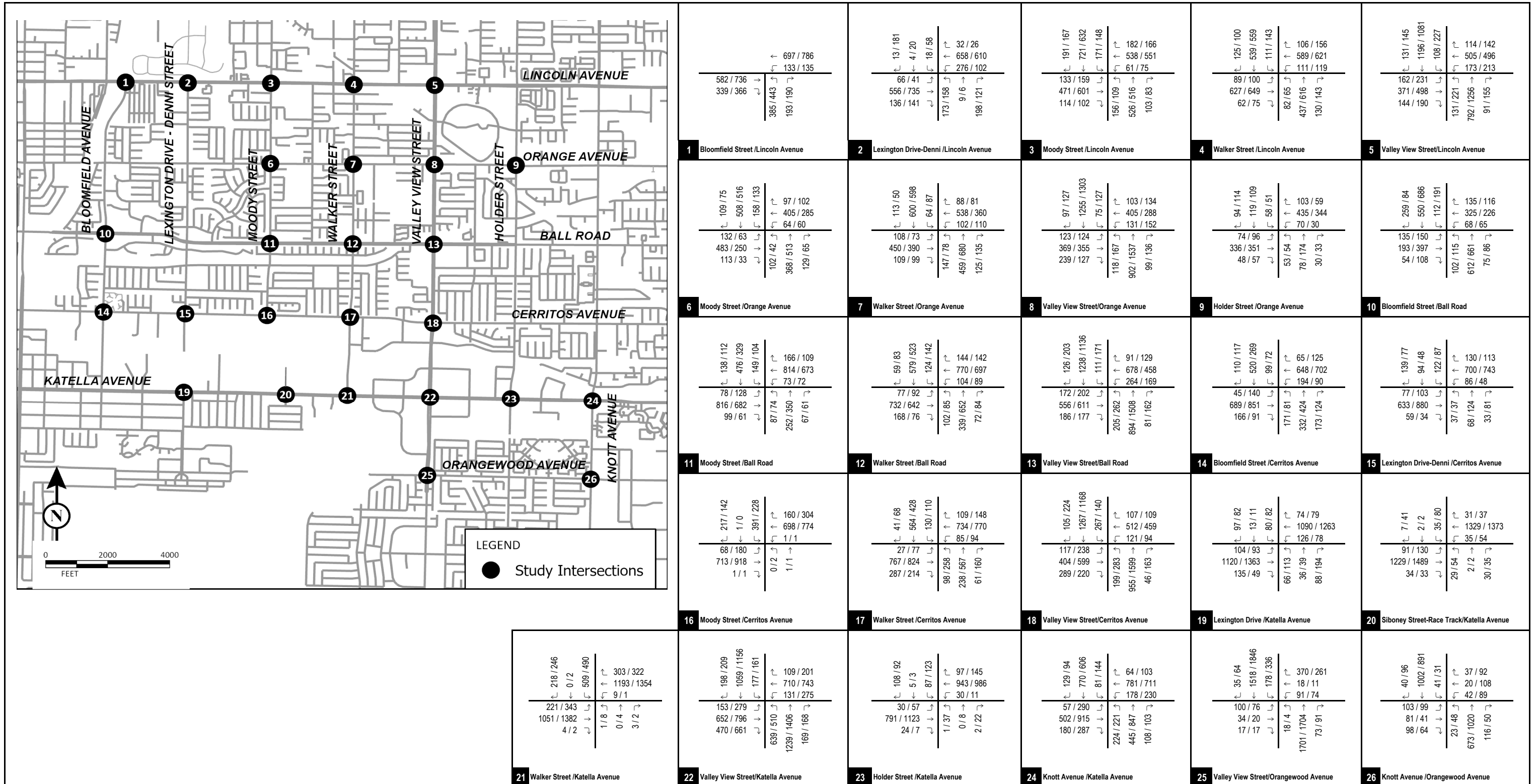


LSA

FIGURE 4

- Legend
- Signal
 - F Free Right-turn
 - P Protected Right-turn
 - D De Facto Right-turn

City of Cypress Housing Element Implementation
Traffic Impact Analysis
Existing Lane Geometrics



LSA

XXXX / YYYY
AM / PM Peak Hour Traffic Volumes

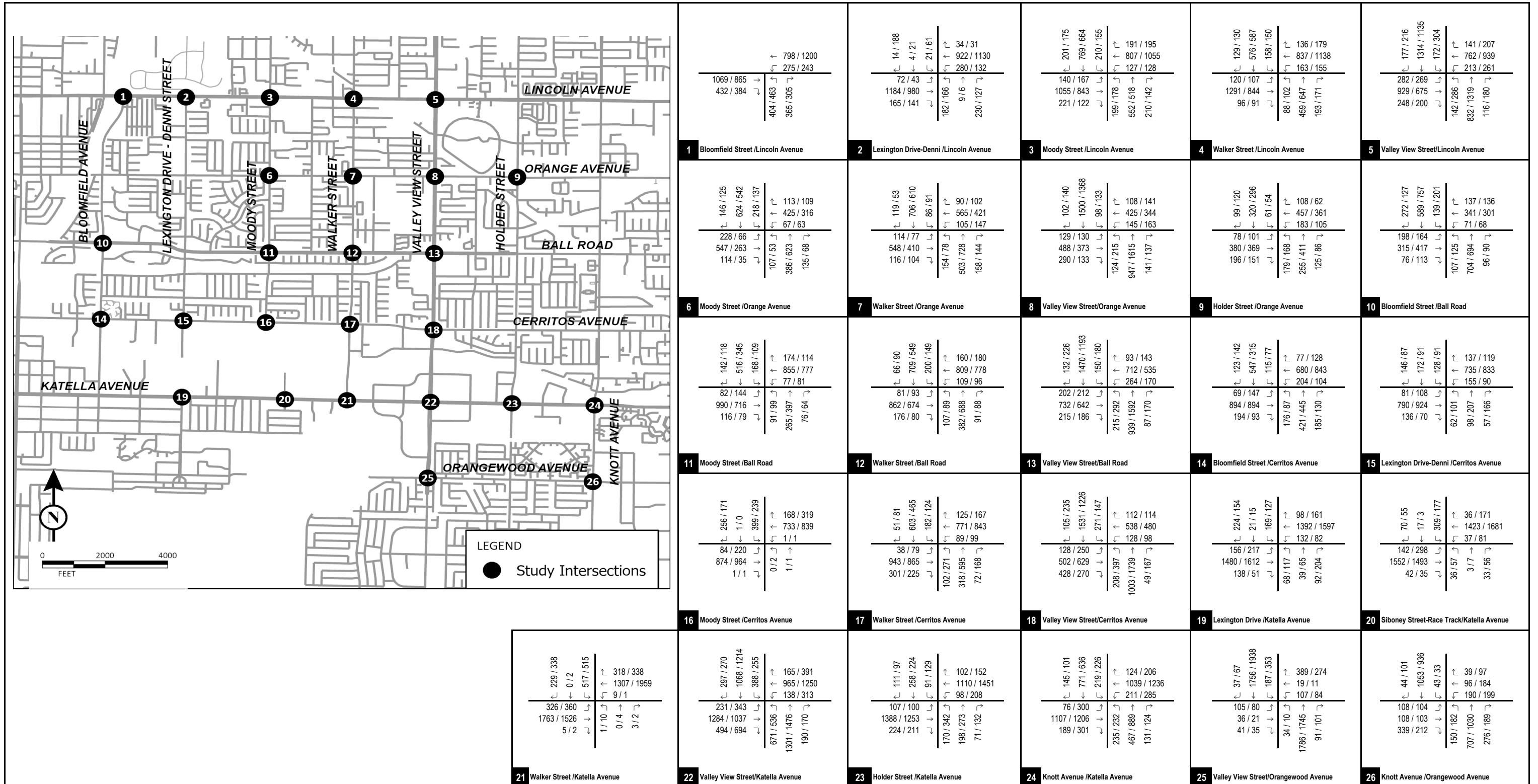
FIGURE 5

City of Cypress Housing Element Implementation
Traffic Impact Analysis
Existing Peak Hour Traffic Volumes

Table C: Existing Intersection Level of Service Summary

Study Area Intersection No.	Intersection	Jurisdiction	Existing			
			AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS
1	Bloomfield Street/Lincoln Avenue	City of Cypress	0.41	A	0.48	A
2	Lexington Drive-Denni Street/Lincoln Avenue	City of Cypress	0.51	A	0.52	A
3	Moody Street/Lincoln Avenue	City of Cypress	0.64	B	0.60	A
4	Walker Street/Lincoln Avenue	City of Cypress	0.55	A	0.60	A
5	Valley View Street/Lincoln Avenue	City of Cypress	0.55	A	0.59	A
6	Moody Street/Orange Avenue	City of Cypress	0.49	A	0.43	A
7	Walker Street/Orange Avenue	City of Cypress	0.57	A	0.54	A
8	Valley View Street/Orange Avenue	City of Cypress	0.61	B	0.62	B
9	Holder Street/Orange Avenue	City of Cypress	0.35	A	0.32	A
10	Bloomfield Street/Ball Road	City of Cypress/Los Alamitos	0.53	A	0.54	A
11	Moody Street/Ball Road	City of Cypress	0.53	A	0.49	A
12	Walker Street/Ball Road	City of Cypress	0.58	A	0.61	B
13	Valley View Street/Ball Road	City of Cypress	0.63	B	0.63	B
14	Bloomfield Street/Cerritos Avenue	City of Cypress/Los Alamitos	0.65	B	0.55	A
15	Lexington Drive-Denni Street/Cerritos Avenue	City of Cypress/Los Alamitos	0.42	A	0.45	A
16	Moody Street/Cerritos Avenue	City of Cypress	0.42	A	0.46	A
17	Walker Street/Cerritos Avenue	City of Cypress	0.50	A	0.56	A
18	Valley View Street/Cerritos Avenue	City of Cypress	0.63	B	0.69	B
19	Lexington Drive/Katella Avenue	City of Cypress/Los Alamitos	0.44	A	0.49	A
20	Siboney Street-Race Course/Katella Avenue	City of Cypress/Los Alamitos	0.37	A	0.43	A
21	Walker Street/Katella Avenue	City of Cypress/Los Alamitos	0.46	A	0.53	A
22	Valley View Street/Katella Avenue	City of Cypress	0.58	A	0.62	B
23	Holder Street/Katella Avenue	City of Cypress	0.30	A	0.36	A
24	Knott Avenue/Katella Avenue	City of Cypress	0.56	A	0.70	B
25	Valley View Street/Orangewood Avenue	City of Cypress	0.57	A	0.59	A
26	Knott Avenue/Orangewood Avenue	City of Cypress	0.42	A	0.49	A

Source: Compiled by LSA (2023).
ICU = Intersection Capacity Utilization
LOS = level of service



LSA

XXXX / YYYY
AM / PM Peak Hour Traffic Volumes

FIGURE 6

City of Cypress Housing Element Implementation
Traffic Impact Analysis
Year 2045 Without Project Peak Hour Traffic Volumes

Table D: Year 2045 Without Project Intersection Level of Service Summary

Study Area Intersection No.	Intersection	Jurisdiction	2045 No Project			
			AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS
1	Bloomfield Street/Lincoln Avenue	City of Cypress	0.64	B	0.58	A
2	Lexington Drive-Denni Street/Lincoln Avenue	City of Cypress	0.72	C	0.63	B
3	Moody Street/Lincoln Avenue	City of Cypress	0.85	D	0.82	D
4	Walker Street/Lincoln Avenue	City of Cypress	0.79	C	0.78	C
5	Valley View Street/Lincoln Avenue	City of Cypress	0.71	C	0.76	C
6	Moody Street/Orange Avenue	City of Cypress	0.58	A	0.48	A
7	Walker Street/Orange Avenue	City of Cypress	0.64	B	0.60	A
8	Valley View Street/Orange Avenue	City of Cypress	0.67	B	0.70	B
9	Holder Street/Orange Avenue	City of Cypress	0.63	B	0.53	A
10	Bloomfield Street/Ball Road	City of Cypress/Los Alamitos	0.59	A	0.59	A
11	Moody Street/Ball Road	City of Cypress	0.59	A	0.54	A
12	Walker Street/Ball Road	City of Cypress	0.65	B	0.65	B
13	Valley View Street/Ball Road	City of Cypress	0.70	B	0.67	B
14	Bloomfield Street/Cerritos Avenue	City of Cypress/Los Alamitos	0.73	C	0.61	B
15	Lexington Drive-Denni Street/Cerritos Avenue	City of Cypress/Los Alamitos	0.52	A	0.56	A
16	Moody Street/Cerritos Avenue	City of Cypress	0.45	A	0.51	A
17	Walker Street/Cerritos Avenue	City of Cypress	0.52	A	0.60	A
18	Valley View Street/Cerritos Avenue	City of Cypress	0.76	C	0.76	C
19	Lexington Drive/Katella Avenue	City of Cypress/Los Alamitos	0.58	A	0.62	B
20	Siboney Street-Race Course/Katella Avenue	City of Cypress/Los Alamitos	0.48	A	0.56	A
21	Walker Street/Katella Avenue	City of Cypress/Los Alamitos	0.52	A	0.67	B
22	Valley View Street/Katella Avenue	City of Cypress	0.71	C	0.77	C
23	Holder Street/Katella Avenue	City of Cypress	0.59	A	0.71	C
24	Knott Avenue/Katella Avenue	City of Cypress	0.69	B	0.86	D
25	Valley View Street/Orangewood Avenue	City of Cypress	0.61	B	0.61	B
26	Knott Avenue/Orangewood Avenue	City of Cypress	0.69	B	0.62	B

Source: Compiled by LSA (2023).
ICU = Intersection Capacity Utilization
LOS = level of service

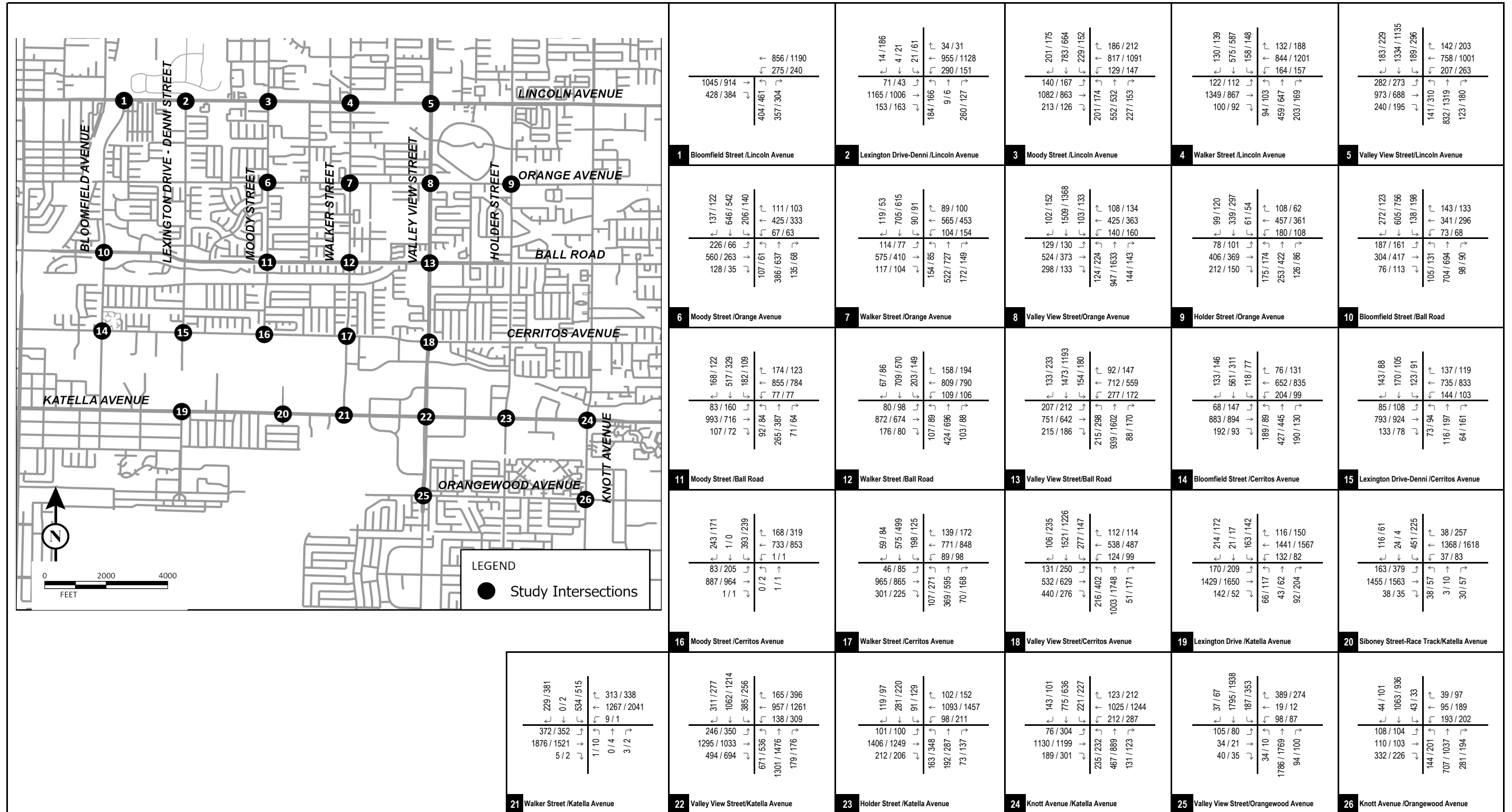


FIGURE 7

LSA

XXXX / YYYY

AM / PM Peak Hour Traffic Volumes

City of Cypress Housing Element Implementation
Traffic Impact Analysis
Year 2045 With Project Peak Hour Traffic Volumes

Table E: Year 2045 With Project Intersection Level of Service Summary

Study Area Intersection No.	Intersection	Jurisdiction	2045 W/Project			
			AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS
1	Bloomfield Street/Lincoln Avenue	City of Cypress	0.64	B	0.60	A
2	Lexington Drive-Denni Street/Lincoln Avenue	City of Cypress	0.72	C	0.64	B
3	Moody Street/Lincoln Avenue	City of Cypress	0.86	D	0.83	D
4	Walker Street/Lincoln Avenue	City of Cypress	0.82	D	0.81	D
5	Valley View Street/Lincoln Avenue	City of Cypress	0.74	C	0.78	C
6	Moody Street /Orange Avenue	City of Cypress	0.59	A	0.49	A
7	Walker Street /Orange Avenue	City of Cypress	0.64	B	0.60	A
8	Valley View Street/Orange Avenue	City of Cypress	0.68	B	0.71	C
9	Holder Street/Orange Avenue	City of Cypress	0.64	B	0.53	A
10	Bloomfield Street/Ball Road	City of Cypress/Los Alamitos	0.58	A	0.58	A
11	Moody Street/Ball Road	City of Cypress	0.59	A	0.54	A
12	Walker Street /Ball Road	City of Cypress	0.66	B	0.66	B
13	Valley View Street/Ball Road	City of Cypress	0.70	B	0.68	B
14	Bloomfield Street/Cerritos Avenue	City of Cypress/Los Alamitos	0.74	C	0.61	B
15	Lexington Drive-Denni Street/Cerritos Avenue	City of Cypress/Los Alamitos	0.52	A	0.57	A
16	Moody Street/Cerritos Avenue	City of Cypress	0.44	A	0.50	A
17	Walker Street/Cerritos Avenue	City of Cypress	0.54	A	0.60	A
18	Valley View Street/Cerritos Avenue	City of Cypress	0.77	C	0.78	C
19	Lexington Drive/Katella Avenue	City of Cypress/Los Alamitos	0.57	A	0.63	B
20	Siboney Street-Race Course/Katella Avenue	City of Cypress/Los Alamitos	0.51	A	0.58	A
21	Walker Street /Katella Avenue	City of Cypress/Los Alamitos	0.54	A	0.68	B
22	Valley View Street/Katella Avenue	City of Cypress	0.71	C	0.77	C
23	Holder Street/Katella Avenue	City of Cypress	0.61	B	0.70	B
24	Knott Avenue/Katella Avenue	City of Cypress	0.69	B	0.86	D
25	Valley View Street/Orangewood Avenue	City of Cypress	0.61	B	0.62	B
26	Knott Avenue/Orangewood Avenue	City of Cypress	0.68	B	0.63	B

Source: Compiled by LSA (2023).

ICU = Intersection Capacity Utilization

LOS = level of service

Figure 8 illustrates the year 2045 with Alternative 2 a.m. and p.m. peak-hour turn volumes for the study area intersections. An LOS analysis was conducted to evaluate year 2045 with Alternative 2 a.m. and p.m. peak-hour traffic operations at study area intersections. Table F summarizes the results of this analysis. Appendix C includes LOS worksheets. As indicated in Table F, all study area intersections are projected to operate at acceptable LOS during both peak hours.

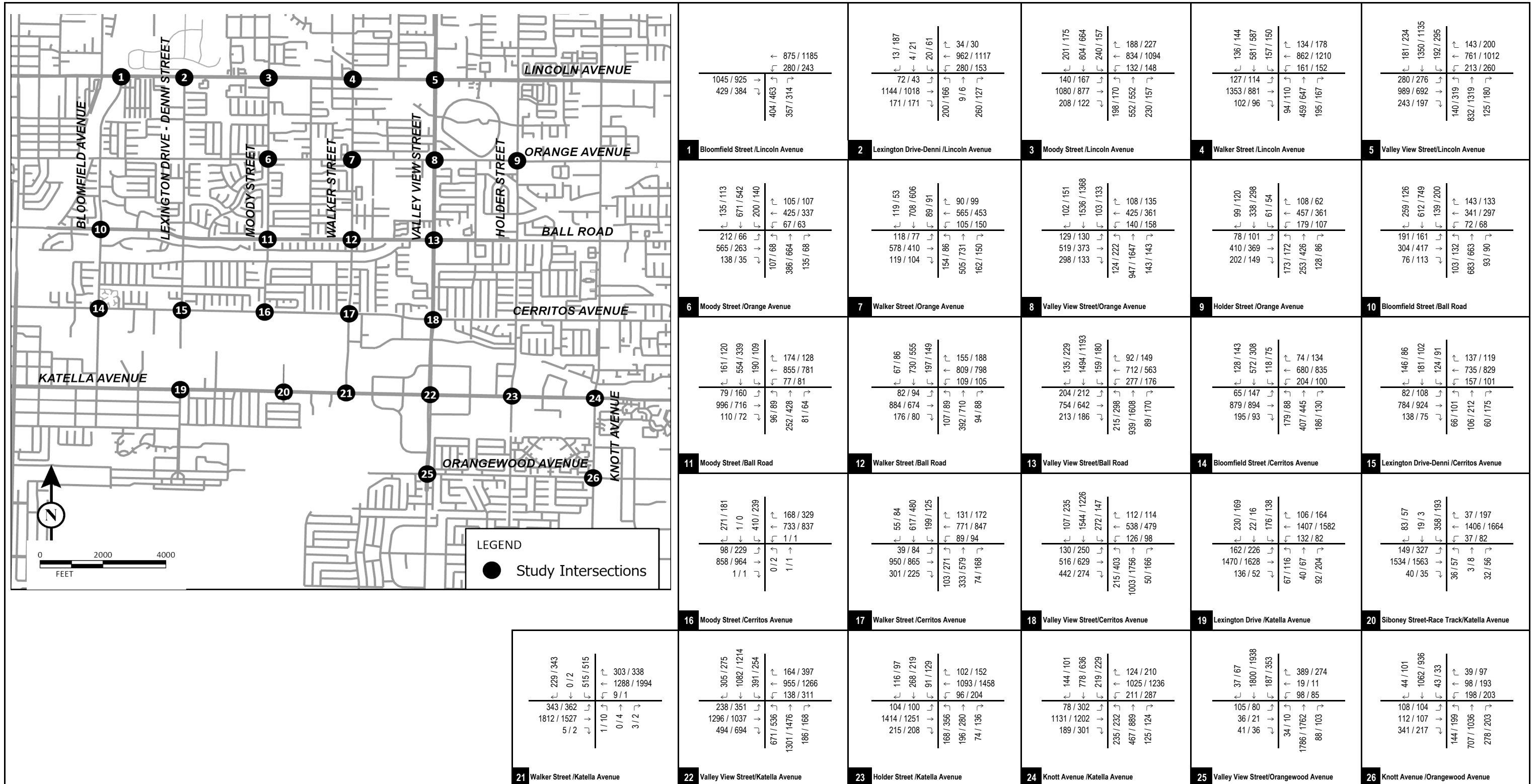


FIGURE 8

LSA
 XXXX / YYYY
 AM / PM Peak Hour Traffic Volumes

City of Cypress Housing Element Implementation
 Traffic Impact Analysis
 General Plan Buildout (2045) with Alternative 2 Traffic Conditions

Table F: Year 2045 With Alternative 2 Intersection Level of Service Summary

Study Area Intersection No.	Intersection	Jurisdiction	2045 W/ Alternative 2			
			AM Peak Hour		PM Peak Hour	
			ICU	LOS	ICU	LOS
1	Bloomfield Street/Lincoln Avenue	City of Cypress	0.64	B	0.60	A
2	Lexington Drive-Denni Street/Lincoln Avenue	City of Cypress	0.72	C	0.66	B
3	Moody Street/Lincoln Avenue	City of Cypress	0.87	D	0.84	D
4	Walker Street/Lincoln Avenue	City of Cypress	0.81	D	0.81	D
5	Valley View Street/Lincoln Avenue	City of Cypress	0.74	C	0.79	C
6	Moody Street /Orange Avenue	City of Cypress	0.59	A	0.50	A
7	Walker Street /Orange Avenue	City of Cypress	0.65	B	0.60	A
8	Valley View Street/Orange Avenue	City of Cypress	0.68	B	0.71	C
9	Holder Street/Orange Avenue	City of Cypress	0.64	B	0.54	A
10	Bloomfield Street/Ball Road	City of Cypress/Los Alamitos	0.58	A	0.57	A
11	Moody Street/Ball Road	City of Cypress	0.61	B	0.56	A
12	Walker Street /Ball Road	City of Cypress	0.66	B	0.66	B
13	Valley View Street/Ball Road	City of Cypress	0.70	B	0.69	B
14	Bloomfield Street/Cerritos Avenue	City of Cypress/Los Alamitos	0.75	C	0.60	A
15	Lexington Drive-Denni Street/Cerritos Avenue	City of Cypress/Los Alamitos	0.53	A	0.57	A
16	Moody Street/Cerritos Avenue	City of Cypress	0.46	A	0.51	A
17	Walker Street/Cerritos Avenue	City of Cypress	0.53	A	0.60	A
18	Valley View Street/Cerritos Avenue	City of Cypress	0.77	C	0.77	C
19	Lexington Drive/Katella Avenue	City of Cypress/Los Alamitos	0.59	A	0.64	B
20	Siboney Street-Race Course/Katella Avenue	City of Cypress/Los Alamitos	0.49	A	0.57	A
21	Walker Street /Katella Avenue	City of Cypress/Los Alamitos	0.53	A	0.68	B
22	Valley View Street/Katella Avenue	City of Cypress	0.72	C	0.76	C
23	Holder Street/Katella Avenue	City of Cypress	0.60	A	0.72	C
24	Knott Avenue/Katella Avenue	City of Cypress	0.69	B	0.86	D
25	Valley View Street/Orangewood Avenue	City of Cypress	0.61	B	0.62	B
26	Knott Avenue/Orangewood Avenue	City of Cypress	0.70	B	0.63	B

Source: Compiled by LSA (2023).

ICU = Intersection Capacity Utilization

LOS = level of service

LOS CONCLUSIONS

Based on the results of this analysis, the implementation of either rezoning scenario is not expected to result in any operational deficiencies to the surrounding roadway system. The evaluation of the study area intersections shows that the addition of traffic associated with either rezoning scenario is not expected to create significant LOS changes under General Plan Buildout conditions.

CITY OF CYPRESS HOUSING ELEMENT IMPLEMENTATION VEHICLE MILES TRAVELED ASSESSMENT

BACKGROUND

On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA guidelines for use. Among the changes to the guidelines was the removal of vehicle delay and LOS from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT.

The City has yet to adopt the Senate Bill 743 guidelines; therefore, the VMT analysis has been based upon the methodology and significant threshold criteria identified in the *"Final Draft Guidelines For Evaluating Vehicle Miles Traveled Under CEQA for the County of Orange, dated September 17, 2020"* (Guidelines).

ANALYSIS METRICS

The project is an update to the City's General Plan and Zoning, which can be considered as a land use plan. The Guidelines recommend use of VMT per service population (population + employment) as the VMT metric as VMT per service population is based on total VMT, which is comprehensive and accounts for all trip purposes. According to the Guidelines, a land use plan will have a significant impact if VMT per service population of the land use plan is higher than the regional baseline VMT per service population.

Also, a region should be defined based on where majority of the project trips are contained. Typically, it is the county boundary within which a majority of those trips take place. As such, the Guidelines recommend use of Orange County as the region for VMT analysis of projects and land use plans. Therefore, if cumulative citywide VMT per service population is higher than Orange County's baseline VMT per service population, the land use plan will have a significant VMT impact.

METHODOLOGY

The Guidelines provide multiple screening criteria for land use projects. However, the rezoning scenarios involve updates to the City's planning and zoning documents; therefore, none of the screening criteria are applicable to the land use plan; therefore, a detailed VMT analysis was conducted to evaluate the VMT impacts under each rezoning scenario. The regional travel model, OCTAM, was used for VMT assessment of each rezoning scenario. OCTAM inputs for the proposed project and Alternative 2 scenarios are described in detail in the previous section, Analysis Metrics. The same cumulative model runs (proposed project and Alternative 2) were used to estimate the VMT for each rezoning scenario.

As indicated before, VMT per service population was used to evaluate the VMT impacts for each rezoning scenario. The proposed scenarios would result in a significant impact if the cumulative VMT metric is greater than the regional baseline VMT metric. Hence, the rezoning scenarios would result in a significant impact if the citywide cumulative VMT per service population with the rezoning scenario is greater than the Orange County baseline VMT per service population (threshold). As

Table G shows, the cumulative citywide VMT per service population under each rezoning scenario would be lower than the regional threshold. Therefore, neither rezoning scenario would have a significant VMT impact. Detailed VMT calculations for each rezoning scenario are included in Appendix D.

Table G: Cumulative City of Cypress and Regional VMT per Service Population Comparison

Scenario	City of Cypress VMT per Service Population (with Plan)	Orange County Threshold ¹	Difference	% Difference	Significant Impact?
2045 Proposed Project	27.4	30.3	-2.8	-9.4%	No
2045 Alternative 2	27.4	30.3	-2.9	-9.4%	No

Source: Orange County Transportation Analysis Model (2023).

¹ Orange County threshold was estimated using an LSA baseline no plan model run.

VMT = vehicle miles traveled

VMT CONCLUSIONS

Based on the recommendations from the Guidelines, the proposed project and Alternative 2 were evaluated based on VMT per service population. Neither rezoning scenario was screened out of a VMT analysis, and a detailed VMT analysis was conducted for each rezoning scenario based on OCTAM, using Orange County as the region. Based on the significance threshold criteria determined within the Guidelines, the VMT per service population under each rezoning scenario would be lower than the corresponding regional threshold; therefore, neither rezoning scenario would have a significant transportation/VMT impact.

REFERENCES

City of Cypress. 2001. General Plan Circulation Element.

County of Orange. 2020. *Final Draft Guidelines For Evaluating Vehicle Miles Traveled Under CEQA for the County of Orange*, dated September 17, 2020.

APPENDIX A

EXISTING TRAFFIC VOLUMES

City of Cypress
 N/S: Bloomfield Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 01_CYP_Bloom_Linc AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

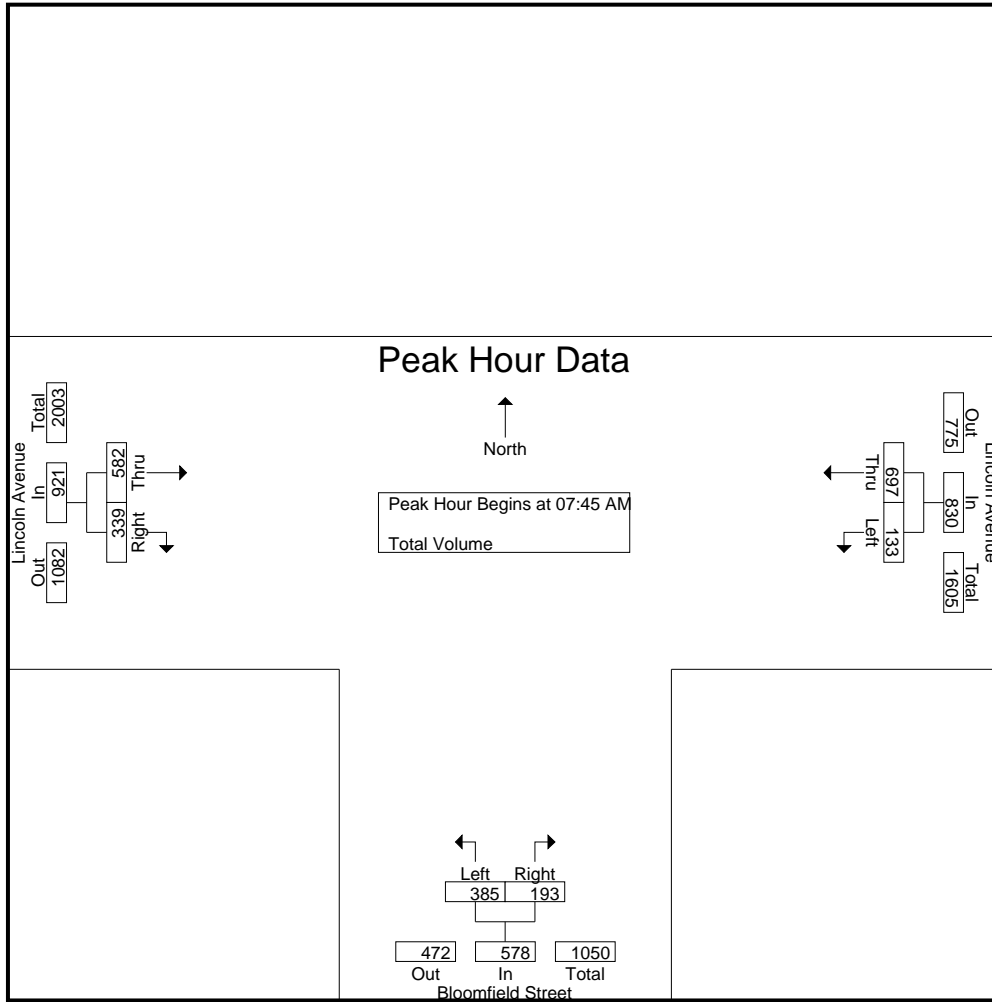
Start Time	Lincoln Avenue Westbound			Bloomfield Street Northbound			Lincoln Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	15	139	154	72	32	104	68	42	110	368
07:15 AM	33	130	163	78	26	104	98	55	153	420
07:30 AM	38	169	207	88	42	130	129	87	216	553
07:45 AM	28	197	225	129	61	190	163	82	245	660
Total	114	635	749	367	161	528	458	266	724	2001
08:00 AM	39	196	235	89	44	133	155	77	232	600
08:15 AM	27	160	187	71	34	105	117	93	210	502
08:30 AM	39	144	183	96	54	150	147	87	234	567
08:45 AM	31	130	161	85	43	128	151	76	227	516
Total	136	630	766	341	175	516	570	333	903	2185
Grand Total	250	1265	1515	708	336	1044	1028	599	1627	4186
Apprch %	16.5	83.5		67.8	32.2		63.2	36.8		
Total %	6	30.2	36.2	16.9	8	24.9	24.6	14.3	38.9	

Start Time	Lincoln Avenue Westbound			Bloomfield Street Northbound			Lincoln Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:45 AM	28	197	225	129	61	190	163	82	245	660
08:00 AM	39	196	235	89	44	133	155	77	232	600
08:15 AM	27	160	187	71	34	105	117	93	210	502
08:30 AM	39	144	183	96	54	150	147	87	234	567
Total Volume	133	697	830	385	193	578	582	339	921	2329
% App. Total	16	84		66.6	33.4		63.2	36.8		
PHF	.853	.885	.883	.746	.791	.761	.893	.911	.940	.882

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

City of Cypress
 N/S: Bloomfield Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 01_CYP_Bloom_Linc AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:30 AM			07:45 AM			07:45 AM		
+0 mins.	38	169	207	129	61	190	163	82	245
+15 mins.	28	197	225	89	44	133	155	77	232
+30 mins.	39	196	235	71	34	105	117	93	210
+45 mins.	27	160	187	96	54	150	147	87	234
Total Volume	132	722	854	385	193	578	582	339	921
% App. Total	15.5	84.5		66.6	33.4		63.2	36.8	
PHF	.846	.916	.909	.746	.791	.761	.893	.911	.940

City of Cypress
 N/S: Bloomfield Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 01_CYP_Bloom_Linc PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Lincoln Avenue Westbound			Bloomfield Street Northbound			Lincoln Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	28	202	230	88	52	140	189	97	286	656
04:15 PM	39	216	255	128	54	182	178	75	253	690
04:30 PM	31	183	214	107	49	156	192	100	292	662
04:45 PM	39	199	238	104	36	140	165	92	257	635
Total	137	800	937	427	191	618	724	364	1088	2643
05:00 PM	26	188	214	104	51	155	201	99	300	669
05:15 PM	34	176	210	118	40	158	204	106	310	678
05:30 PM	36	193	229	108	29	137	180	87	267	633
05:45 PM	20	153	173	113	34	147	204	86	290	610
Total	116	710	826	443	154	597	789	378	1167	2590
Grand Total	253	1510	1763	870	345	1215	1513	742	2255	5233
Apprch %	14.4	85.6		71.6	28.4		67.1	32.9		
Total %	4.8	28.9	33.7	16.6	6.6	23.2	28.9	14.2	43.1	

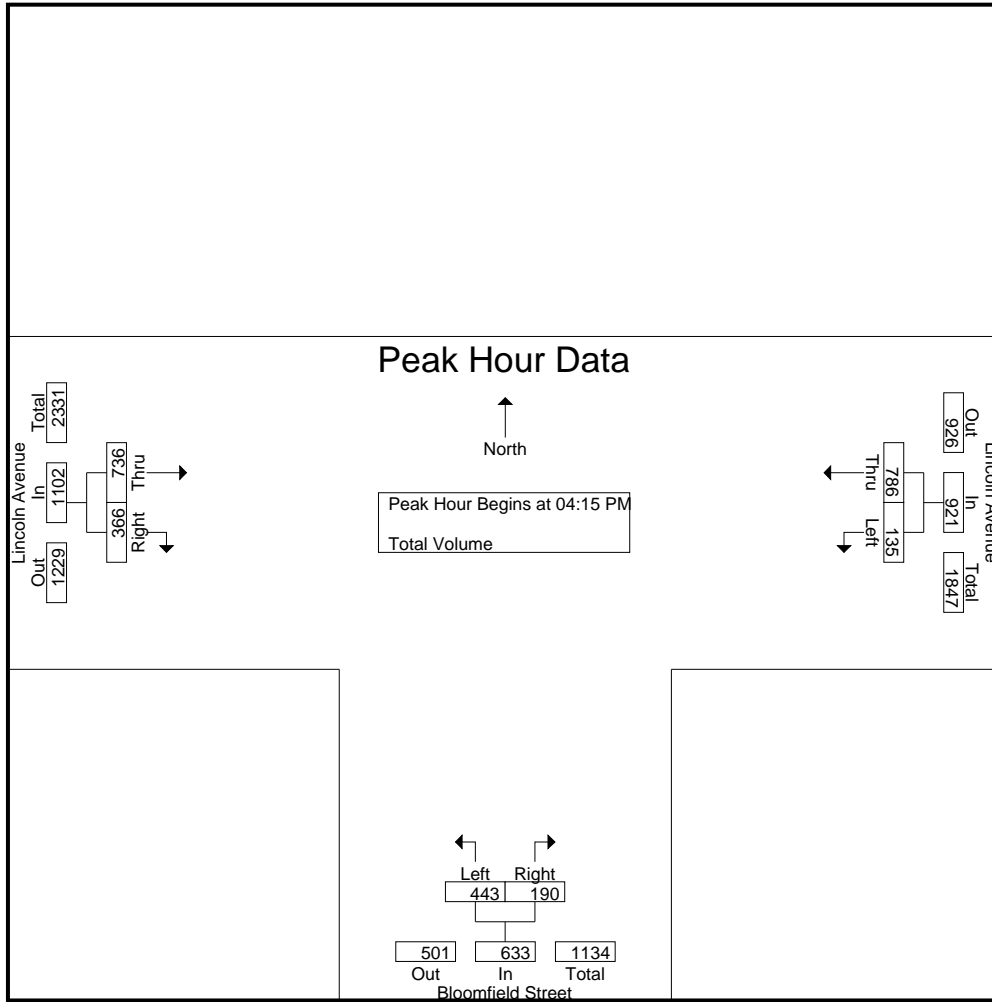
Start Time	Lincoln Avenue Westbound			Bloomfield Street Northbound			Lincoln Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	39	216	255	128	54	182	178	75	253	690
04:30 PM	31	183	214	107	49	156	192	100	292	662
04:45 PM	39	199	238	104	36	140	165	92	257	635
05:00 PM	26	188	214	104	51	155	201	99	300	669
Total Volume	135	786	921	443	190	633	736	366	1102	2656
% App. Total	14.7	85.3		70	30		66.8	33.2		
PHF	.865	.910	.903	.865	.880	.870	.915	.915	.918	.962

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of Cypress
 N/S: Bloomfield Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 01_CYP_Bloom_Linc PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:00 PM			04:15 PM			05:00 PM		
+0 mins.	28	202	230	128	54	182	201	99	300
+15 mins.	39	216	255	107	49	156	204	106	310
+30 mins.	31	183	214	104	36	140	180	87	267
+45 mins.	39	199	238	104	51	155	204	86	290
Total Volume	137	800	937	443	190	633	789	378	1167
% App. Total	14.6	85.4		70	30		67.6	32.4	
PHF	.878	.926	.919	.865	.880	.870	.967	.892	.941

City of Cypress
 N/S: Denni Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 02_CYP_Denni_Linc AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

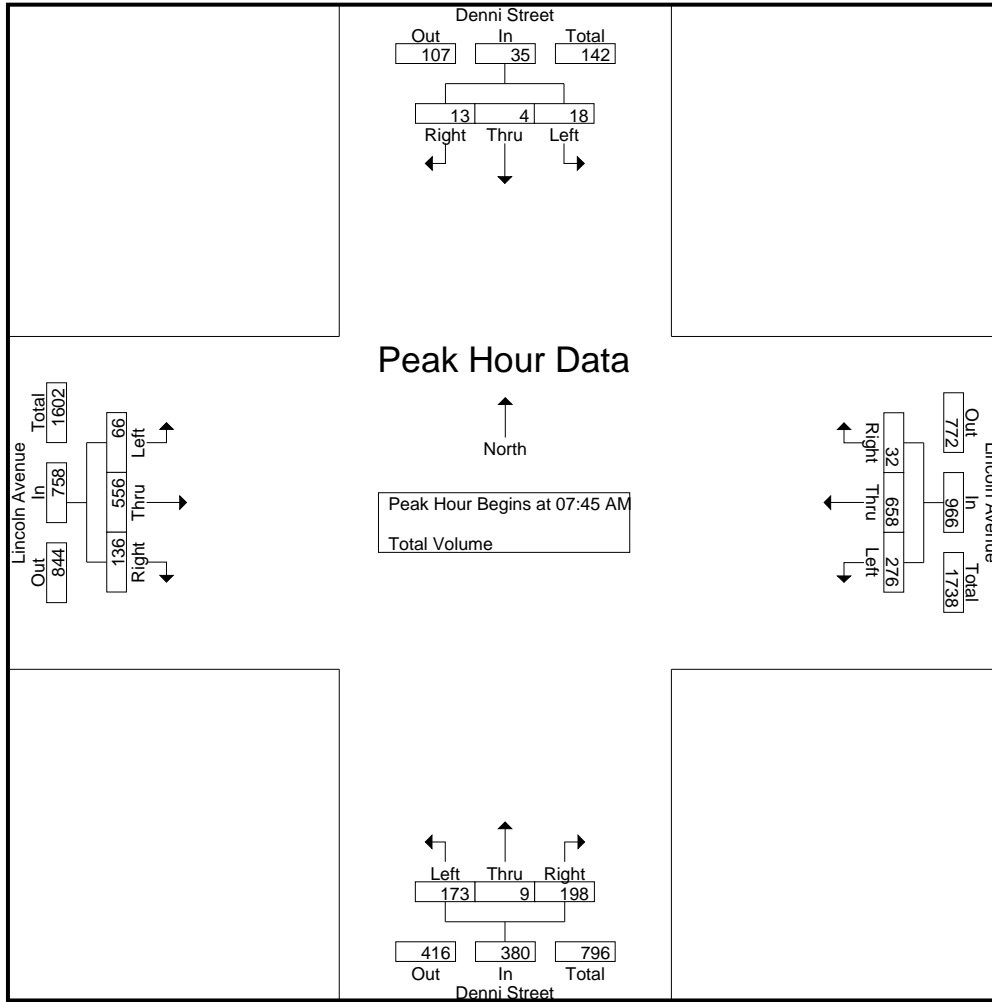
Start Time	Denni Street Southbound				Lincoln Avenue Westbound				Denni Street Northbound				Lincoln Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	0	1	4	18	122	2	142	30	0	19	49	7	78	15	100	295
07:15 AM	0	0	0	0	26	131	0	157	28	1	29	58	4	111	12	127	342
07:30 AM	0	0	0	0	36	171	1	208	31	0	31	62	2	132	22	156	426
07:45 AM	1	0	0	1	65	185	10	260	42	0	37	79	14	171	47	232	572
Total	4	0	1	5	145	609	13	767	131	1	116	248	27	492	96	615	1635
08:00 AM	5	1	4	10	89	177	9	275	64	2	76	142	18	135	50	203	630
08:15 AM	3	2	3	8	50	152	7	209	36	2	46	84	10	106	18	134	435
08:30 AM	9	1	6	16	72	144	6	222	31	5	39	75	24	144	21	189	502
08:45 AM	8	3	4	15	37	125	7	169	36	2	41	79	31	137	24	192	455
Total	25	7	17	49	248	598	29	875	167	11	202	380	83	522	113	718	2022
Grand Total	29	7	18	54	393	1207	42	1642	298	12	318	628	110	1014	209	1333	3657
Apprch %	53.7	13	33.3		23.9	73.5	2.6		47.5	1.9	50.6		8.3	76.1	15.7		
Total %	0.8	0.2	0.5	1.5	10.7	33	1.1	44.9	8.1	0.3	8.7	17.2	3	27.7	5.7	36.5	

Start Time	Denni Street Southbound				Lincoln Avenue Westbound				Denni Street Northbound				Lincoln 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	1	0	0	1	65	185	10	260	42	0	37	79	14	171	47	232	572
08:00 AM	5	1	4	10	89	177	9	275	64	2	76	142	18	135	50	203	630
08:15 AM	3	2	3	8	50	152	7	209	36	2	46	84	10	106	18	134	435
08:30 AM	9	1	6	16	72	144	6	222	31	5	39	75	24	144	21	189	502
Total Volume	18	4	13	35	276	658	32	966	173	9	198	380	66	556	136	758	2139
% App. Total	51.4	11.4	37.1		28.6	68.1	3.3		45.5	2.4	52.1		8.7	73.4	17.9		
PHF	.500	.500	.542	.547	.775	.889	.800	.878	.676	.450	.651	.669	.688	.813	.680	.817	.849

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

City of Cypress
 N/S: Denni Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 02_CYP_Denni_Linc AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	08:00 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	5	1	4	10	65	185	10	260	42	0	37	79	14	171	47	232
+15 mins.	3	2	3	8	89	177	9	275	64	2	76	142	18	135	50	203
+30 mins.	9	1	6	16	50	152	7	209	36	2	46	84	10	106	18	134
+45 mins.	8	3	4	15	72	144	6	222	31	5	39	75	24	144	21	189
Total Volume	25	7	17	49	276	658	32	966	173	9	198	380	66	556	136	758
% App. Total	51	14.3	34.7		28.6	68.1	3.3		45.5	2.4	52.1		8.7	73.4	17.9	
PHF	.694	.583	.708	.766	.775	.889	.800	.878	.676	.450	.651	.669	.688	.813	.680	.817

City of Cypress
 N/S: Denni Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 02_CYP_Denni_Linc PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

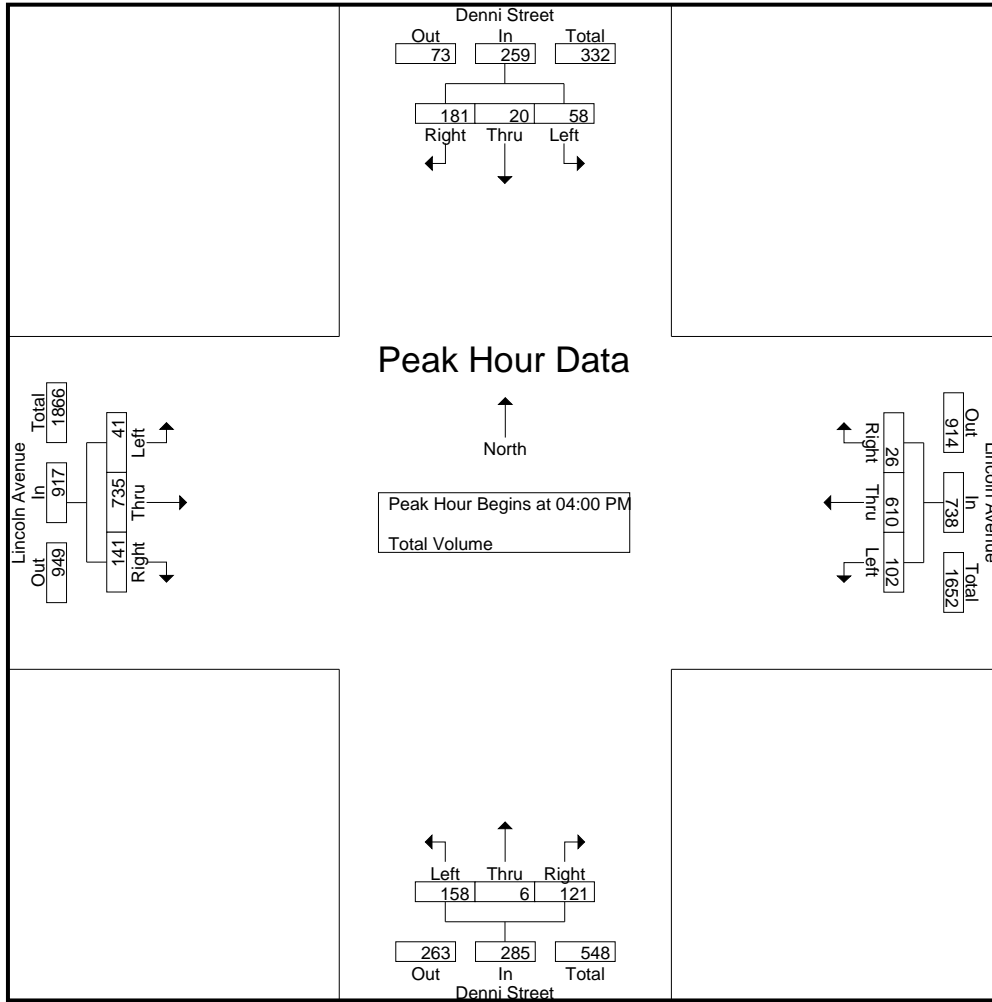
Start Time	Denni Street Southbound				Lincoln Avenue Westbound				Denni Street Northbound				Lincoln Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	18	6	52	76	23	135	8	166	40	2	37	79	15	183	30	228	549
04:15 PM	16	10	55	81	22	181	9	212	34	1	22	57	11	200	33	244	594
04:30 PM	8	3	23	34	37	147	3	187	47	3	25	75	8	180	34	222	518
04:45 PM	16	1	51	68	20	147	6	173	37	0	37	74	7	172	44	223	538
Total	58	20	181	259	102	610	26	738	158	6	121	285	41	735	141	917	2199
05:00 PM	9	3	17	29	20	179	3	202	29	3	26	58	12	188	37	237	526
05:15 PM	6	4	10	20	42	159	5	206	44	1	39	84	3	193	50	246	556
05:30 PM	4	3	9	16	34	174	1	209	33	0	24	57	4	174	42	220	502
05:45 PM	5	0	3	8	30	132	0	162	37	0	30	67	6	174	51	231	468
Total	24	10	39	73	126	644	9	779	143	4	119	266	25	729	180	934	2052
Grand Total	82	30	220	332	228	1254	35	1517	301	10	240	551	66	1464	321	1851	4251
Apprch %	24.7	9	66.3		15	82.7	2.3		54.6	1.8	43.6		3.6	79.1	17.3		
Total %	1.9	0.7	5.2	7.8	5.4	29.5	0.8	35.7	7.1	0.2	5.6	13	1.6	34.4	7.6	43.5	

Start Time	Denni Street Southbound				Lincoln Avenue Westbound				Denni Street Northbound				Lincoln Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	18	6	52	76	23	135	8	166	40	2	37	79	15	183	30	228	549
04:15 PM	16	10	55	81	22	181	9	212	34	1	22	57	11	200	33	244	594
04:30 PM	8	3	23	34	37	147	3	187	47	3	25	75	8	180	34	222	518
04:45 PM	16	1	51	68	20	147	6	173	37	0	37	74	7	172	44	223	538
Total Volume	58	20	181	259	102	610	26	738	158	6	121	285	41	735	141	917	2199
% App. Total	22.4	7.7	69.9		13.8	82.7	3.5		55.4	2.1	42.5		4.5	80.2	15.4		
PHF	.806	.500	.823	.799	.689	.843	.722	.870	.840	.500	.818	.902	.683	.919	.801	.940	.926

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

City of Cypress
 N/S: Denni Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 02_CYP_Denni_Linc PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:00 PM				04:45 PM				04:30 PM				05:00 PM			
+0 mins.	18	6	52	76	20	147	6	173	47	3	25	75	12	188	37	237
+15 mins.	16	10	55	81	20	179	3	202	37	0	37	74	3	193	50	246
+30 mins.	8	3	23	34	42	159	5	206	29	3	26	58	4	174	42	220
+45 mins.	16	1	51	68	34	174	1	209	44	1	39	84	6	174	51	231
Total Volume	58	20	181	259	116	659	15	790	157	7	127	291	25	729	180	934
% App. Total	22.4	7.7	69.9		14.7	83.4	1.9		54	2.4	43.6		2.7	78.1	19.3	
PHF	.806	.500	.823	.799	.690	.920	.625	.945	.835	.583	.814	.866	.521	.944	.882	.949

City of Cypress
 N/S: Moody Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 03_CYP_Moody_Linc AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

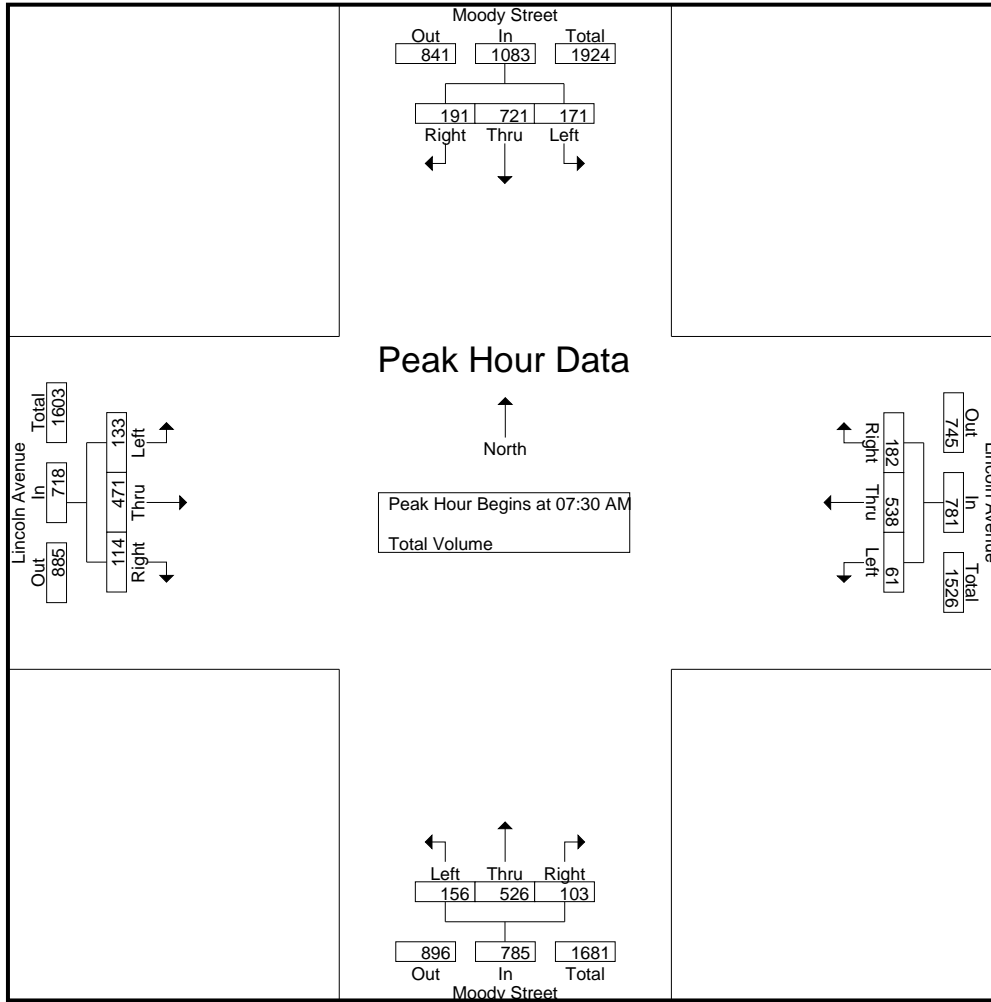
Start Time	Moody Street Southbound				Lincoln Avenue Westbound				Moody Street Northbound				Lincoln Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	14	83	30	127	15	84	18	117	22	66	11	99	28	61	11	100	443
07:15 AM	23	108	29	160	9	110	28	147	22	97	9	128	23	91	14	128	563
07:30 AM	41	158	44	243	8	118	49	175	30	139	12	181	33	93	26	152	751
07:45 AM	45	204	47	296	10	168	67	245	48	130	24	202	32	146	33	211	954
Total	123	553	150	826	42	480	162	684	122	432	56	610	116	391	84	591	2711
08:00 AM	52	197	56	305	26	133	35	194	42	125	31	198	34	137	35	206	903
08:15 AM	33	162	44	239	17	119	31	167	36	132	36	204	34	95	20	149	759
08:30 AM	33	90	49	172	8	148	29	185	32	107	26	165	33	130	20	183	705
08:45 AM	50	118	46	214	15	98	27	140	16	103	26	145	43	128	20	191	690
Total	168	567	195	930	66	498	122	686	126	467	119	712	144	490	95	729	3057
Grand Total	291	1120	345	1756	108	978	284	1370	248	899	175	1322	260	881	179	1320	5768
Apprch %	16.6	63.8	19.6		7.9	71.4	20.7		18.8	68	13.2		19.7	66.7	13.6		
Total %	5	19.4	6	30.4	1.9	17	4.9	23.8	4.3	15.6	3	22.9	4.5	15.3	3.1	22.9	

Start Time	Moody Street Southbound				Lincoln Avenue Westbound				Moody Street Northbound				Lincoln 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	41	158	44	243	8	118	49	175	30	139	12	181	33	93	26	152	751
07:45 AM	45	204	47	296	10	168	67	245	48	130	24	202	32	146	33	211	954
08:00 AM	52	197	56	305	26	133	35	194	42	125	31	198	34	137	35	206	903
08:15 AM	33	162	44	239	17	119	31	167	36	132	36	204	34	95	20	149	759
Total Volume	171	721	191	1083	61	538	182	781	156	526	103	785	133	471	114	718	3367
% App. Total	15.8	66.6	17.6		7.8	68.9	23.3		19.9	67	13.1		18.5	65.6	15.9		
PHF	.822	.884	.853	.888	.587	.801	.679	.797	.813	.946	.715	.962	.978	.807	.814	.851	.882

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

City of Cypress
 N/S: Moody Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 03_CYP_Moody_Linc AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:30 AM				07:45 AM				07:30 AM				07:45 AM			
+0 mins.	41	158	44	243	10	168	67	245	30	139	12	181	32	146	33	211
+15 mins.	45	204	47	296	26	133	35	194	48	130	24	202	34	137	35	206
+30 mins.	52	197	56	305	17	119	31	167	42	125	31	198	34	95	20	149
+45 mins.	33	162	44	239	8	148	29	185	36	132	36	204	33	130	20	183
Total Volume	171	721	191	1083	61	568	162	791	156	526	103	785	133	508	108	749
% App. Total	15.8	66.6	17.6		7.7	71.8	20.5		19.9	67	13.1		17.8	67.8	14.4	
PHF	.822	.884	.853	.888	.587	.845	.604	.807	.813	.946	.715	.962	.978	.870	.771	.887

City of Cypress
 N/S: Moody Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 03_CYP_Moody_Linc PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Moody Street Southbound				Lincoln Avenue Westbound				Moody Street Northbound				Lincoln Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	32	143	37	212	14	124	38	176	22	118	23	163	45	141	20	206	757
04:15 PM	41	142	41	224	24	145	44	213	24	151	12	187	37	166	18	221	845
04:30 PM	25	157	43	225	20	133	52	205	16	132	20	168	50	162	21	233	831
04:45 PM	31	132	41	204	10	134	44	188	20	129	11	160	43	163	18	224	776
Total	129	574	162	865	68	536	178	782	82	530	66	678	175	632	77	884	3209
05:00 PM	33	160	37	230	21	133	47	201	27	141	19	187	43	141	19	203	821
05:15 PM	41	143	52	236	17	157	34	208	36	147	13	196	49	151	31	231	871
05:30 PM	46	161	40	247	18	134	52	204	30	112	26	168	34	152	26	212	831
05:45 PM	28	168	38	234	19	127	33	179	16	116	25	157	33	157	26	216	786
Total	148	632	167	947	75	551	166	792	109	516	83	708	159	601	102	862	3309
Grand Total	277	1206	329	1812	143	1087	344	1574	191	1046	149	1386	334	1233	179	1746	6518
Apprch %	15.3	66.6	18.2		9.1	69.1	21.9		13.8	75.5	10.8		19.1	70.6	10.3		
Total %	4.2	18.5	5	27.8	2.2	16.7	5.3	24.1	2.9	16	2.3	21.3	5.1	18.9	2.7	26.8	

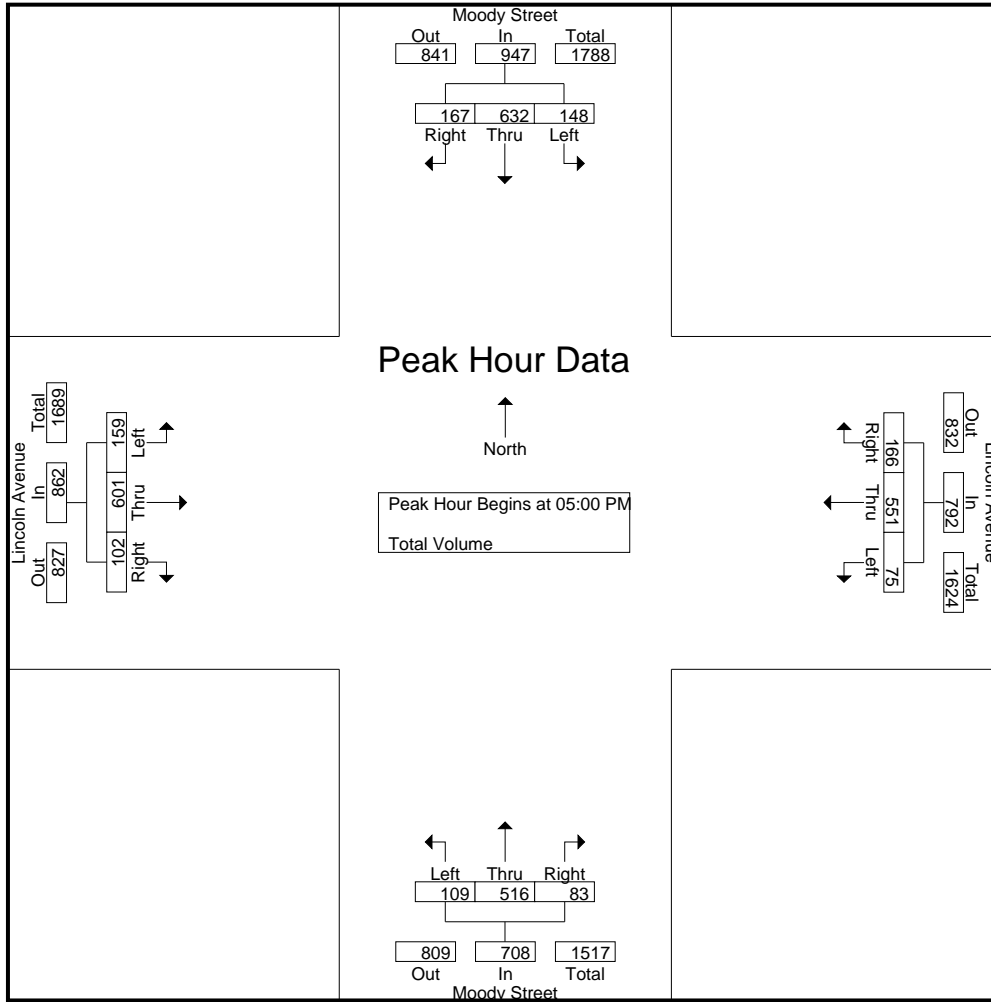
Start Time	Moody Street Southbound				Lincoln Avenue Westbound				Moody Street Northbound				Lincoln Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	33	160	37	230	21	133	47	201	27	141	19	187	43	141	19	203	821
05:15 PM	41	143	52	236	17	157	34	208	36	147	13	196	49	151	31	231	871
05:30 PM	46	161	40	247	18	134	52	204	30	112	26	168	34	152	26	212	831
05:45 PM	28	168	38	234	19	127	33	179	16	116	25	157	33	157	26	216	786
Total Volume	148	632	167	947	75	551	166	792	109	516	83	708	159	601	102	862	3309
% App. Total	15.6	66.7	17.6		9.5	69.6	21		15.4	72.9	11.7		18.4	69.7	11.8		
PHF	.804	.940	.803	.959	.893	.877	.798	.952	.757	.878	.798	.903	.811	.957	.823	.933	.950

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 Cypress
 N/S: Moody Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 03_CYP_Moody_Linc PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	05:00 PM				04:15 PM				04:30 PM				04:30 PM			
+0 mins.	33	160	37	230	24	145	44	213	16	132	20	168	50	162	21	233
+15 mins.	41	143	52	236	20	133	52	205	20	129	11	160	43	163	18	224
+30 mins.	46	161	40	247	10	134	44	188	27	141	19	187	43	141	19	203
+45 mins.	28	168	38	234	21	133	47	201	36	147	13	196	49	151	31	231
Total Volume	148	632	167	947	75	545	187	807	99	549	63	711	185	617	89	891
% App. Total	15.6	66.7	17.6		9.3	67.5	23.2		13.9	77.2	8.9		20.8	69.2	10	
PHF	.804	.940	.803	.959	.781	.940	.899	.947	.688	.934	.788	.907	.925	.946	.718	.956

City of Cypress
 N/S: Walker Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 04_CYP_Walker_Linc AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

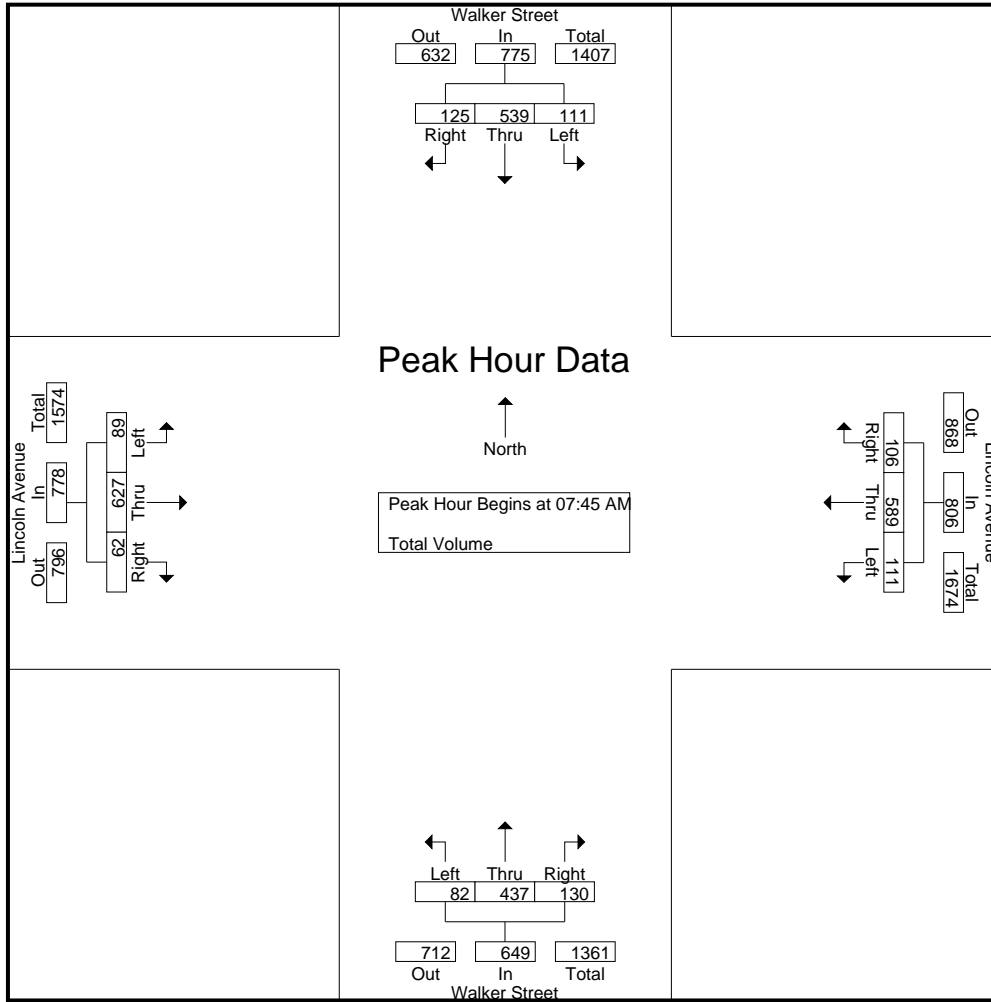
Groups Printed- Total Volume

Start Time	Walker Street Southbound				Lincoln Avenue Westbound				Walker Street Northbound				Lincoln Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	22	97	13	132	16	70	23	109	13	60	10	83	25	69	6	100	424
07:15 AM	22	102	18	142	11	120	13	144	14	95	15	124	9	103	9	121	531
07:30 AM	12	136	35	183	25	129	12	166	16	55	12	83	19	102	7	128	560
07:45 AM	27	158	29	214	31	186	32	249	26	90	25	141	14	152	20	186	790
Total	83	493	95	671	83	505	80	668	69	300	62	431	67	426	42	535	2305
08:00 AM	31	161	30	222	29	165	21	215	21	111	33	165	29	167	16	212	814
08:15 AM	19	128	42	189	22	134	27	183	21	127	28	176	24	156	17	197	745
08:30 AM	34	92	24	150	29	104	26	159	14	109	44	167	22	152	9	183	659
08:45 AM	33	120	10	163	31	115	41	187	12	93	30	135	18	152	18	188	673
Total	117	501	106	724	111	518	115	744	68	440	135	643	93	627	60	780	2891
Grand Total	200	994	201	1395	194	1023	195	1412	137	740	197	1074	160	1053	102	1315	5196
Apprch %	14.3	71.3	14.4		13.7	72.5	13.8		12.8	68.9	18.3		12.2	80.1	7.8		
Total %	3.8	19.1	3.9	26.8	3.7	19.7	3.8	27.2	2.6	14.2	3.8	20.7	3.1	20.3	2	25.3	

Start Time	Walker Street Southbound				Lincoln Avenue Westbound				Walker Street Northbound				Lincoln 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	27	158	29	214	31	186	32	249	26	90	25	141	14	152	20	186	790
08:00 AM	31	161	30	222	29	165	21	215	21	111	33	165	29	167	16	212	814
08:15 AM	19	128	42	189	22	134	27	183	21	127	28	176	24	156	17	197	745
08:30 AM	34	92	24	150	29	104	26	159	14	109	44	167	22	152	9	183	659
Total Volume	111	539	125	775	111	589	106	806	82	437	130	649	89	627	62	778	3008
% App. Total	14.3	69.5	16.1		13.8	73.1	13.2		12.6	67.3	20		11.4	80.6	8		
PHF	.816	.837	.744	.873	.895	.792	.828	.809	.788	.860	.739	.922	.767	.939	.775	.917	.924

City of Cypress
 N/S: Walker Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 04_CYP_Walker_Linc AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:30 AM				07:30 AM				07:45 AM				08:00 AM			
+0 mins.	12	136	35	183	25	129	12	166	26	90	25	141	29	167	16	212
+15 mins.	27	158	29	214	31	186	32	249	21	111	33	165	24	156	17	197
+30 mins.	31	161	30	222	29	165	21	215	21	127	28	176	22	152	9	183
+45 mins.	19	128	42	189	22	134	27	183	14	109	44	167	18	152	18	188
Total Volume	89	583	136	808	107	614	92	813	82	437	130	649	93	627	60	780
% App. Total	11	72.2	16.8		13.2	75.5	11.3		12.6	67.3	20		11.9	80.4	7.7	
PHF	.718	.905	.810	.910	.863	.825	.719	.816	.788	.860	.739	.922	.802	.939	.833	.920

City of Cypress
 N/S: Walker Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 04_CYP_Walker_Linc PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Walker Street Southbound				Lincoln Avenue Westbound				Walker Street Northbound				Lincoln Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	27	125	21	173	25	150	36	211	14	144	41	199	47	173	21	241	824
04:15 PM	29	109	21	159	31	159	39	229	33	127	35	195	24	157	18	199	782
04:30 PM	38	145	18	201	28	154	40	222	9	155	29	193	33	171	18	222	838
04:45 PM	42	137	35	214	32	133	40	205	22	151	43	216	20	141	20	181	816
Total	136	516	95	747	116	596	155	867	78	577	148	803	124	642	77	843	3260
05:00 PM	25	105	15	145	29	168	39	236	8	143	36	187	31	166	21	218	786
05:15 PM	38	172	32	242	30	166	37	233	26	167	35	228	16	171	16	203	906
05:30 PM	31	139	30	200	30	140	33	203	20	138	24	182	28	163	24	215	800
05:45 PM	43	133	19	195	28	144	45	217	17	127	27	171	31	148	22	201	784
Total	137	549	96	782	117	618	154	889	71	575	122	768	106	648	83	837	3276
Grand Total	273	1065	191	1529	233	1214	309	1756	149	1152	270	1571	230	1290	160	1680	6536
Apprch %	17.9	69.7	12.5		13.3	69.1	17.6		9.5	73.3	17.2		13.7	76.8	9.5		
Total %	4.2	16.3	2.9	23.4	3.6	18.6	4.7	26.9	2.3	17.6	4.1	24	3.5	19.7	2.4	25.7	

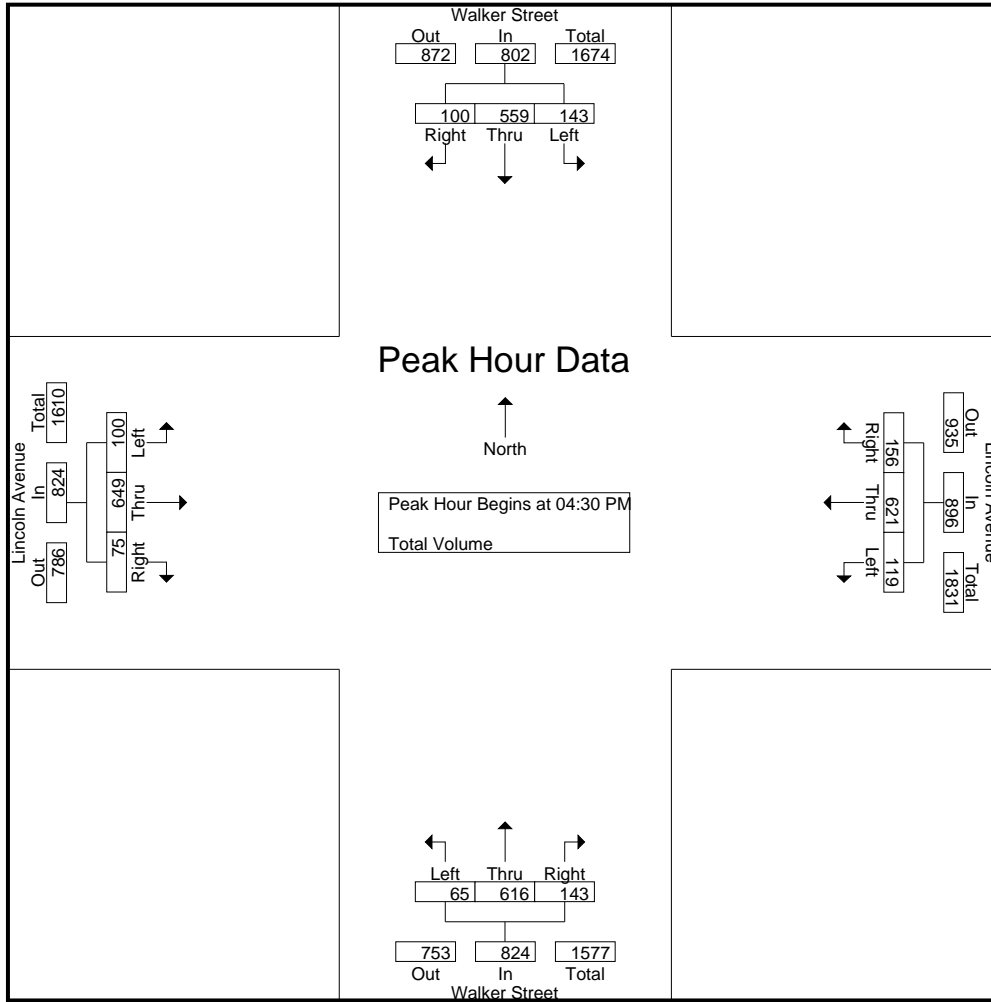
Start Time	Walker Street Southbound				Lincoln Avenue Westbound				Walker Street Northbound				Lincoln Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	38	145	18	201	28	154	40	222	9	155	29	193	33	171	18	222	838
04:45 PM	42	137	35	214	32	133	40	205	22	151	43	216	20	141	20	181	816
05:00 PM	25	105	15	145	29	168	39	236	8	143	36	187	31	166	21	218	786
05:15 PM	38	172	32	242	30	166	37	233	26	167	35	228	16	171	16	203	906
Total Volume	143	559	100	802	119	621	156	896	65	616	143	824	100	649	75	824	3346
% App. Total	17.8	69.7	12.5		13.3	69.3	17.4		7.9	74.8	17.4		12.1	78.8	9.1		
PHF	.851	.813	.714	.829	.930	.924	.975	.949	.625	.922	.831	.904	.758	.949	.893	.928	.923

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Cypress
 N/S: Walker Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 04_CYP_Walker_Linc PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:00 PM			
+0 mins.	38	145	18	201	28	154	40	222	9	155	29	193	47	173	21	241
+15 mins.	42	137	35	214	32	133	40	205	22	151	43	216	24	157	18	199
+30 mins.	25	105	15	145	29	168	39	236	8	143	36	187	33	171	18	222
+45 mins.	38	172	32	242	30	166	37	233	26	167	35	228	20	141	20	181
Total Volume	143	559	100	802	119	621	156	896	65	616	143	824	124	642	77	843
% App. Total	17.8	69.7	12.5		13.3	69.3	17.4		7.9	74.8	17.4		14.7	76.2	9.1	
PHF	.851	.813	.714	.829	.930	.924	.975	.949	.625	.922	.831	.904	.660	.928	.917	.874

City of Cypress
 N/S: Valley View Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 05_CYP_Valley_Linc AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Valley View Street Southbound				Lincoln Avenue Westbound				Valley View Street Northbound				Lincoln Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	16	247	25	288	26	69	29	124	14	153	16	183	22	44	16	82	677
07:15 AM	24	280	15	319	41	103	28	172	24	202	17	243	34	68	22	124	858
07:30 AM	21	316	30	367	36	100	33	169	29	206	20	255	26	56	35	117	908
07:45 AM	36	320	39	395	54	165	30	249	31	190	19	240	44	102	31	177	1061
Total	97	1163	109	1369	157	437	120	714	98	751	72	921	126	270	104	500	3504
08:00 AM	22	286	38	346	41	127	27	195	38	200	26	264	31	99	49	179	984
08:15 AM	29	274	24	327	42	113	24	179	33	196	26	255	61	114	29	204	965
08:30 AM	15	273	23	311	35	99	24	158	34	203	27	264	53	89	29	171	904
08:45 AM	43	256	30	329	48	119	26	193	43	176	31	250	36	106	51	193	965
Total	109	1089	115	1313	166	458	101	725	148	775	110	1033	181	408	158	747	3818
Grand Total	206	2252	224	2682	323	895	221	1439	246	1526	182	1954	307	678	262	1247	7322
Apprch %	7.7	84	8.4		22.4	62.2	15.4		12.6	78.1	9.3		24.6	54.4	21		
Total %	2.8	30.8	3.1	36.6	4.4	12.2	3	19.7	3.4	20.8	2.5	26.7	4.2	9.3	3.6	17	

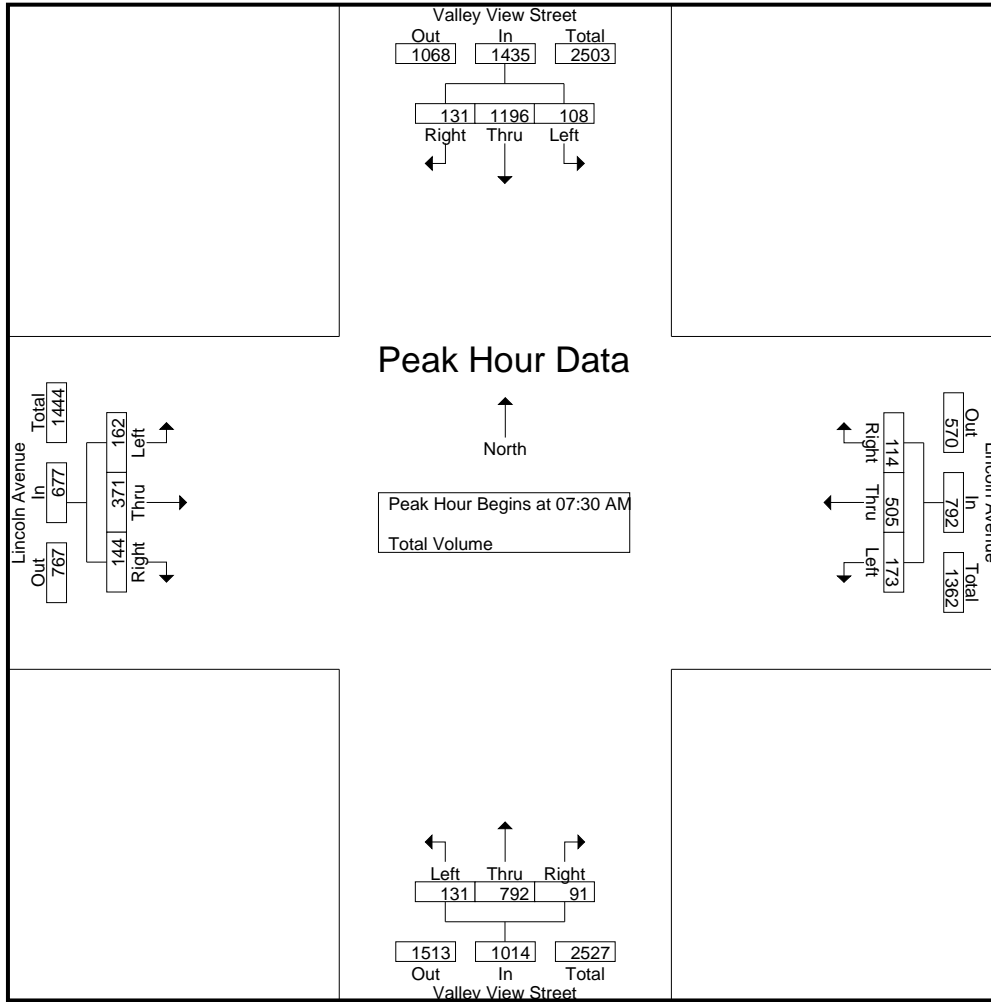
Start Time	Valley View Street Southbound				Lincoln Avenue Westbound				Valley View Street Northbound				Lincoln Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	21	316	30	367	36	100	33	169	29	206	20	255	26	56	35	117	908
07:45 AM	36	320	39	395	54	165	30	249	31	190	19	240	44	102	31	177	1061
08:00 AM	22	286	38	346	41	127	27	195	38	200	26	264	31	99	49	179	984
08:15 AM	29	274	24	327	42	113	24	179	33	196	26	255	61	114	29	204	965
Total Volume	108	1196	131	1435	173	505	114	792	131	792	91	1014	162	371	144	677	3918
% App. Total	7.5	83.3	9.1		21.8	63.8	14.4		12.9	78.1	9		23.9	54.8	21.3		
PHF	.750	.934	.840	.908	.801	.765	.864	.795	.862	.961	.875	.960	.664	.814	.735	.830	.923

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

City of Cypress
 N/S: Valley View Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 05_CYP_Valley_Linc AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:30 AM				07:30 AM				08:00 AM				08:00 AM			
+0 mins.	21	316	30	367	36	100	33	169	38	200	26	264	31	99	49	179
+15 mins.	36	320	39	395	54	165	30	249	33	196	26	255	61	114	29	204
+30 mins.	22	286	38	346	41	127	27	195	34	203	27	264	53	89	29	171
+45 mins.	29	274	24	327	42	113	24	179	43	176	31	250	36	106	51	193
Total Volume	108	1196	131	1435	173	505	114	792	148	775	110	1033	181	408	158	747
% App. Total	7.5	83.3	9.1		21.8	63.8	14.4		14.3	75	10.6		24.2	54.6	21.2	
PHF	.750	.934	.840	.908	.801	.765	.864	.795	.860	.954	.887	.978	.742	.895	.775	.915

City of Cypress
 N/S: Valley View Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 05_CYP_Valley_Linc PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

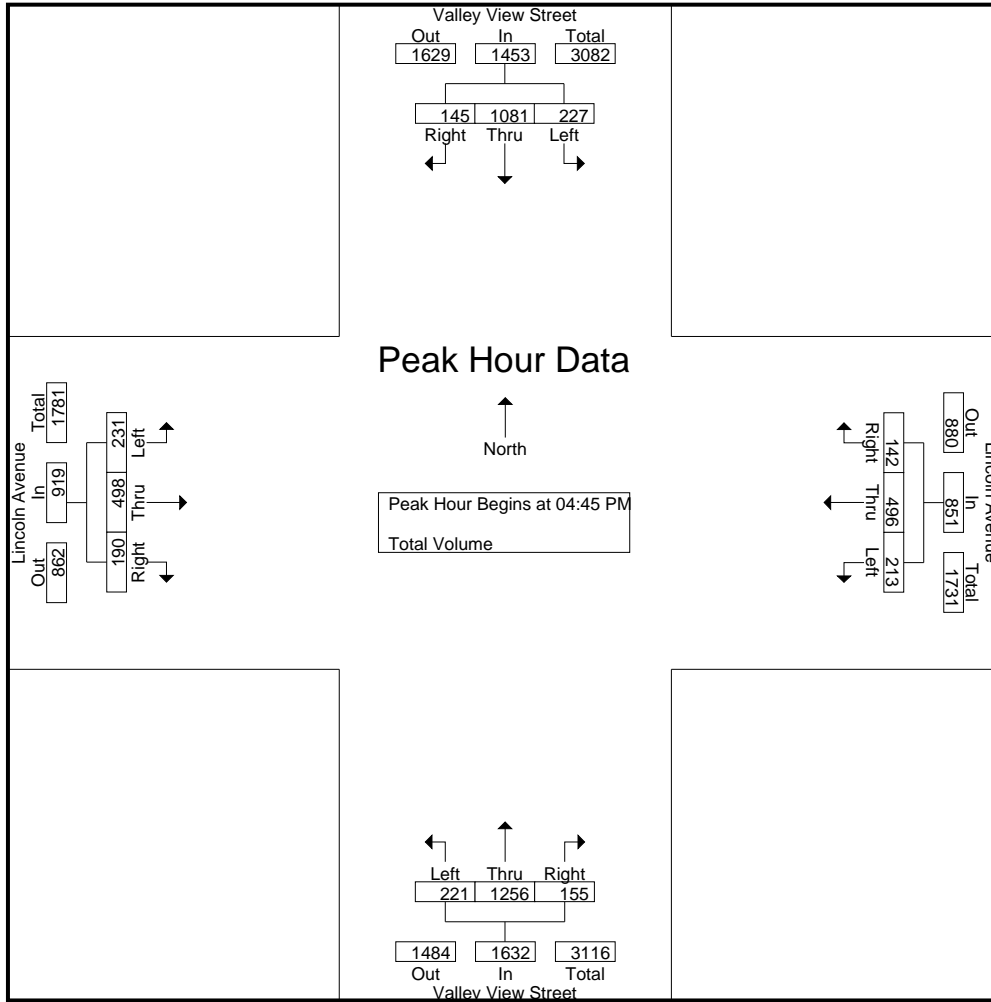
Start Time	Valley View Street Southbound				Lincoln Avenue Westbound				Valley View Street Northbound				Lincoln Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	40	230	33	303	60	111	25	196	50	293	43	386	62	123	24	209	1094
04:15 PM	46	276	34	356	47	125	35	207	56	240	29	325	58	119	45	222	1110
04:30 PM	56	267	36	359	48	128	34	210	60	300	32	392	53	122	48	223	1184
04:45 PM	67	295	37	399	60	124	29	213	62	274	40	376	60	136	65	261	1249
Total	209	1068	140	1417	215	488	123	826	228	1107	144	1479	233	500	182	915	4637
05:00 PM	53	250	40	343	54	116	43	213	60	358	42	460	55	94	40	189	1205
05:15 PM	56	280	31	367	45	138	31	214	44	294	42	380	61	144	48	253	1214
05:30 PM	51	256	37	344	54	118	39	211	55	330	31	416	55	124	37	216	1187
05:45 PM	74	246	36	356	63	110	32	205	52	281	28	361	62	125	36	223	1145
Total	234	1032	144	1410	216	482	145	843	211	1263	143	1617	233	487	161	881	4751
Grand Total	443	2100	284	2827	431	970	268	1669	439	2370	287	3096	466	987	343	1796	9388
Apprch %	15.7	74.3	10		25.8	58.1	16.1		14.2	76.6	9.3		25.9	55	19.1		
Total %	4.7	22.4	3	30.1	4.6	10.3	2.9	17.8	4.7	25.2	3.1	33	5	10.5	3.7	19.1	

Start Time	Valley View Street Southbound				Lincoln Avenue Westbound				Valley View Street Northbound				Lincoln Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	67	295	37	399	60	124	29	213	62	274	40	376	60	136	65	261	1249
05:00 PM	53	250	40	343	54	116	43	213	60	358	42	460	55	94	40	189	1205
05:15 PM	56	280	31	367	45	138	31	214	44	294	42	380	61	144	48	253	1214
05:30 PM	51	256	37	344	54	118	39	211	55	330	31	416	55	124	37	216	1187
Total Volume	227	1081	145	1453	213	496	142	851	221	1256	155	1632	231	498	190	919	4855
% App. Total	15.6	74.4	10		25	58.3	16.7		13.5	77	9.5		25.1	54.2	20.7		
PHF	.847	.916	.906	.910	.888	.899	.826	.994	.891	.877	.923	.887	.947	.865	.731	.880	.972

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

City of Cypress
 N/S: Valley View Street
 E/W: Lincoln Avenue
 Weather: Clear

File Name : 05_CYP_Valley_Linc PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:30 PM				04:45 PM				04:45 PM				04:30 PM			
+0 mins.	56	267	36	359	60	124	29	213	62	274	40	376	53	122	48	223
+15 mins.	67	295	37	399	54	116	43	213	60	358	42	460	60	136	65	261
+30 mins.	53	250	40	343	45	138	31	214	44	294	42	380	55	94	40	189
+45 mins.	56	280	31	367	54	118	39	211	55	330	31	416	61	144	48	253
Total Volume	232	1092	144	1468	213	496	142	851	221	1256	155	1632	229	496	201	926
% App. Total	15.8	74.4	9.8		25	58.3	16.7		13.5	77	9.5		24.7	53.6	21.7	
PHF	.866	.925	.900	.920	.888	.899	.826	.994	.891	.877	.923	.887	.939	.861	.773	.887

City of Cypress
 N/S: Moody Street
 E/W: Orange Avenue
 Weather: Clear

File Name : 06_CYP_Moody_Orange AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Moody Street Southbound				Orange Avenue Westbound				Moody Street Northbound				Orange Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	18	108	12	138	8	41	11	60	3	46	4	53	12	43	4	59	310
07:15 AM	19	110	16	145	7	51	22	80	7	73	16	96	13	69	5	87	408
07:30 AM	27	130	8	165	7	40	25	72	9	82	14	105	16	49	10	75	417
07:45 AM	38	152	30	220	13	66	22	101	11	101	27	139	21	61	14	96	556
Total	102	500	66	668	35	198	80	313	30	302	61	393	62	222	33	317	1691
08:00 AM	60	155	37	252	14	89	21	124	28	87	52	167	27	75	26	128	671
08:15 AM	49	137	24	210	26	115	35	176	26	105	57	188	37	110	36	183	757
08:30 AM	18	91	32	141	13	145	23	181	42	80	7	129	40	142	27	209	660
08:45 AM	31	125	16	172	11	56	18	85	6	96	13	115	28	156	24	208	580
Total	158	508	109	775	64	405	97	566	102	368	129	599	132	483	113	728	2668
Grand Total	260	1008	175	1443	99	603	177	879	132	670	190	992	194	705	146	1045	4359
Apprch %	18	69.9	12.1		11.3	68.6	20.1		13.3	67.5	19.2		18.6	67.5	14		
Total %	6	23.1	4	33.1	2.3	13.8	4.1	20.2	3	15.4	4.4	22.8	4.5	16.2	3.3	24	

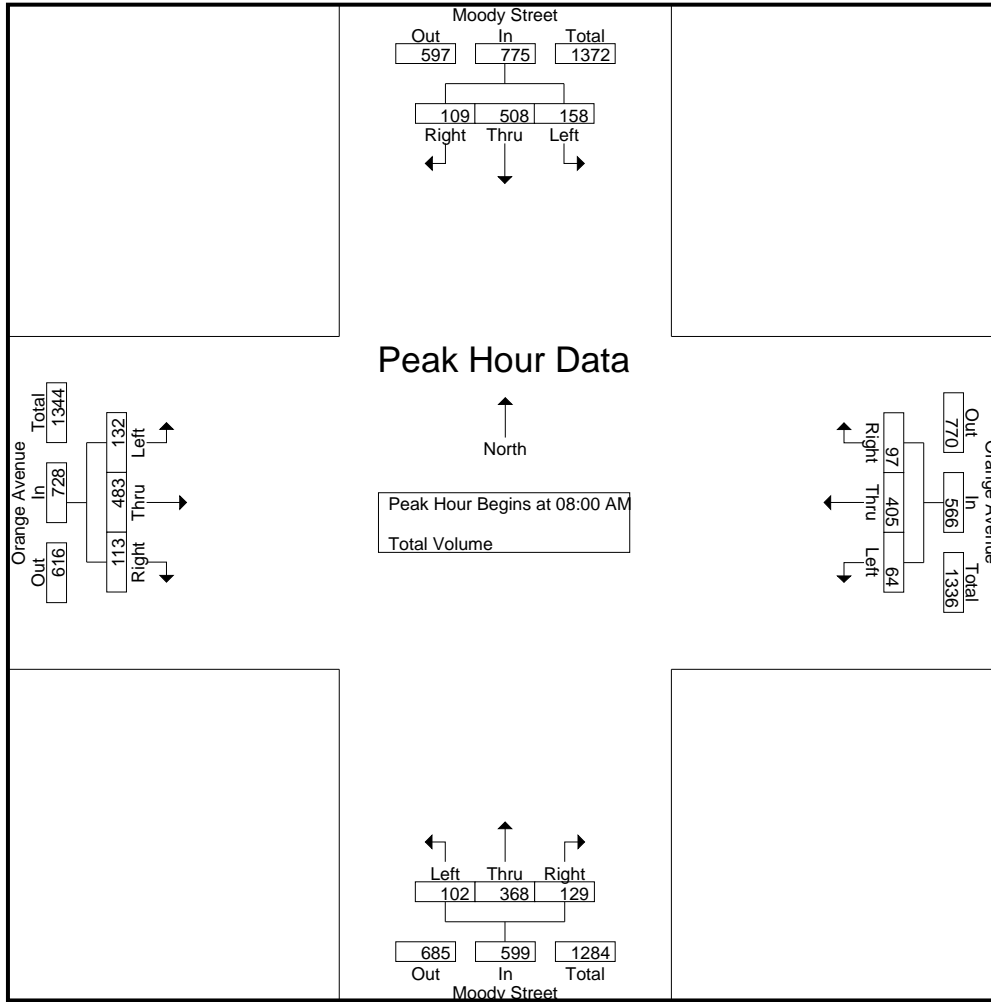
Start Time	Moody Street Southbound				Orange Avenue Westbound				Moody Street Northbound				Orange Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	60	155	37	252	14	89	21	124	28	87	52	167	27	75	26	128	671
08:15 AM	49	137	24	210	26	115	35	176	26	105	57	188	37	110	36	183	757
08:30 AM	18	91	32	141	13	145	23	181	42	80	7	129	40	142	27	209	660
08:45 AM	31	125	16	172	11	56	18	85	6	96	13	115	28	156	24	208	580
Total Volume	158	508	109	775	64	405	97	566	102	368	129	599	132	483	113	728	2668
% App. Total	20.4	65.5	14.1		11.3	71.6	17.1		17	61.4	21.5		18.1	66.3	15.5		
PHF	.658	.819	.736	.769	.615	.698	.693	.782	.607	.876	.566	.797	.825	.774	.785	.871	.881

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of Cypress
 N/S: Moody Street
 E/W: Orange Avenue
 Weather: Clear

File Name : 06_CYP_Moody_Orange AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:30 AM				07:45 AM				07:45 AM				08:00 AM			
+0 mins.	27	130	8	165	13	66	22	101	11	101	27	139	27	75	26	128
+15 mins.	38	152	30	220	14	89	21	124	28	87	52	167	37	110	36	183
+30 mins.	60	155	37	252	26	115	35	176	26	105	57	188	40	142	27	209
+45 mins.	49	137	24	210	13	145	23	181	42	80	7	129	28	156	24	208
Total Volume	174	574	99	847	66	415	101	582	107	373	143	623	132	483	113	728
% App. Total	20.5	67.8	11.7		11.3	71.3	17.4		17.2	59.9	23		18.1	66.3	15.5	
PHF	.725	.926	.669	.840	.635	.716	.721	.804	.637	.888	.627	.828	.825	.774	.785	.871

City of Cypress
 N/S: Moody Street
 E/W: Orange Avenue
 Weather: Clear

File Name : 06_CYP_Moody_Orange PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Moody Street Southbound				Orange Avenue Westbound				Moody Street Northbound				Orange Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	23	133	26	182	13	67	21	101	19	128	21	168	25	100	18	143	594
04:15 PM	23	110	9	142	13	40	23	76	7	135	17	159	16	66	11	93	470
04:30 PM	32	127	25	184	9	68	20	97	9	114	17	140	13	62	6	81	502
04:45 PM	34	104	21	159	13	62	21	96	7	126	18	151	13	57	4	74	480
Total	112	474	81	667	48	237	85	370	42	503	73	618	67	285	39	391	2046
05:00 PM	32	110	18	160	18	88	26	132	14	121	13	148	16	72	9	97	537
05:15 PM	31	143	20	194	17	69	34	120	12	144	16	172	18	55	8	81	567
05:30 PM	30	125	11	166	12	64	19	95	8	125	14	147	13	72	10	95	503
05:45 PM	40	138	26	204	13	64	23	100	8	123	22	153	16	51	6	73	530
Total	133	516	75	724	60	285	102	447	42	513	65	620	63	250	33	346	2137
Grand Total	245	990	156	1391	108	522	187	817	84	1016	138	1238	130	535	72	737	4183
Apprch %	17.6	71.2	11.2		13.2	63.9	22.9		6.8	82.1	11.1		17.6	72.6	9.8		
Total %	5.9	23.7	3.7	33.3	2.6	12.5	4.5	19.5	2	24.3	3.3	29.6	3.1	12.8	1.7	17.6	

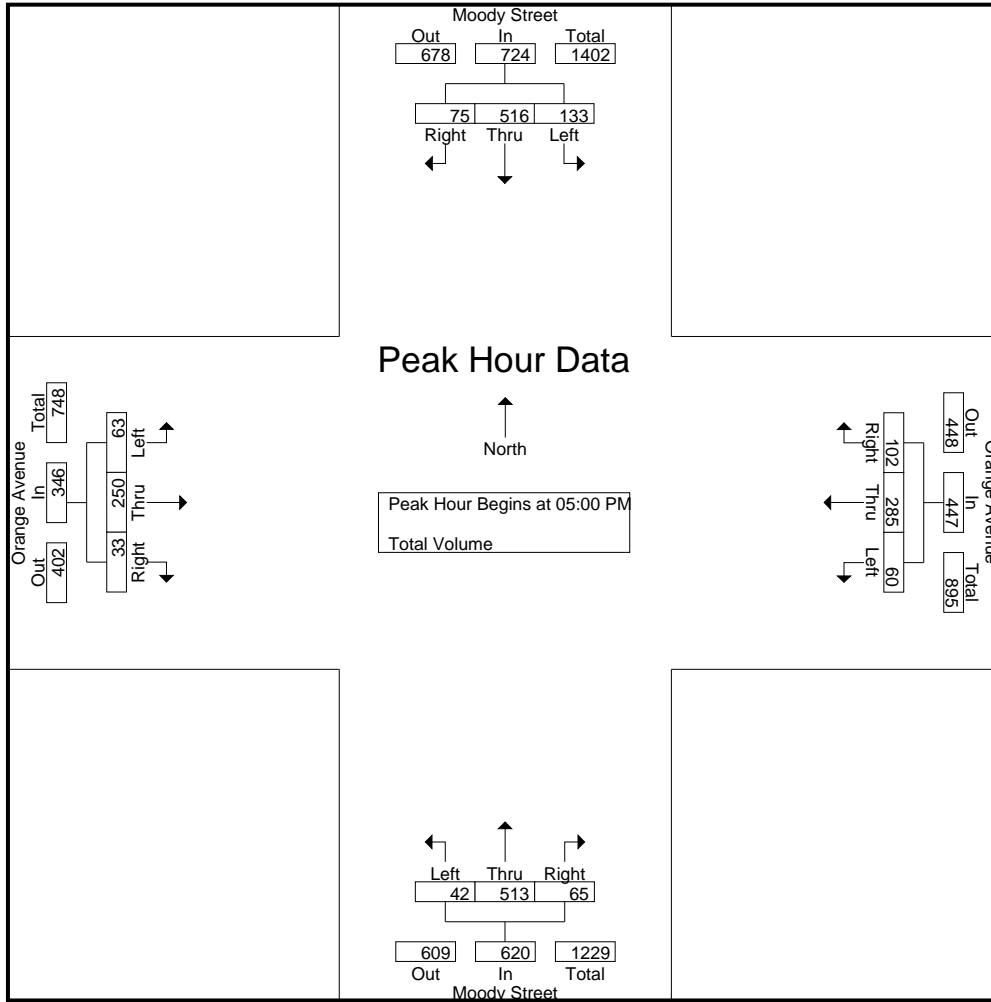
Start Time	Moody Street Southbound				Orange Avenue Westbound				Moody Street Northbound				Orange Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	32	110	18	160	18	88	26	132	14	121	13	148	16	72	9	97	537
05:15 PM	31	143	20	194	17	69	34	120	12	144	16	172	18	55	8	81	567
05:30 PM	30	125	11	166	12	64	19	95	8	125	14	147	13	72	10	95	503
05:45 PM	40	138	26	204	13	64	23	100	8	123	22	153	16	51	6	73	530
Total Volume	133	516	75	724	60	285	102	447	42	513	65	620	63	250	33	346	2137
% App. Total	18.4	71.3	10.4		13.4	63.8	22.8		6.8	82.7	10.5		18.2	72.3	9.5		
PHF	.831	.902	.721	.887	.833	.810	.750	.847	.750	.891	.739	.901	.875	.868	.825	.892	.942

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 Cypress
 N/S: Moody Street
 E/W: Orange Avenue
 Weather: Clear

File Name : 06_CYP_Moody_Orange PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	32	110	18	160	18	88	26	132	14	121	13	148	25	100	18	143
+15 mins.	31	143	20	194	17	69	34	120	12	144	16	172	16	66	11	93
+30 mins.	30	125	11	166	12	64	19	95	8	125	14	147	13	62	6	81
+45 mins.	40	138	26	204	13	64	23	100	8	123	22	153	13	57	4	74
Total Volume	133	516	75	724	60	285	102	447	42	513	65	620	67	285	39	391
% App. Total	18.4	71.3	10.4		13.4	63.8	22.8		6.8	82.7	10.5		17.1	72.9	10	
PHF	.831	.902	.721	.887	.833	.810	.750	.847	.750	.891	.739	.901	.670	.713	.542	.684

City of Cypress
 N/S: Walker Street
 E/W: Orange Avenue
 Weather: Clear

File Name : 07_CYP_Walker_Orange AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Walker Street Southbound				Orange Avenue Westbound				Walker Street Northbound				Orange Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	8	111	6	125	11	45	12	68	7	59	7	73	4	59	11	74	340
07:15 AM	12	127	6	145	12	73	16	101	5	78	20	103	12	102	11	125	474
07:30 AM	17	126	8	151	28	72	15	115	15	68	22	105	4	69	16	89	460
07:45 AM	19	197	24	240	31	107	22	160	33	99	31	163	13	69	25	107	670
Total	56	561	44	661	82	297	65	444	60	304	80	444	33	299	63	395	1944
08:00 AM	14	174	37	225	28	129	20	177	43	152	43	238	19	98	21	138	778
08:15 AM	17	123	36	176	25	201	25	251	49	104	30	183	44	133	37	214	824
08:30 AM	14	106	16	136	18	101	21	140	22	104	21	147	32	150	26	208	631
08:45 AM	23	142	14	179	28	70	23	121	9	81	27	117	26	172	24	222	639
Total	68	545	103	716	99	501	89	689	123	441	121	685	121	553	108	782	2872
Grand Total	124	1106	147	1377	181	798	154	1133	183	745	201	1129	154	852	171	1177	4816
Apprch %	9	80.3	10.7		16	70.4	13.6		16.2	66	17.8		13.1	72.4	14.5		
Total %	2.6	23	3.1	28.6	3.8	16.6	3.2	23.5	3.8	15.5	4.2	23.4	3.2	17.7	3.6	24.4	

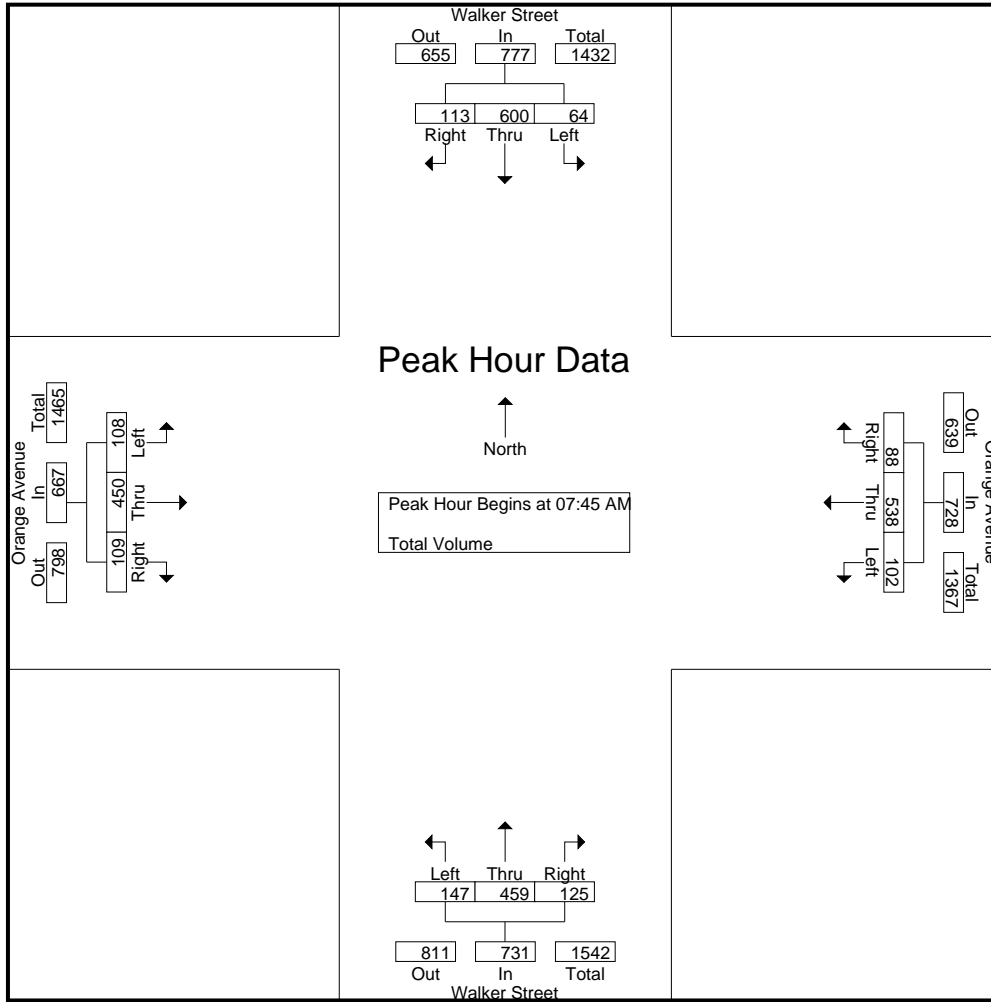
Start Time	Walker Street Southbound				Orange Avenue Westbound				Walker Street Northbound				Orange Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	19	197	24	240	31	107	22	160	33	99	31	163	13	69	25	107	670
08:00 AM	14	174	37	225	28	129	20	177	43	152	43	238	19	98	21	138	778
08:15 AM	17	123	36	176	25	201	25	251	49	104	30	183	44	133	37	214	824
08:30 AM	14	106	16	136	18	101	21	140	22	104	21	147	32	150	26	208	631
Total Volume	64	600	113	777	102	538	88	728	147	459	125	731	108	450	109	667	2903
% App. Total	8.2	77.2	14.5		14	73.9	12.1		20.1	62.8	17.1		16.2	67.5	16.3		
PHF	.842	.761	.764	.809	.823	.669	.880	.725	.750	.755	.727	.768	.614	.750	.736	.779	.881

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

City of Cypress
 N/S: Walker Street
 E/W: Orange Avenue
 Weather: Clear

File Name : 07_CYP_Walker_Orange AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2

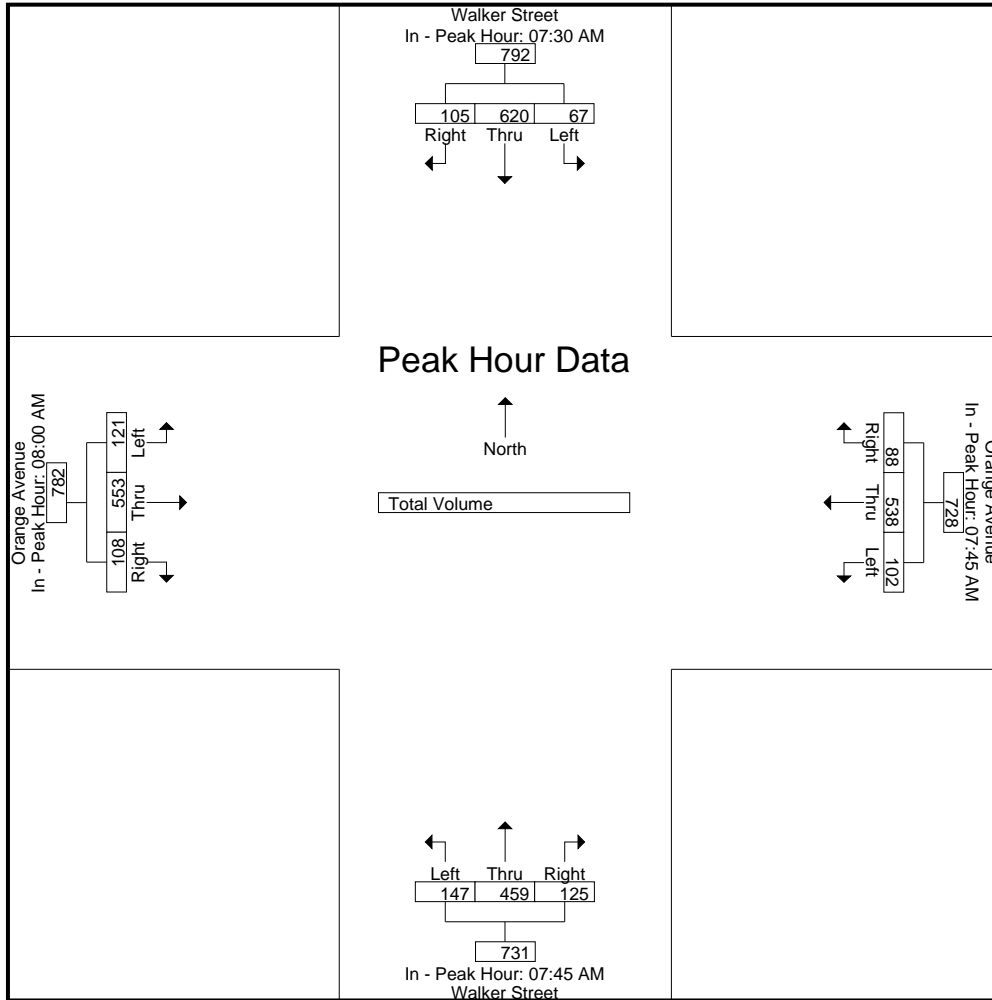


Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:45 AM				08:00 AM			
+0 mins.	17	126	8	151	31	107	22	160	33	99	31	163	19	98	21	138
+15 mins.	19	197	24	240	28	129	20	177	43	152	43	238	44	133	37	214
+30 mins.	14	174	37	225	25	201	25	251	49	104	30	183	32	150	26	208
+45 mins.	17	123	36	176	18	101	21	140	22	104	21	147	26	172	24	222
Total Volume	67	620	105	792	102	538	88	728	147	459	125	731	121	553	108	782
% App. Total	8.5	78.3	13.3		14	73.9	12.1		20.1	62.8	17.1		15.5	70.7	13.8	
PHF	.882	.787	.709	.825	.823	.669	.880	.725	.750	.755	.727	.768	.688	.804	.730	.881

City of Cypress
 N/S: Walker Street
 E/W: Orange Avenue
 Weather: Clear

File Name : 07_CYP_Walker_Orange AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 3



City of Cypress
 N/S: Walker Street
 E/W: Orange Avenue
 Weather: Clear

File Name : 07_CYP_Walker_Orange PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Walker Street Southbound				Orange Avenue Westbound				Walker Street Northbound				Orange Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	25	150	12	187	23	75	22	120	17	176	38	231	26	120	32	178	716
04:15 PM	26	110	17	153	26	87	27	140	15	142	36	193	18	104	20	142	628
04:30 PM	19	149	15	183	21	83	17	121	12	152	39	203	18	96	27	141	648
04:45 PM	28	140	13	181	28	98	25	151	19	135	34	188	28	110	25	163	683
Total	98	549	57	704	98	343	91	532	63	605	147	815	90	430	104	624	2675
05:00 PM	24	131	13	168	29	101	23	153	16	175	26	217	20	93	29	142	680
05:15 PM	20	152	12	184	26	95	20	141	22	186	37	245	15	92	21	128	698
05:30 PM	15	175	12	202	27	66	13	106	21	184	38	243	10	95	24	129	680
05:45 PM	15	123	17	155	37	99	25	161	14	139	19	172	12	95	13	120	608
Total	74	581	54	709	119	361	81	561	73	684	120	877	57	375	87	519	2666
Grand Total	172	1130	111	1413	217	704	172	1093	136	1289	267	1692	147	805	191	1143	5341
Apprch %	12.2	80	7.9		19.9	64.4	15.7		8	76.2	15.8		12.9	70.4	16.7		
Total %	3.2	21.2	2.1	26.5	4.1	13.2	3.2	20.5	2.5	24.1	5	31.7	2.8	15.1	3.6	21.4	

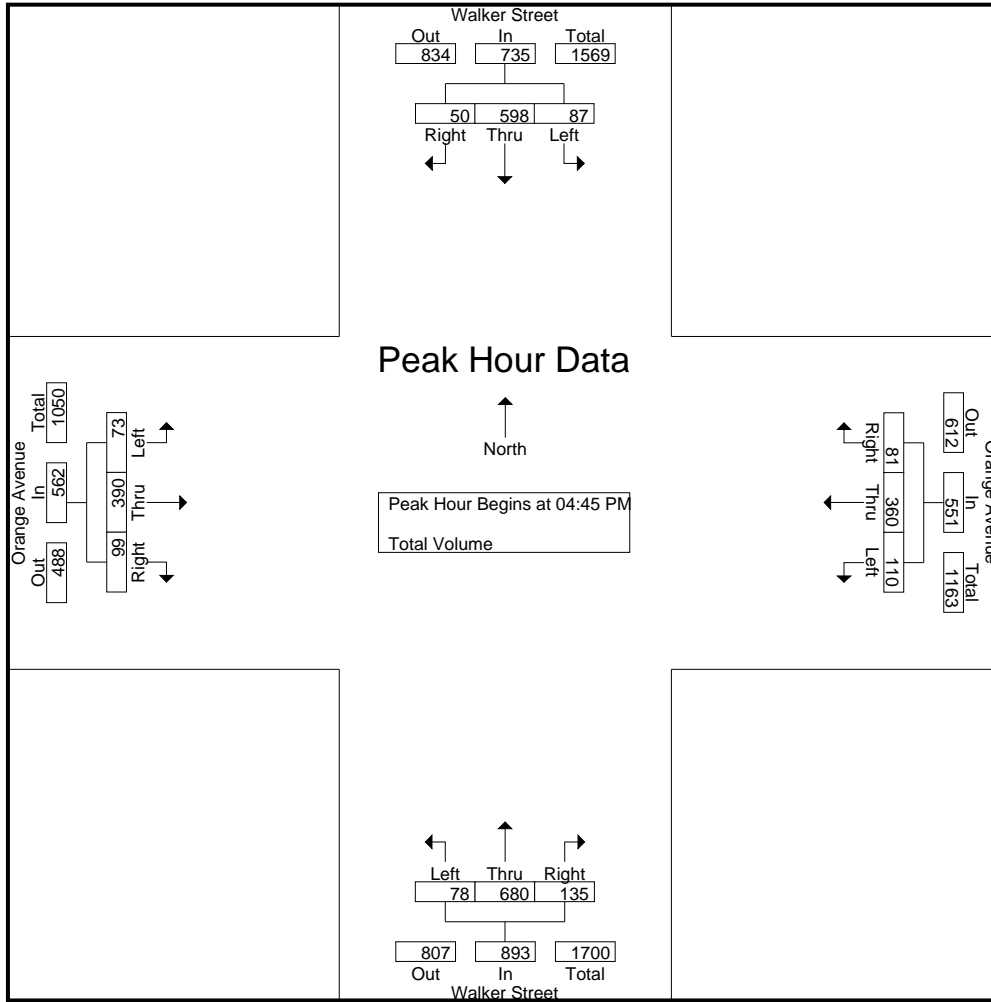
Start Time	Walker Street Southbound				Orange Avenue Westbound				Walker Street Northbound				Orange Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	28	140	13	181	28	98	25	151	19	135	34	188	28	110	25	163	683
05:00 PM	24	131	13	168	29	101	23	153	16	175	26	217	20	93	29	142	680
05:15 PM	20	152	12	184	26	95	20	141	22	186	37	245	15	92	21	128	698
05:30 PM	15	175	12	202	27	66	13	106	21	184	38	243	10	95	24	129	680
Total Volume	87	598	50	735	110	360	81	551	78	680	135	893	73	390	99	562	2741
% App. Total	11.8	81.4	6.8		20	65.3	14.7		8.7	76.1	15.1		13	69.4	17.6		
PHF	.777	.854	.962	.910	.948	.891	.810	.900	.886	.914	.888	.911	.652	.886	.853	.862	.982

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

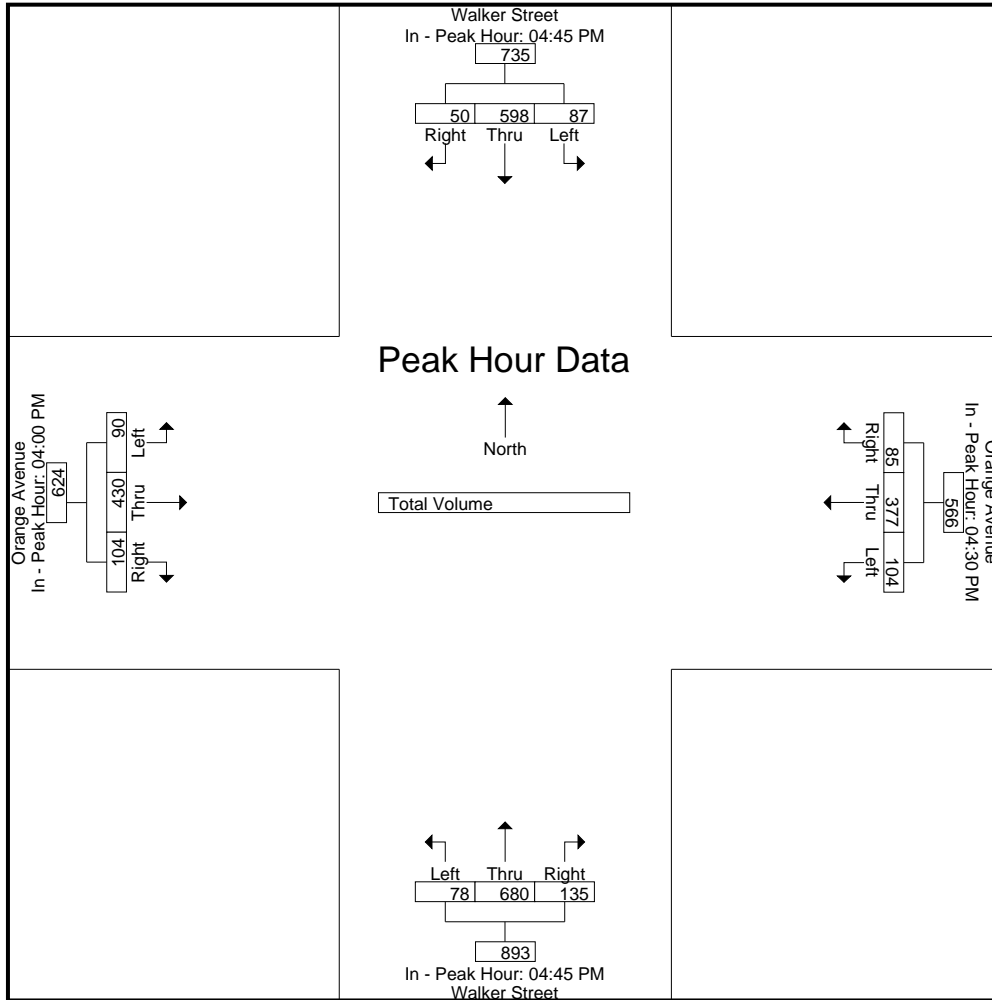
City of Cypress
 N/S: Walker Street
 E/W: Orange Avenue
 Weather: Clear

File Name : 07_CYP_Walker_Orange PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:45 PM				04:30 PM				04:45 PM				04:00 PM			
+0 mins.	28	140	13	181	21	83	17	121	19	135	34	188	26	120	32	178
+15 mins.	24	131	13	168	28	98	25	151	16	175	26	217	18	104	20	142
+30 mins.	20	152	12	184	29	101	23	153	22	186	37	245	18	96	27	141
+45 mins.	15	175	12	202	26	95	20	141	21	184	38	243	28	110	25	163
Total Volume	87	598	50	735	104	377	85	566	78	680	135	893	90	430	104	624
% App. Total	11.8	81.4	6.8		18.4	66.6	15		8.7	76.1	15.1		14.4	68.9	16.7	
PHF	.777	.854	.962	.910	.897	.933	.850	.925	.886	.914	.888	.911	.804	.896	.813	.876



City of Cypress
 N/S: Valley View Street
 E/W: Orange Avenue
 Weather: Clear

File Name : 08_CYP_Valley_Orange AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

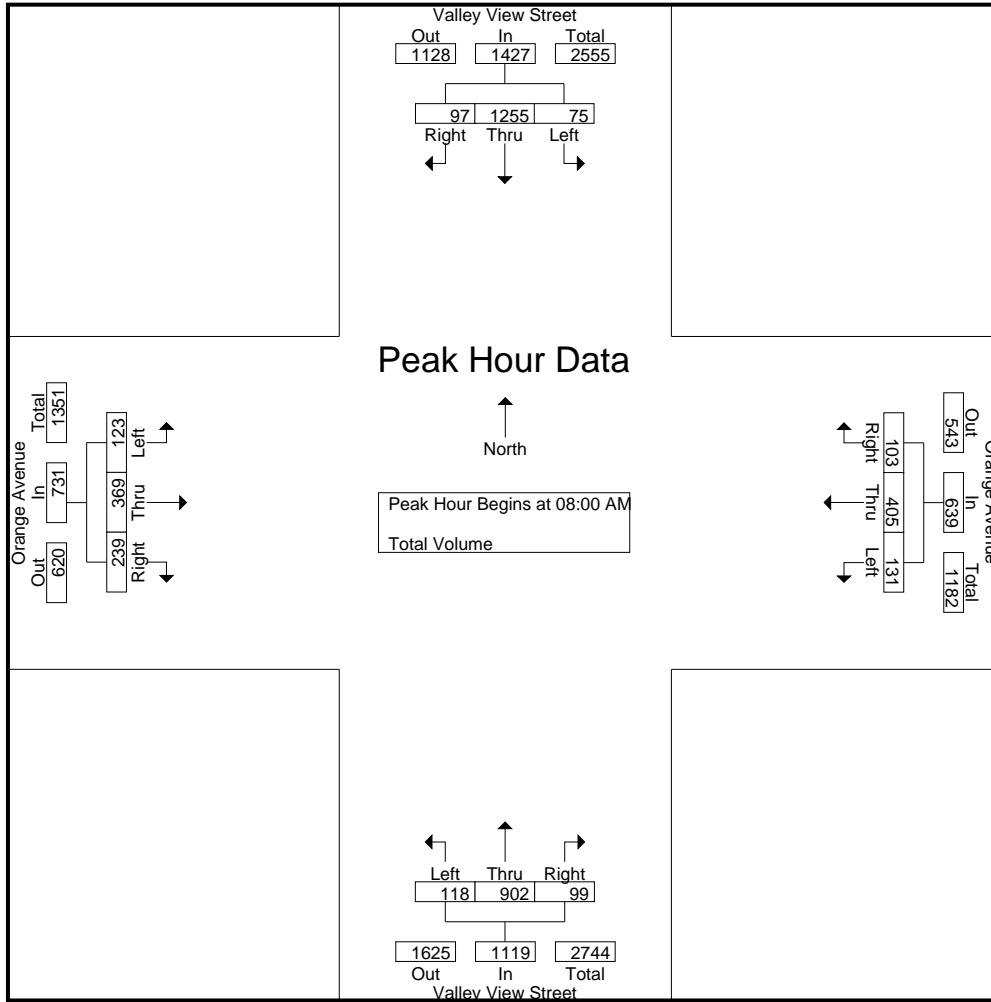
Start Time	Valley View Street Southbound				Orange Avenue Westbound				Valley View Street Northbound				Orange Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	12	259	15	286	34	55	14	103	12	148	12	172	12	31	41	84	645
07:15 AM	10	329	11	350	43	50	14	107	24	236	29	289	25	33	90	148	894
07:30 AM	18	351	14	383	38	88	23	149	22	212	22	256	21	46	48	115	903
07:45 AM	11	365	25	401	29	83	23	135	32	251	30	313	18	53	42	113	962
Total	51	1304	65	1420	144	276	74	494	90	847	93	1030	76	163	221	460	3404
08:00 AM	19	319	19	357	27	126	21	174	40	212	24	276	27	83	42	152	959
08:15 AM	23	326	40	389	20	144	23	187	25	253	18	296	32	102	37	171	1043
08:30 AM	15	274	18	307	36	76	27	139	18	186	24	228	31	101	52	184	858
08:45 AM	18	336	20	374	48	59	32	139	35	251	33	319	33	83	108	224	1056
Total	75	1255	97	1427	131	405	103	639	118	902	99	1119	123	369	239	731	3916
Grand Total	126	2559	162	2847	275	681	177	1133	208	1749	192	2149	199	532	460	1191	7320
Apprch %	4.4	89.9	5.7		24.3	60.1	15.6		9.7	81.4	8.9		16.7	44.7	38.6		
Total %	1.7	35	2.2	38.9	3.8	9.3	2.4	15.5	2.8	23.9	2.6	29.4	2.7	7.3	6.3	16.3	

Start Time	Valley View Street Southbound				Orange Avenue Westbound				Valley View Street Northbound				Orange Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	19	319	19	357	27	126	21	174	40	212	24	276	27	83	42	152	959
08:15 AM	23	326	40	389	20	144	23	187	25	253	18	296	32	102	37	171	1043
08:30 AM	15	274	18	307	36	76	27	139	18	186	24	228	31	101	52	184	858
08:45 AM	18	336	20	374	48	59	32	139	35	251	33	319	33	83	108	224	1056
Total Volume	75	1255	97	1427	131	405	103	639	118	902	99	1119	123	369	239	731	3916
% App. Total	5.3	87.9	6.8		20.5	63.4	16.1		10.5	80.6	8.8		16.8	50.5	32.7		
PHF	.815	.934	.606	.917	.682	.703	.805	.854	.738	.891	.750	.877	.932	.904	.553	.816	.927

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

City of Cypress
 N/S: Valley View Street
 E/W: Orange Avenue
 Weather: Clear

File Name : 08_CYP_Valley_Orange AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				08:00 AM			
+0 mins.	18	351	14	383	38	88	23	149	22	212	22	256	27	83	42	152
+15 mins.	11	365	25	401	29	83	23	135	32	251	30	313	32	102	37	171
+30 mins.	19	319	19	357	27	126	21	174	40	212	24	276	31	101	52	184
+45 mins.	23	326	40	389	20	144	23	187	25	253	18	296	33	83	108	224
Total Volume	71	1361	98	1530	114	441	90	645	119	928	94	1141	123	369	239	731
% App. Total	4.6	89	6.4		17.7	68.4	14		10.4	81.3	8.2		16.8	50.5	32.7	
PHF	.772	.932	.613	.954	.750	.766	.978	.862	.744	.917	.783	.911	.932	.904	.553	.816

City of Cypress
 N/S: Valley View Street
 E/W: Orange Avenue
 Weather: Clear

File Name : 08_CYP_Valley_Orange PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Valley View Street Southbound				Orange Avenue Westbound				Valley View Street Northbound				Orange Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	22	236	31	289	32	81	26	139	30	302	33	365	30	99	38	167	960
04:15 PM	27	310	52	389	32	65	29	126	38	353	36	427	23	86	45	154	1096
04:30 PM	29	277	42	348	37	81	39	157	43	327	34	404	24	87	34	145	1054
04:45 PM	31	363	41	435	37	76	51	164	42	393	41	476	27	94	30	151	1226
Total	109	1186	166	1461	138	303	145	586	153	1375	144	1672	104	366	147	617	4336
05:00 PM	30	311	33	374	47	76	32	155	37	382	31	450	29	90	28	147	1126
05:15 PM	27	347	22	396	26	72	25	123	55	402	35	492	28	73	41	142	1153
05:30 PM	39	282	31	352	42	64	26	132	33	360	29	422	40	98	28	166	1072
05:45 PM	43	302	30	375	18	74	16	108	43	395	42	480	25	68	29	122	1085
Total	139	1242	116	1497	133	286	99	518	168	1539	137	1844	122	329	126	577	4436
Grand Total	248	2428	282	2958	271	589	244	1104	321	2914	281	3516	226	695	273	1194	8772
Apprch %	8.4	82.1	9.5		24.5	53.4	22.1		9.1	82.9	8		18.9	58.2	22.9		
Total %	2.8	27.7	3.2	33.7	3.1	6.7	2.8	12.6	3.7	33.2	3.2	40.1	2.6	7.9	3.1	13.6	

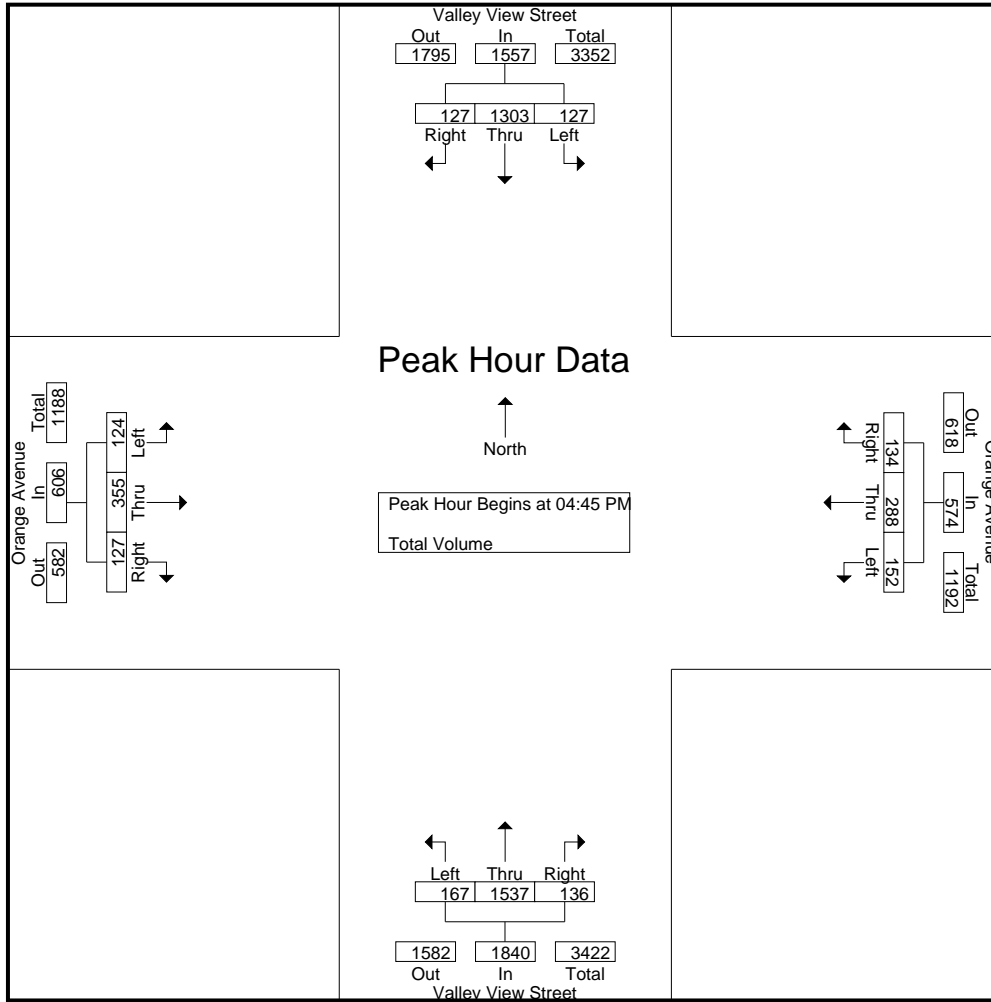
Start Time	Valley View Street Southbound				Orange Avenue Westbound				Valley View Street Northbound				Orange Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	31	363	41	435	37	76	51	164	42	393	41	476	27	94	30	151	1226
05:00 PM	30	311	33	374	47	76	32	155	37	382	31	450	29	90	28	147	1126
05:15 PM	27	347	22	396	26	72	25	123	55	402	35	492	28	73	41	142	1153
05:30 PM	39	282	31	352	42	64	26	132	33	360	29	422	40	98	28	166	1072
Total Volume	127	1303	127	1557	152	288	134	574	167	1537	136	1840	124	355	127	606	4577
% App. Total	8.2	83.7	8.2		26.5	50.2	23.3		9.1	83.5	7.4		20.5	58.6	21		
PHF	.814	.897	.774	.895	.809	.947	.657	.875	.759	.956	.829	.935	.775	.906	.774	.913	.933

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Cypress
 N/S: Valley View Street
 E/W: Orange Avenue
 Weather: Clear

File Name : 08_CYP_Valley_Orange PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:45 PM				04:15 PM				05:00 PM				04:00 PM			
+0 mins.	31	363	41	435	32	65	29	126	37	382	31	450	30	99	38	167
+15 mins.	30	311	33	374	37	81	39	157	55	402	35	492	23	86	45	154
+30 mins.	27	347	22	396	37	76	51	164	33	360	29	422	24	87	34	145
+45 mins.	39	282	31	352	47	76	32	155	43	395	42	480	27	94	30	151
Total Volume	127	1303	127	1557	153	298	151	602	168	1539	137	1844	104	366	147	617
% App. Total	8.2	83.7	8.2		25.4	49.5	25.1		9.1	83.5	7.4		16.9	59.3	23.8	
PHF	.814	.897	.774	.895	.814	.920	.740	.918	.764	.957	.815	.937	.867	.924	.817	.924

City of Cypress
 N/S: Holder Street
 E/W: Orange Avenue
 Weather: Clear

File Name : 09_CYP_Holder_Orange AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Holder Street Southbound				Orange Avenue Westbound				Holder Street Northbound				Orange Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	7	25	19	51	5	59	3	67	11	13	4	28	8	38	3	49	195
07:15 AM	6	31	22	59	7	64	9	80	8	14	2	24	11	57	8	76	239
07:30 AM	8	24	23	55	1	65	17	83	7	24	2	33	12	53	8	73	244
07:45 AM	13	39	25	77	3	80	33	116	18	32	4	54	15	60	6	81	328
Total	34	119	89	242	16	268	62	346	44	83	12	139	46	208	25	279	1006
08:00 AM	23	47	32	102	10	117	14	141	14	17	6	37	20	54	12	86	366
08:15 AM	9	26	20	55	2	122	10	134	15	22	3	40	20	103	14	137	366
08:30 AM	11	20	19	50	21	93	25	139	11	24	9	44	15	84	11	110	343
08:45 AM	15	26	23	64	37	103	54	194	13	15	12	40	19	95	11	125	423
Total	58	119	94	271	70	435	103	608	53	78	30	161	74	336	48	458	1498
Grand Total	92	238	183	513	86	703	165	954	97	161	42	300	120	544	73	737	2504
Apprch %	17.9	46.4	35.7		9	73.7	17.3		32.3	53.7	14		16.3	73.8	9.9		
Total %	3.7	9.5	7.3	20.5	3.4	28.1	6.6	38.1	3.9	6.4	1.7	12	4.8	21.7	2.9	29.4	

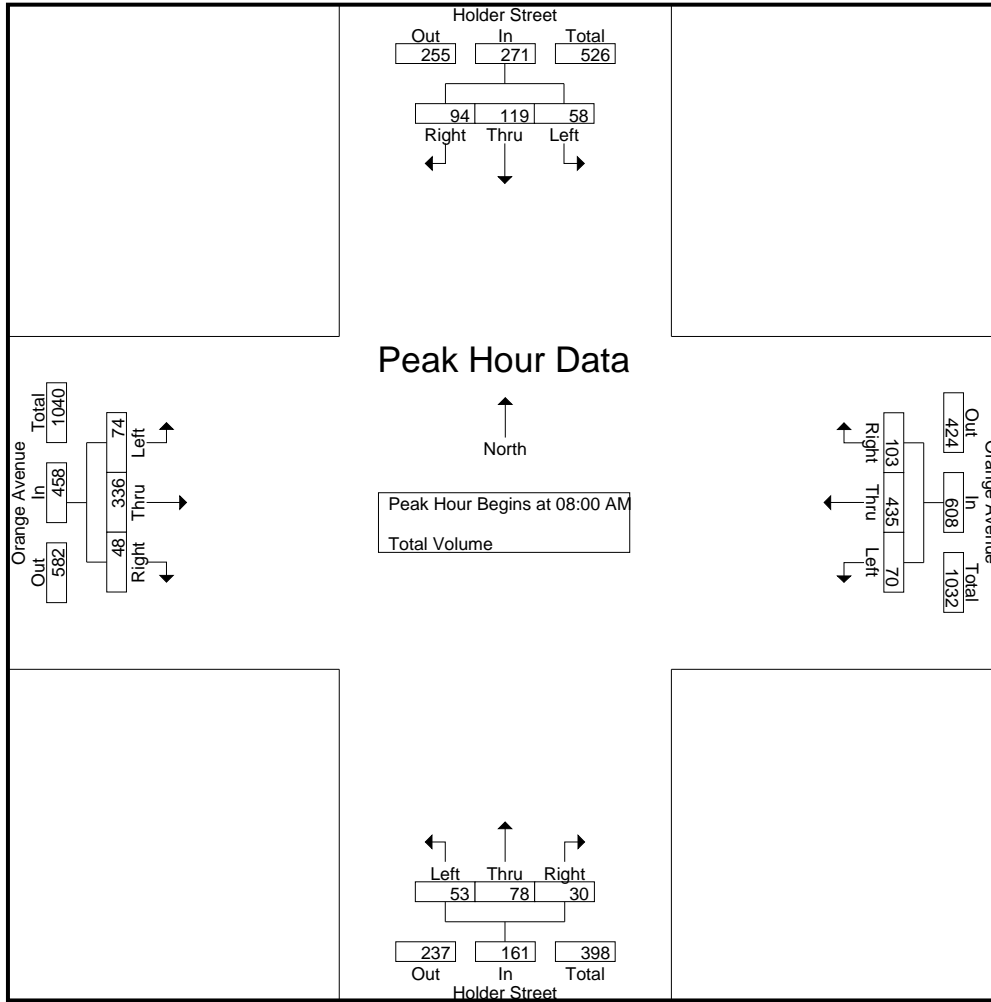
Start Time	Holder Street Southbound				Orange Avenue Westbound				Holder Street Northbound				Orange Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	23	47	32	102	10	117	14	141	14	17	6	37	20	54	12	86	366
08:15 AM	9	26	20	55	2	122	10	134	15	22	3	40	20	103	14	137	366
08:30 AM	11	20	19	50	21	93	25	139	11	24	9	44	15	84	11	110	343
08:45 AM	15	26	23	64	37	103	54	194	13	15	12	40	19	95	11	125	423
Total Volume	58	119	94	271	70	435	103	608	53	78	30	161	74	336	48	458	1498
% App. Total	21.4	43.9	34.7		11.5	71.5	16.9		32.9	48.4	18.6		16.2	73.4	10.5		
PHF	.630	.633	.734	.664	.473	.891	.477	.784	.883	.813	.625	.915	.925	.816	.857	.836	.885

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of Cypress
 N/S: Holder Street
 E/W: Orange Avenue
 Weather: Clear

File Name : 09_CYP_Holder_Orange AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:15 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	6	31	22	59	10	117	14	141	18	32	4	54	20	54	12	86
+15 mins.	8	24	23	55	2	122	10	134	14	17	6	37	20	103	14	137
+30 mins.	13	39	25	77	21	93	25	139	15	22	3	40	15	84	11	110
+45 mins.	23	47	32	102	37	103	54	194	11	24	9	44	19	95	11	125
Total Volume	50	141	102	293	70	435	103	608	58	95	22	175	74	336	48	458
% App. Total	17.1	48.1	34.8		11.5	71.5	16.9		33.1	54.3	12.6		16.2	73.4	10.5	
PHF	.543	.750	.797	.718	.473	.891	.477	.784	.806	.742	.611	.810	.925	.816	.857	.836

City of Cypress
 N/S: Holder Street
 E/W: Orange Avenue
 Weather: Clear

File Name : 09_CYP_Holder_Orange PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Holder Street Southbound				Orange Avenue Westbound				Holder Street Northbound				Orange Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	12	28	22	62	9	78	20	107	10	32	6	48	23	101	13	137	354
04:15 PM	15	28	18	61	7	73	16	96	9	26	8	43	23	86	21	130	330
04:30 PM	13	28	16	57	6	96	12	114	16	44	7	67	28	85	17	130	368
04:45 PM	18	30	33	81	6	95	17	118	18	35	8	61	29	95	13	137	397
Total	58	114	89	261	28	342	65	435	53	137	29	219	103	367	64	534	1449
05:00 PM	11	28	36	75	9	76	18	103	10	48	11	69	18	101	10	129	376
05:15 PM	9	23	29	61	9	77	12	98	10	47	7	64	21	70	17	108	331
05:30 PM	10	19	28	57	10	77	16	103	12	36	8	56	35	83	10	128	344
05:45 PM	5	28	34	67	9	68	13	90	7	41	6	54	24	72	16	112	323
Total	35	98	127	260	37	298	59	394	39	172	32	243	98	326	53	477	1374
Grand Total	93	212	216	521	65	640	124	829	92	309	61	462	201	693	117	1011	2823
Apprch %	17.9	40.7	41.5		7.8	77.2	15		19.9	66.9	13.2		19.9	68.5	11.6		
Total %	3.3	7.5	7.7	18.5	2.3	22.7	4.4	29.4	3.3	10.9	2.2	16.4	7.1	24.5	4.1	35.8	

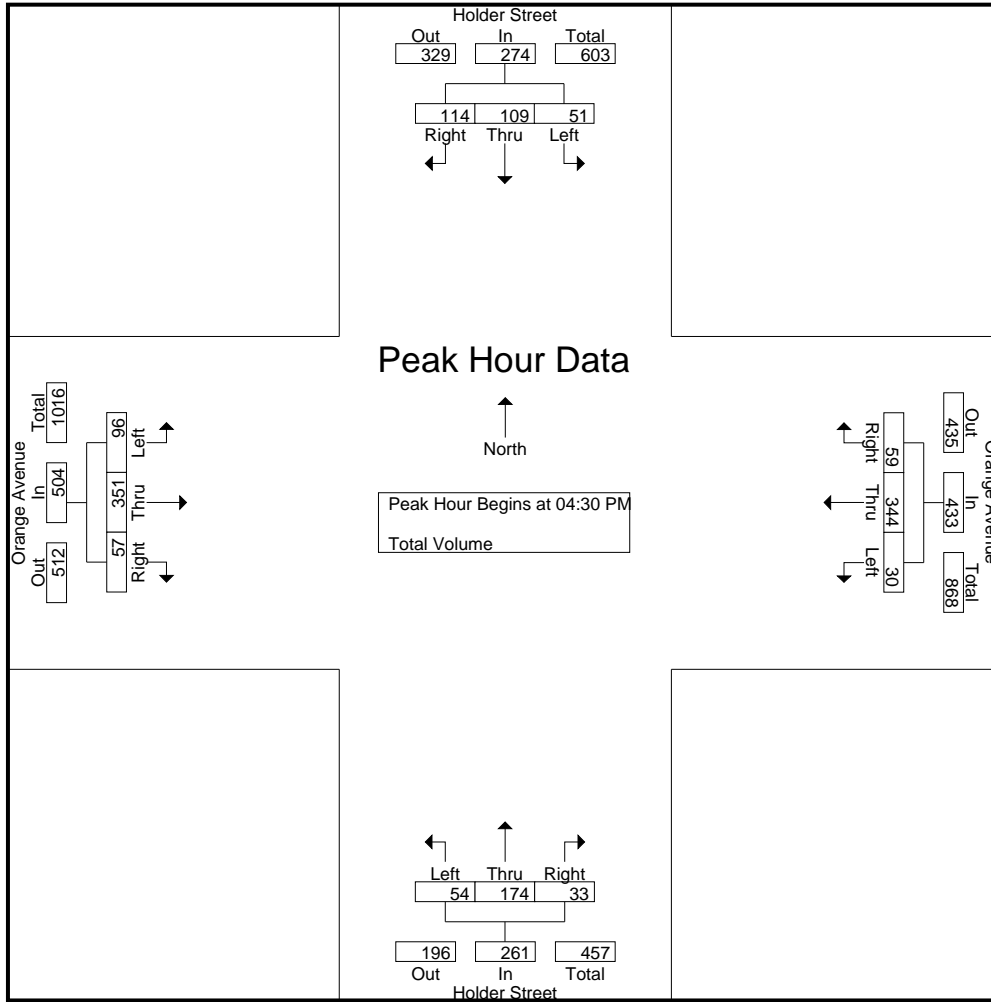
Start Time	Holder Street Southbound				Orange Avenue Westbound				Holder Street Northbound				Orange Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	13	28	16	57	6	96	12	114	16	44	7	67	28	85	17	130	368
04:45 PM	18	30	33	81	6	95	17	118	18	35	8	61	29	95	13	137	397
05:00 PM	11	28	36	75	9	76	18	103	10	48	11	69	18	101	10	129	376
05:15 PM	9	23	29	61	9	77	12	98	10	47	7	64	21	70	17	108	331
Total Volume	51	109	114	274	30	344	59	433	54	174	33	261	96	351	57	504	1472
% App. Total	18.6	39.8	41.6		6.9	79.4	13.6		20.7	66.7	12.6		19	69.6	11.3		
PHF	.708	.908	.792	.846	.833	.896	.819	.917	.750	.906	.750	.946	.828	.869	.838	.920	.927

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Cypress
 N/S: Holder Street
 E/W: Orange Avenue
 Weather: Clear

File Name : 09_CYP_Holder_Orange PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:15 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	15	28	18	61	9	78	20	107	16	44	7	67	23	101	13	137
+15 mins.	13	28	16	57	7	73	16	96	18	35	8	61	23	86	21	130
+30 mins.	18	30	33	81	6	96	12	114	10	48	11	69	28	85	17	130
+45 mins.	11	28	36	75	6	95	17	118	10	47	7	64	29	95	13	137
Total Volume	57	114	103	274	28	342	65	435	54	174	33	261	103	367	64	534
% App. Total	20.8	41.6	37.6		6.4	78.6	14.9		20.7	66.7	12.6		19.3	68.7	12	
PHF	.792	.950	.715	.846	.778	.891	.813	.922	.750	.906	.750	.946	.888	.908	.762	.974

City of Cypress
 N/S: Bloomfield Street
 E/W: Ball Road
 Weather: Clear

File Name : 10_CYP_Bloom_Ball AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Bloomfield Street Southbound				Ball Road Westbound				Bloomfield Street Northbound				Ball Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	80	13	106	10	38	31	79	18	125	6	149	14	29	3	46	380
07:15 AM	22	115	32	169	14	69	32	115	24	156	8	188	22	26	8	56	528
07:30 AM	29	145	82	256	18	96	26	140	28	153	12	193	38	45	6	89	678
07:45 AM	36	167	85	288	15	73	37	125	25	160	20	205	37	62	16	115	733
Total	100	507	212	819	57	276	126	459	95	594	46	735	111	162	33	306	2319
08:00 AM	18	109	36	163	21	81	41	143	27	126	24	177	31	47	15	93	576
08:15 AM	29	129	56	214	14	75	31	120	22	173	19	214	29	39	17	85	633
08:30 AM	30	103	36	169	28	54	42	124	34	136	35	205	35	62	13	110	608
08:45 AM	30	122	18	170	22	84	33	139	31	103	19	153	12	41	15	68	530
Total	107	463	146	716	85	294	147	526	114	538	97	749	107	189	60	356	2347
Grand Total	207	970	358	1535	142	570	273	985	209	1132	143	1484	218	351	93	662	4666
Apprch %	13.5	63.2	23.3		14.4	57.9	27.7		14.1	76.3	9.6		32.9	53	14		
Total %	4.4	20.8	7.7	32.9	3	12.2	5.9	21.1	4.5	24.3	3.1	31.8	4.7	7.5	2	14.2	

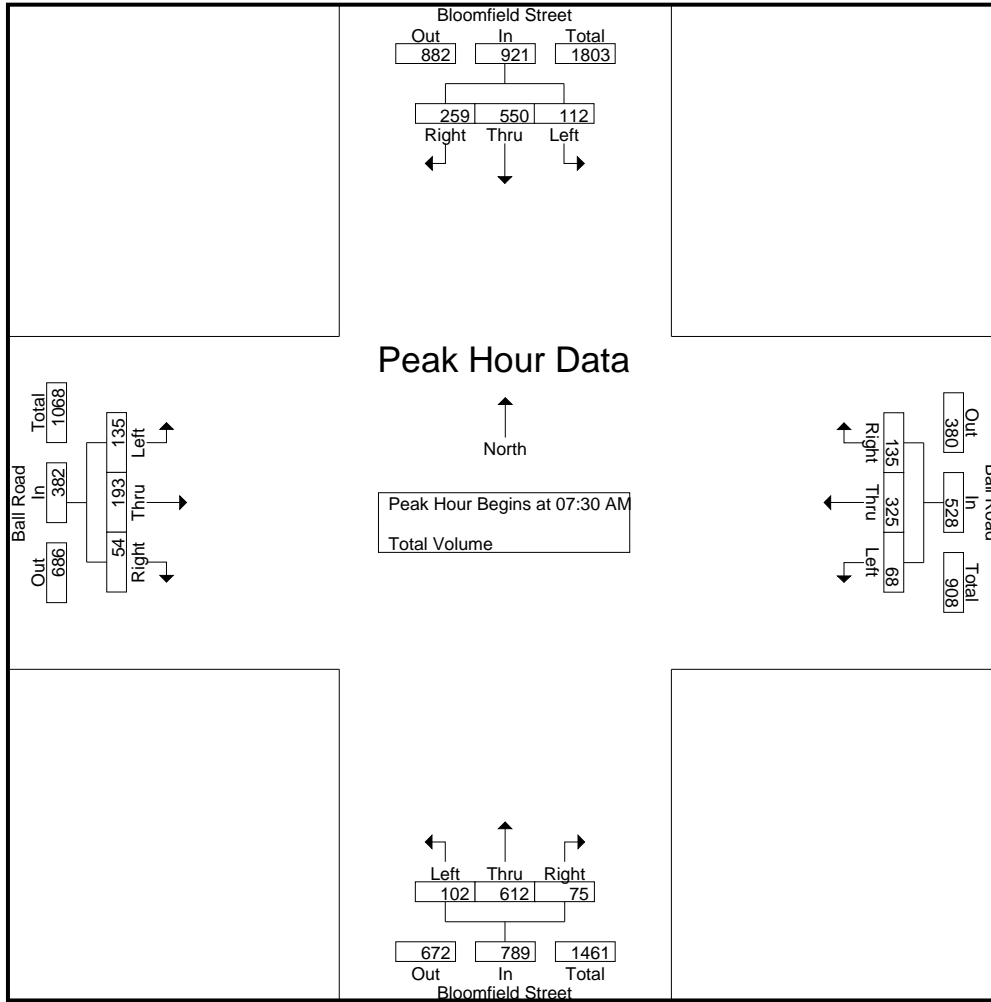
Start Time	Bloomfield Street Southbound				Ball Road Westbound				Bloomfield Street Northbound				Ball Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	29	145	82	256	18	96	26	140	28	153	12	193	38	45	6	89	678
07:45 AM	36	167	85	288	15	73	37	125	25	160	20	205	37	62	16	115	733
08:00 AM	18	109	36	163	21	81	41	143	27	126	24	177	31	47	15	93	576
08:15 AM	29	129	56	214	14	75	31	120	22	173	19	214	29	39	17	85	633
Total Volume	112	550	259	921	68	325	135	528	102	612	75	789	135	193	54	382	2620
% App. Total	12.2	59.7	28.1		12.9	61.6	25.6		12.9	77.6	9.5		35.3	50.5	14.1		
PHF	.778	.823	.762	.799	.810	.846	.823	.923	.911	.884	.781	.922	.888	.778	.794	.830	.894

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

City of Cypress
 N/S: Bloomfield Street
 E/W: Ball Road
 Weather: Clear

File Name : 10_CYP_Bloom_Ball AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:30 AM				07:30 AM				07:45 AM				07:45 AM			
+0 mins.	29	145	82	256	18	96	26	140	25	160	20	205	37	62	16	115
+15 mins.	36	167	85	288	15	73	37	125	27	126	24	177	31	47	15	93
+30 mins.	18	109	36	163	21	81	41	143	22	173	19	214	29	39	17	85
+45 mins.	29	129	56	214	14	75	31	120	34	136	35	205	35	62	13	110
Total Volume	112	550	259	921	68	325	135	528	108	595	98	801	132	210	61	403
% App. Total	12.2	59.7	28.1		12.9	61.6	25.6		13.5	74.3	12.2		32.8	52.1	15.1	
PHF	.778	.823	.762	.799	.810	.846	.823	.923	.794	.860	.700	.936	.892	.847	.897	.876

City of Cypress
 N/S: Bloomfield Street
 E/W: Ball Road
 Weather: Clear

File Name : 10_CYP_Bloom_Ball PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Bloomfield Street Southbound				Ball Road Westbound				Bloomfield Street Northbound				Ball Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	65	186	28	279	27	66	27	120	31	131	17	179	45	106	22	173	751
04:15 PM	55	162	18	235	13	64	27	104	21	175	22	218	35	84	21	140	697
04:30 PM	52	153	14	219	19	50	33	102	33	143	24	200	36	121	28	185	706
04:45 PM	43	153	25	221	22	63	22	107	28	163	17	208	35	80	23	138	674
Total	215	654	85	954	81	243	109	433	113	612	80	805	151	391	94	636	2828
05:00 PM	44	171	27	242	13	58	33	104	24	163	20	207	47	108	33	188	741
05:15 PM	52	209	18	279	11	55	28	94	30	192	25	247	32	88	24	144	764
05:30 PM	43	171	29	243	21	65	35	121	28	153	19	200	23	86	31	140	704
05:45 PM	35	172	28	235	2	48	24	74	27	169	22	218	20	79	21	120	647
Total	174	723	102	999	47	226	120	393	109	677	86	872	122	361	109	592	2856
Grand Total	389	1377	187	1953	128	469	229	826	222	1289	166	1677	273	752	203	1228	5684
Apprch %	19.9	70.5	9.6		15.5	56.8	27.7		13.2	76.9	9.9		22.2	61.2	16.5		
Total %	6.8	24.2	3.3	34.4	2.3	8.3	4	14.5	3.9	22.7	2.9	29.5	4.8	13.2	3.6	21.6	

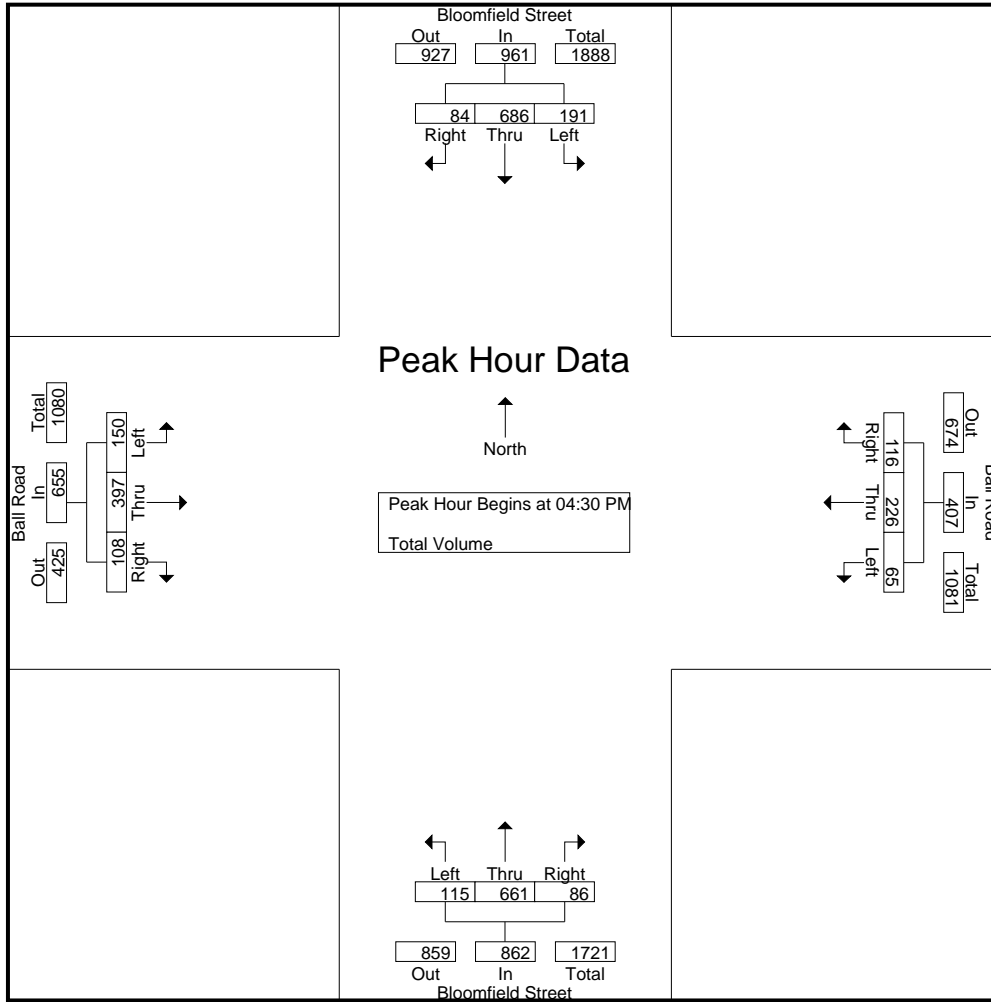
Start Time	Bloomfield Street Southbound				Ball Road Westbound				Bloomfield Street Northbound				Ball Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	52	153	14	219	19	50	33	102	33	143	24	200	36	121	28	185	706
04:45 PM	43	153	25	221	22	63	22	107	28	163	17	208	35	80	23	138	674
05:00 PM	44	171	27	242	13	58	33	104	24	163	20	207	47	108	33	188	741
05:15 PM	52	209	18	279	11	55	28	94	30	192	25	247	32	88	24	144	764
Total Volume	191	686	84	961	65	226	116	407	115	661	86	862	150	397	108	655	2885
% App. Total	19.9	71.4	8.7		16	55.5	28.5		13.3	76.7	10		22.9	60.6	16.5		
PHF	.918	.821	.778	.861	.739	.897	.879	.951	.871	.861	.860	.872	.798	.820	.818	.871	.944

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Cypress
 N/S: Bloomfield Street
 E/W: Ball Road
 Weather: Clear

File Name : 10_CYP_Bloom_Ball PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	05:00 PM				04:00 PM				05:00 PM				04:30 PM			
+0 mins.	44	171	27	242	27	66	27	120	24	163	20	207	36	121	28	185
+15 mins.	52	209	18	279	13	64	27	104	30	192	25	247	35	80	23	138
+30 mins.	43	171	29	243	19	50	33	102	28	153	19	200	47	108	33	188
+45 mins.	35	172	28	235	22	63	22	107	27	169	22	218	32	88	24	144
Total Volume	174	723	102	999	81	243	109	433	109	677	86	872	150	397	108	655
% App. Total	17.4	72.4	10.2		18.7	56.1	25.2		12.5	77.6	9.9		22.9	60.6	16.5	
PHF	.837	.865	.879	.895	.750	.920	.826	.902	.908	.882	.860	.883	.798	.820	.818	.871

City of Cypress
 N/S: Moody Street
 E/W: Ball Road
 Weather: Clear

File Name : 11_CYP_Moody_Ball AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

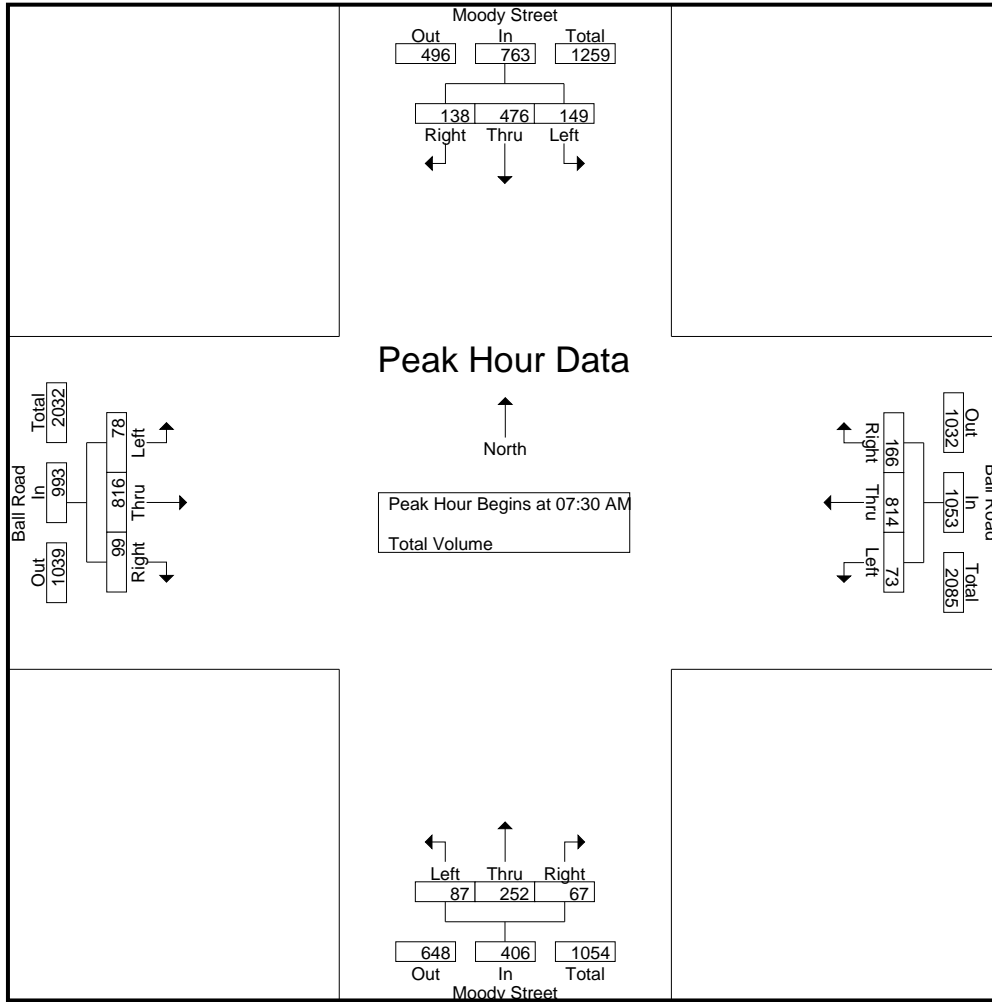
Groups Printed- Total Volume

Start Time	Moody Street Southbound				Ball Road Westbound				Moody Street Northbound				Ball Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	14	71	20	105	6	97	18	121	8	37	7	52	16	112	7	135	413
07:15 AM	20	91	21	132	10	194	30	234	14	37	6	57	7	150	12	169	592
07:30 AM	31	103	29	163	16	239	33	288	32	62	10	104	15	165	11	191	746
07:45 AM	51	114	33	198	18	196	36	250	18	68	10	96	13	268	34	315	859
Total	116	379	103	598	50	726	117	893	72	204	33	309	51	695	64	810	2610
08:00 AM	46	152	49	247	18	169	52	239	16	57	24	97	25	220	27	272	855
08:15 AM	21	107	27	155	21	210	45	276	21	65	23	109	25	163	27	215	755
08:30 AM	21	108	32	161	17	171	19	207	9	56	14	79	21	105	12	138	585
08:45 AM	24	81	28	133	7	109	12	128	13	45	10	68	13	116	17	146	475
Total	112	448	136	696	63	659	128	850	59	223	71	353	84	604	83	771	2670
Grand Total	228	827	239	1294	113	1385	245	1743	131	427	104	662	135	1299	147	1581	5280
Apprch %	17.6	63.9	18.5		6.5	79.5	14.1		19.8	64.5	15.7		8.5	82.2	9.3		
Total %	4.3	15.7	4.5	24.5	2.1	26.2	4.6	33	2.5	8.1	2	12.5	2.6	24.6	2.8	29.9	

Start Time	Moody Street Southbound				Ball Road Westbound				Moody Street Northbound				Ball Road 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	31	103	29	163	16	239	33	288	32	62	10	104	15	165	11	191	746
07:45 AM	51	114	33	198	18	196	36	250	18	68	10	96	13	268	34	315	859
08:00 AM	46	152	49	247	18	169	52	239	16	57	24	97	25	220	27	272	855
08:15 AM	21	107	27	155	21	210	45	276	21	65	23	109	25	163	27	215	755
Total Volume	149	476	138	763	73	814	166	1053	87	252	67	406	78	816	99	993	3215
% App. Total	19.5	62.4	18.1		6.9	77.3	15.8		21.4	62.1	16.5		7.9	82.2	10		
PHF	.730	.783	.704	.772	.869	.851	.798	.914	.680	.926	.698	.931	.780	.761	.728	.788	.936

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



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	31	103	29	163	16	239	33	288	32	62	10	104	15	165	11	191
+15 mins.	51	114	33	198	18	196	36	250	18	68	10	96	13	268	34	315
+30 mins.	46	152	49	247	18	169	52	239	16	57	24	97	25	220	27	272
+45 mins.	21	107	27	155	21	210	45	276	21	65	23	109	25	163	27	215
Total Volume	149	476	138	763	73	814	166	1053	87	252	67	406	78	816	99	993
% App. Total	19.5	62.4	18.1		6.9	77.3	15.8		21.4	62.1	16.5		7.9	82.2	10	
PHF	.730	.783	.704	.772	.869	.851	.798	.914	.680	.926	.698	.931	.780	.761	.728	.788

City of Cypress
 N/S: Moody Street
 E/W: Ball Road
 Weather: Clear

File Name : 11_CYP_Moody_Ball PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Moody Street Southbound				Ball Road Westbound				Moody Street Northbound				Ball Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	36	78	32	146	14	142	28	184	13	92	17	122	29	184	12	225	677
04:15 PM	25	73	27	125	13	197	33	243	11	72	18	101	25	184	17	226	695
04:30 PM	25	93	35	153	23	139	27	189	25	92	18	135	28	141	14	183	660
04:45 PM	27	76	26	129	18	185	25	228	13	79	13	105	34	199	12	245	707
Total	113	320	120	553	68	663	113	844	62	335	66	463	116	708	55	879	2739
05:00 PM	27	87	24	138	18	152	24	194	25	107	12	144	41	158	18	217	693
05:15 PM	21	74	24	119	18	172	35	225	22	79	11	112	37	177	11	225	681
05:30 PM	28	86	21	135	16	161	36	213	13	96	10	119	21	176	9	206	673
05:45 PM	22	67	26	115	17	168	48	233	19	67	10	96	32	188	10	230	674
Total	98	314	95	507	69	653	143	865	79	349	43	471	131	699	48	878	2721
Grand Total	211	634	215	1060	137	1316	256	1709	141	684	109	934	247	1407	103	1757	5460
Apprch %	19.9	59.8	20.3		8	77	15		15.1	73.2	11.7		14.1	80.1	5.9		
Total %	3.9	11.6	3.9	19.4	2.5	24.1	4.7	31.3	2.6	12.5	2	17.1	4.5	25.8	1.9	32.2	

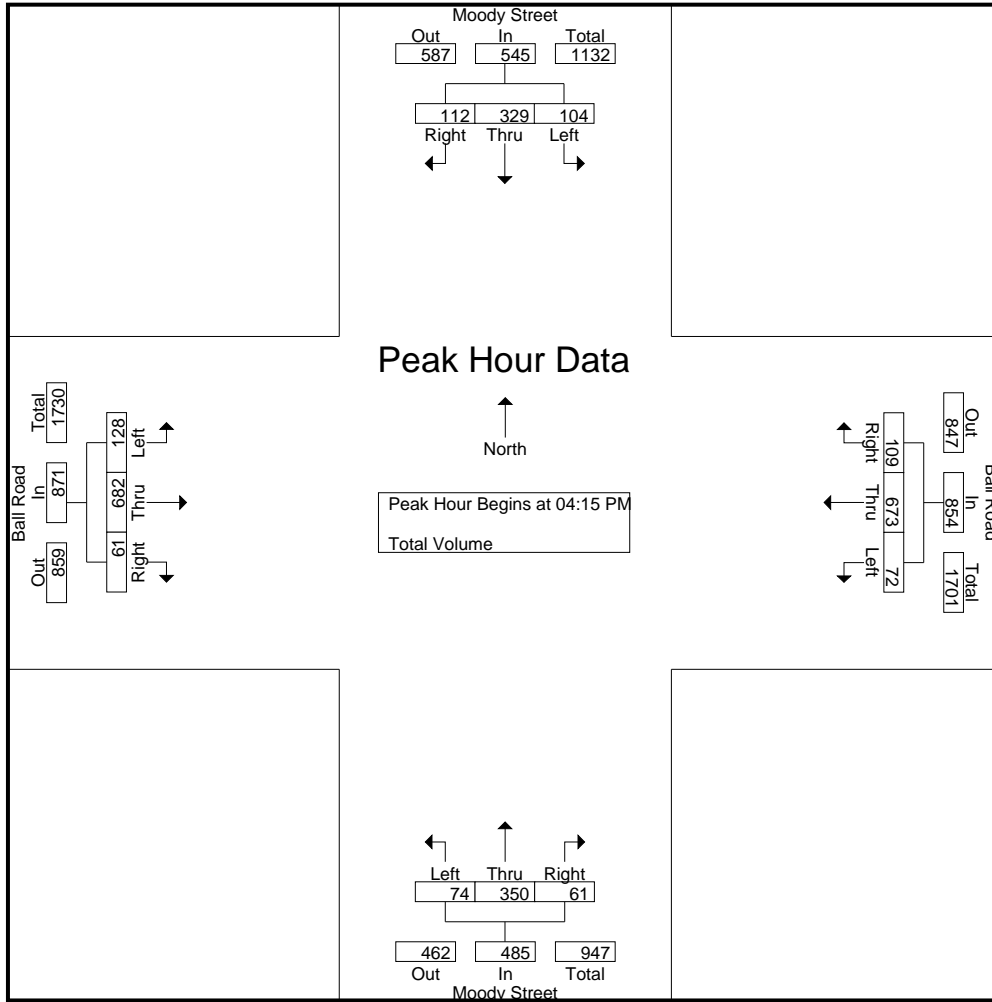
Start Time	Moody Street Southbound				Ball Road Westbound				Moody Street Northbound				Ball Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	25	73	27	125	13	197	33	243	11	72	18	101	25	184	17	226	695
04:30 PM	25	93	35	153	23	139	27	189	25	92	18	135	28	141	14	183	660
04:45 PM	27	76	26	129	18	185	25	228	13	79	13	105	34	199	12	245	707
05:00 PM	27	87	24	138	18	152	24	194	25	107	12	144	41	158	18	217	693
Total Volume	104	329	112	545	72	673	109	854	74	350	61	485	128	682	61	871	2755
% App. Total	19.1	60.4	20.6		8.4	78.8	12.8		15.3	72.2	12.6		14.7	78.3	7		
PHF	.963	.884	.800	.891	.783	.854	.826	.879	.740	.818	.847	.842	.780	.857	.847	.889	.974

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of Cypress
 N/S: Moody Street
 E/W: Ball Road
 Weather: Clear

File Name : 11_CYP_Moody_Ball PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:00 PM				05:00 PM				04:30 PM				04:45 PM			
+0 mins.	36	78	32	146	18	152	24	194	25	92	18	135	34	199	12	245
+15 mins.	25	73	27	125	18	172	35	225	13	79	13	105	41	158	18	217
+30 mins.	25	93	35	153	16	161	36	213	25	107	12	144	37	177	11	225
+45 mins.	27	76	26	129	17	168	48	233	22	79	11	112	21	176	9	206
Total Volume	113	320	120	553	69	653	143	865	85	357	54	496	133	710	50	893
% App. Total	20.4	57.9	21.7		8	75.5	16.5		17.1	72	10.9		14.9	79.5	5.6	
PHF	.785	.860	.857	.904	.958	.949	.745	.928	.850	.834	.750	.861	.811	.892	.694	.911

City of Cypress
 N/S: Walker Street
 E/W: Ball Road
 Weather: Clear

File Name : 12_CYP_Walker_Ball AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Walker Street Southbound				Ball Road Westbound				Walker Street Northbound				Ball Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	23	105	10	138	8	114	19	141	11	45	13	69	6	108	14	128	476
07:15 AM	31	111	14	156	8	148	21	177	9	59	17	85	10	111	6	127	545
07:30 AM	21	123	12	156	27	214	18	259	16	50	17	83	12	170	29	211	709
07:45 AM	32	156	8	196	21	145	31	197	18	86	20	124	23	177	42	242	759
Total	107	495	44	646	64	621	89	774	54	240	67	361	51	566	91	708	2489
08:00 AM	38	145	15	198	41	230	47	318	24	83	25	132	20	203	50	273	921
08:15 AM	33	155	24	212	15	181	48	244	44	120	10	174	22	182	47	251	881
08:30 AM	21	98	21	140	19	172	27	218	14	69	19	102	21	179	26	226	686
08:45 AM	37	127	14	178	19	133	26	178	12	68	12	92	28	183	21	232	680
Total	129	525	74	728	94	716	148	958	94	340	66	500	91	747	144	982	3168
Grand Total	236	1020	118	1374	158	1337	237	1732	148	580	133	861	142	1313	235	1690	5657
Apprch %	17.2	74.2	8.6		9.1	77.2	13.7		17.2	67.4	15.4		8.4	77.7	13.9		
Total %	4.2	18	2.1	24.3	2.8	23.6	4.2	30.6	2.6	10.3	2.4	15.2	2.5	23.2	4.2	29.9	

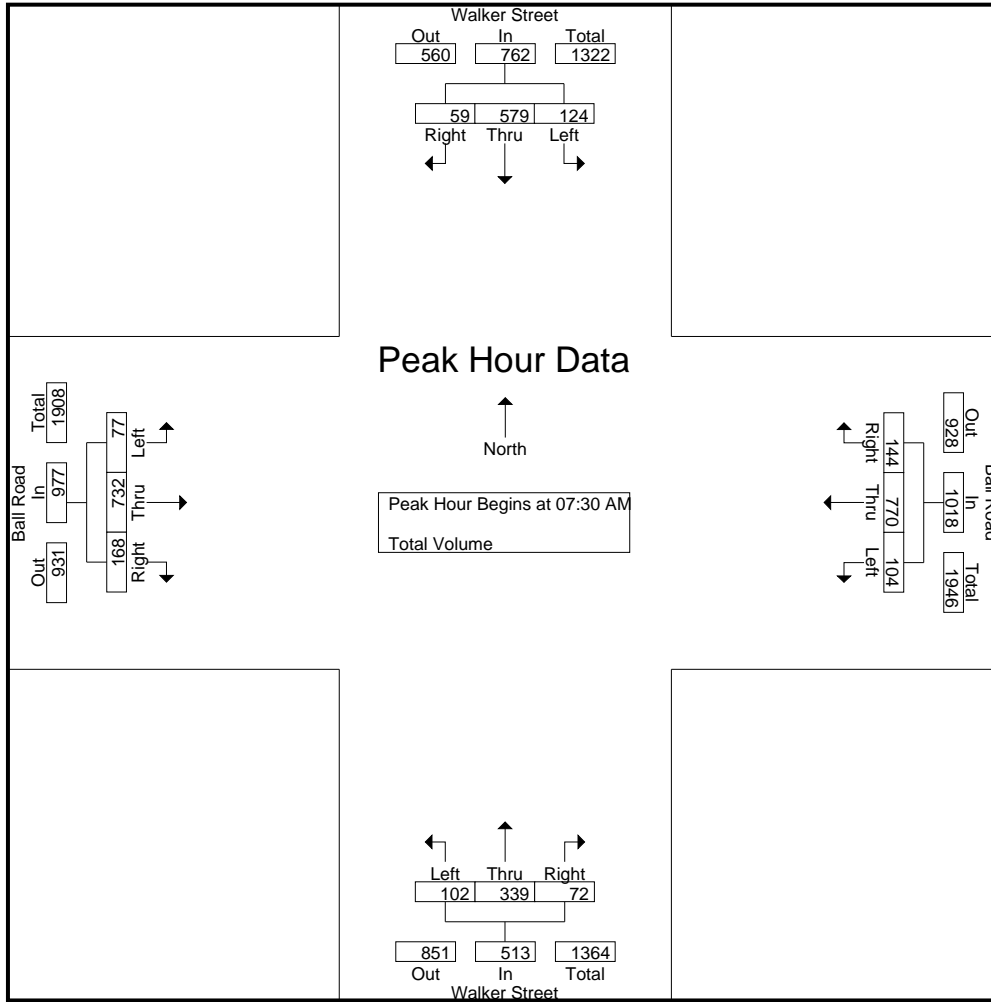
Start Time	Walker Street Southbound				Ball Road Westbound				Walker Street Northbound				Ball Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	21	123	12	156	27	214	18	259	16	50	17	83	12	170	29	211	709
07:45 AM	32	156	8	196	21	145	31	197	18	86	20	124	23	177	42	242	759
08:00 AM	38	145	15	198	41	230	47	318	24	83	25	132	20	203	50	273	921
08:15 AM	33	155	24	212	15	181	48	244	44	120	10	174	22	182	47	251	881
Total Volume	124	579	59	762	104	770	144	1018	102	339	72	513	77	732	168	977	3270
% App. Total	16.3	76	7.7		10.2	75.6	14.1		19.9	66.1	14		7.9	74.9	17.2		
PHF	.816	.928	.615	.899	.634	.837	.750	.800	.580	.706	.720	.737	.837	.901	.840	.895	.888

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

City of Cypress
 N/S: Walker Street
 E/W: Ball Road
 Weather: Clear

File Name : 12_CYP_Walker_Ball AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:30 AM				07:30 AM				07:45 AM				07:45 AM			
+0 mins.	21	123	12	156	27	214	18	259	18	86	20	124	23	177	42	242
+15 mins.	32	156	8	196	21	145	31	197	24	83	25	132	20	203	50	273
+30 mins.	38	145	15	198	41	230	47	318	44	120	10	174	22	182	47	251
+45 mins.	33	155	24	212	15	181	48	244	14	69	19	102	21	179	26	226
Total Volume	124	579	59	762	104	770	144	1018	100	358	74	532	86	741	165	992
% App. Total	16.3	76	7.7		10.2	75.6	14.1		18.8	67.3	13.9		8.7	74.7	16.6	
PHF	.816	.928	.615	.899	.634	.837	.750	.800	.568	.746	.740	.764	.935	.913	.825	.908

City of Cypress
 N/S: Walker Street
 E/W: Ball Road
 Weather: Clear

File Name : 12_CYP_Walker_Ball PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

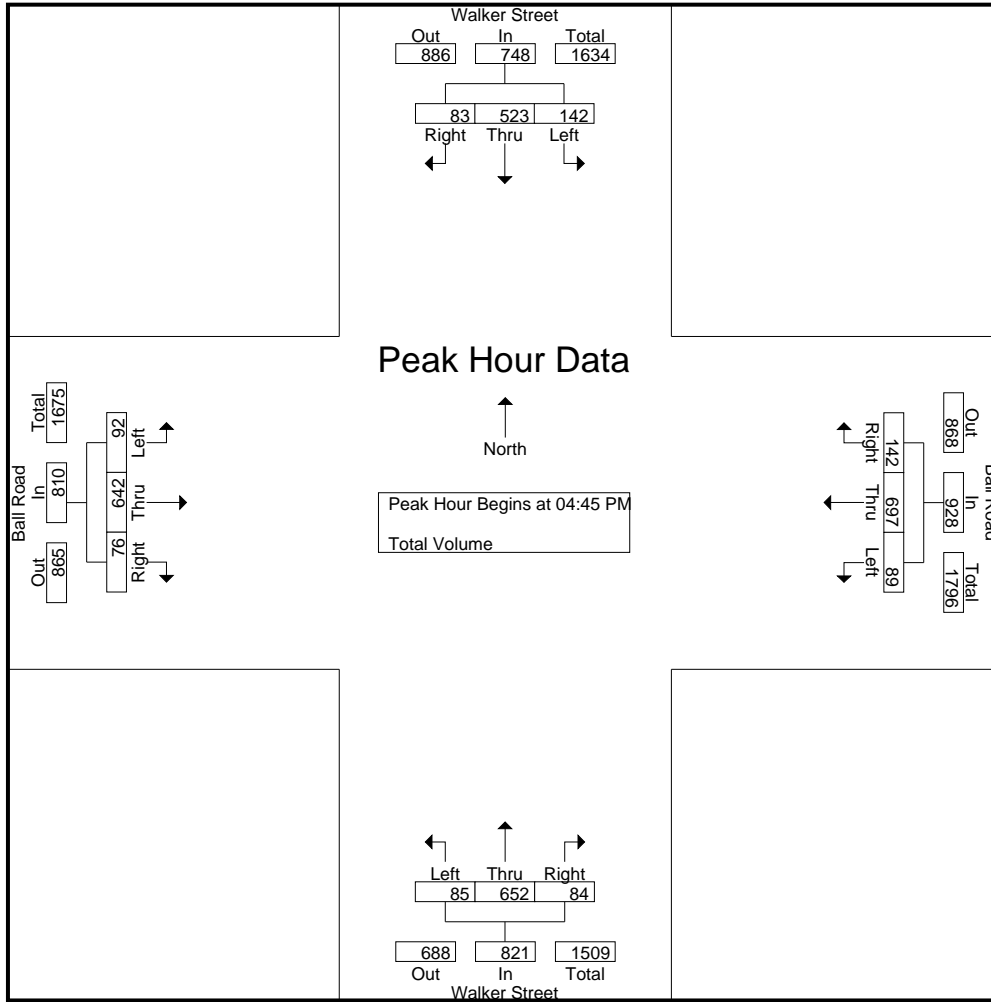
Start Time	Walker Street Southbound				Ball Road Westbound				Walker Street Northbound				Ball Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	37	131	23	191	20	170	50	240	17	135	25	177	20	192	24	236	844
04:15 PM	36	98	21	155	12	169	32	213	17	164	18	199	17	151	27	195	762
04:30 PM	19	130	26	175	21	187	28	236	27	124	16	167	20	167	18	205	783
04:45 PM	40	145	23	208	29	156	38	223	17	153	24	194	22	133	14	169	794
Total	132	504	93	729	82	682	148	912	78	576	83	737	79	643	83	805	3183
05:00 PM	31	114	21	166	18	184	25	227	22	156	16	194	24	170	14	208	795
05:15 PM	42	138	16	196	21	171	39	231	20	188	22	230	28	162	21	211	868
05:30 PM	29	126	23	178	21	186	40	247	26	155	22	203	18	177	27	222	850
05:45 PM	43	142	22	207	29	157	33	219	17	148	14	179	18	144	19	181	786
Total	145	520	82	747	89	698	137	924	85	647	74	806	88	653	81	822	3299
Grand Total	277	1024	175	1476	171	1380	285	1836	163	1223	157	1543	167	1296	164	1627	6482
Apprch %	18.8	69.4	11.9		9.3	75.2	15.5		10.6	79.3	10.2		10.3	79.7	10.1		
Total %	4.3	15.8	2.7	22.8	2.6	21.3	4.4	28.3	2.5	18.9	2.4	23.8	2.6	20	2.5	25.1	

Start Time	Walker Street Southbound				Ball Road Westbound				Walker Street Northbound				Ball Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	40	145	23	208	29	156	38	223	17	153	24	194	22	133	14	169	794
05:00 PM	31	114	21	166	18	184	25	227	22	156	16	194	24	170	14	208	795
05:15 PM	42	138	16	196	21	171	39	231	20	188	22	230	28	162	21	211	868
05:30 PM	29	126	23	178	21	186	40	247	26	155	22	203	18	177	27	222	850
Total Volume	142	523	83	748	89	697	142	928	85	652	84	821	92	642	76	810	3307
% App. Total	19	69.9	11.1		9.6	75.1	15.3		10.4	79.4	10.2		11.4	79.3	9.4		
PHF	.845	.902	.902	.899	.767	.937	.888	.939	.817	.867	.875	.892	.821	.907	.704	.912	.952

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

City of Cypress
 N/S: Walker Street
 E/W: Ball Road
 Weather: Clear

File Name : 12_CYP_Walker_Ball PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				05:00 PM			
+0 mins.	40	145	23	208	29	156	38	223	17	153	24	194	24	170	14	208
+15 mins.	31	114	21	166	18	184	25	227	22	156	16	194	28	162	21	211
+30 mins.	42	138	16	196	21	171	39	231	20	188	22	230	18	177	27	222
+45 mins.	29	126	23	178	21	186	40	247	26	155	22	203	18	144	19	181
Total Volume	142	523	83	748	89	697	142	928	85	652	84	821	88	653	81	822
% App. Total	19	69.9	11.1		9.6	75.1	15.3		10.4	79.4	10.2		10.7	79.4	9.9	
PHF	.845	.902	.902	.899	.767	.937	.888	.939	.817	.867	.875	.892	.786	.922	.750	.926

City of Cypress
 N/S: Valley View Street
 E/W: Ball Road
 Weather: Clear

File Name : 13_CYP_Valley_Ball AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

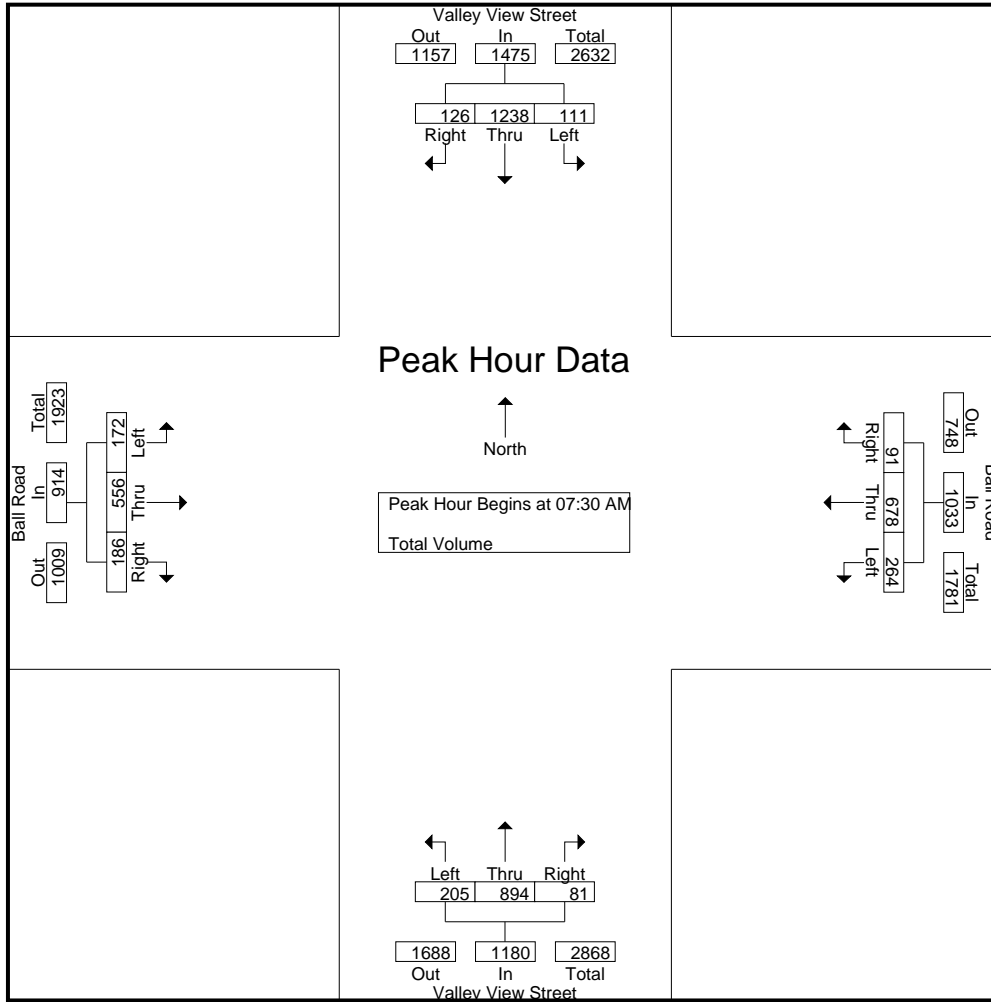
Groups Printed- Total Volume

Start Time	Valley View Street Southbound				Ball Road Westbound				Valley View Street Northbound				Ball Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	12	278	20	310	28	87	29	144	26	159	18	203	31	83	58	172	829
07:15 AM	30	248	55	333	49	103	40	192	42	200	15	257	44	105	42	191	973
07:30 AM	27	358	38	423	51	158	17	226	46	234	21	301	27	104	58	189	1139
07:45 AM	24	308	34	366	65	157	17	239	52	240	8	300	47	130	44	221	1126
Total	93	1192	147	1432	193	505	103	801	166	833	62	1061	149	422	202	773	4067
08:00 AM	30	296	32	358	74	184	28	286	58	221	28	307	36	138	41	215	1166
08:15 AM	30	276	22	328	74	179	29	282	49	199	24	272	62	184	43	289	1171
08:30 AM	35	309	27	371	48	113	17	178	36	209	22	267	47	123	39	209	1025
08:45 AM	59	268	33	360	39	107	59	205	33	214	22	269	72	136	38	246	1080
Total	154	1149	114	1417	235	583	133	951	176	843	96	1115	217	581	161	959	4442
Grand Total	247	2341	261	2849	428	1088	236	1752	342	1676	158	2176	366	1003	363	1732	8509
Apprch %	8.7	82.2	9.2		24.4	62.1	13.5		15.7	77	7.3		21.1	57.9	21		
Total %	2.9	27.5	3.1	33.5	5	12.8	2.8	20.6	4	19.7	1.9	25.6	4.3	11.8	4.3	20.4	

Start Time	Valley View Street Southbound				Ball Road Westbound				Valley View Street Northbound				Ball Road 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	27	358	38	423	51	158	17	226	46	234	21	301	27	104	58	189	1139
07:45 AM	24	308	34	366	65	157	17	239	52	240	8	300	47	130	44	221	1126
08:00 AM	30	296	32	358	74	184	28	286	58	221	28	307	36	138	41	215	1166
08:15 AM	30	276	22	328	74	179	29	282	49	199	24	272	62	184	43	289	1171
Total Volume	111	1238	126	1475	264	678	91	1033	205	894	81	1180	172	556	186	914	4602
% App. Total	7.5	83.9	8.5		25.6	65.6	8.8		17.4	75.8	6.9		18.8	60.8	20.4		
PHF	.925	.865	.829	.872	.892	.921	.784	.903	.884	.931	.723	.961	.694	.755	.802	.791	.982

City of Cypress
 N/S: Valley View Street
 E/W: Ball Road
 Weather: Clear

File Name : 13_CYP_Valley_Ball AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:15 AM				07:30 AM				07:30 AM				08:00 AM			
+0 mins.	30	248	55	333	51	158	17	226	46	234	21	301	36	138	41	215
+15 mins.	27	358	38	423	65	157	17	239	52	240	8	300	62	184	43	289
+30 mins.	24	308	34	366	74	184	28	286	58	221	28	307	47	123	39	209
+45 mins.	30	296	32	358	74	179	29	282	49	199	24	272	72	136	38	246
Total Volume	111	1210	159	1480	264	678	91	1033	205	894	81	1180	217	581	161	959
% App. Total	7.5	81.8	10.7		25.6	65.6	8.8		17.4	75.8	6.9		22.6	60.6	16.8	
PHF	.925	.845	.723	.875	.892	.921	.784	.903	.884	.931	.723	.961	.753	.789	.936	.830

City of Cypress
 N/S: Valley View Street
 E/W: Ball Road
 Weather: Clear

File Name : 13_CYP_Valley_Ball PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

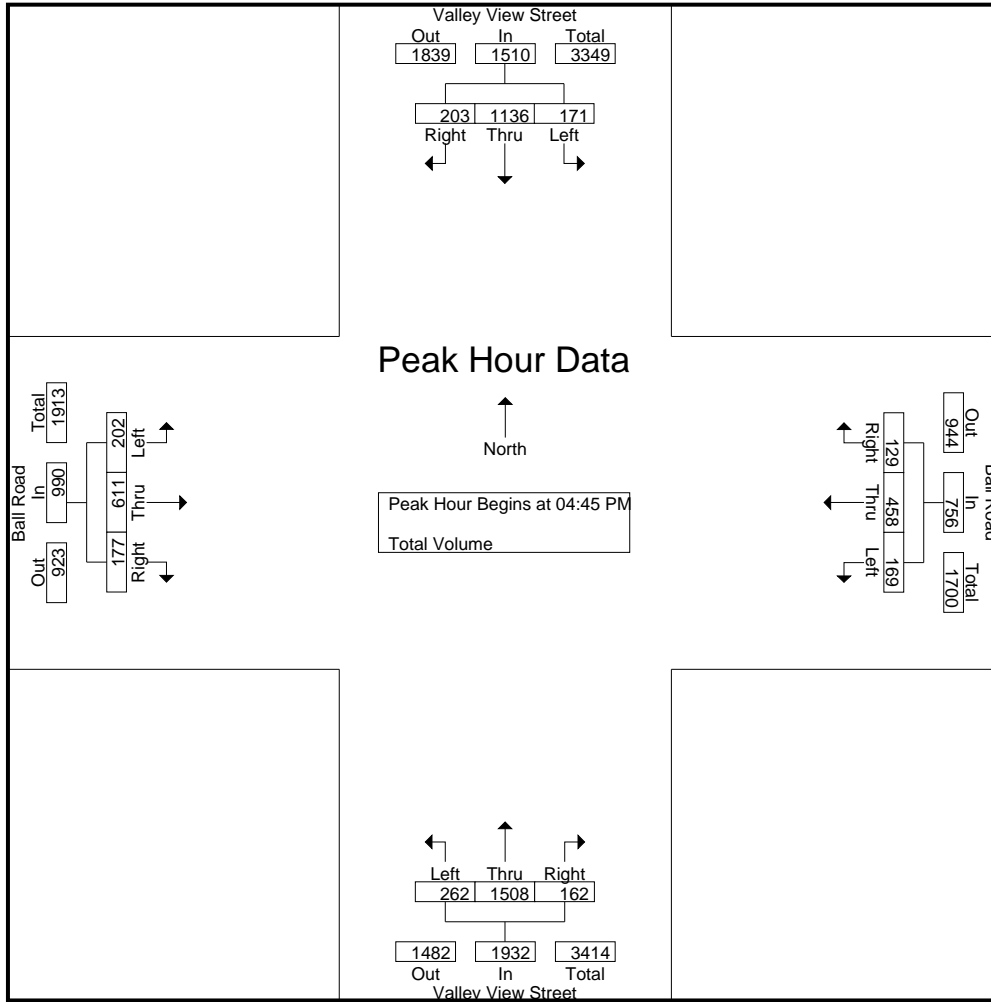
Start Time	Valley View Street Southbound				Ball Road Westbound				Valley View Street Northbound				Ball Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	49	245	36	330	44	127	27	198	72	299	41	412	34	168	55	257	1197
04:15 PM	44	253	34	331	52	138	23	213	63	318	39	420	66	156	45	267	1231
04:30 PM	34	288	40	362	48	103	38	189	75	361	37	473	47	126	32	205	1229
04:45 PM	51	283	61	395	40	116	34	190	61	327	36	424	53	144	47	244	1253
Total	178	1069	171	1418	184	484	122	790	271	1305	153	1729	200	594	179	973	4910
05:00 PM	39	299	53	391	52	104	35	191	65	436	38	539	55	138	34	227	1348
05:15 PM	41	269	43	353	43	125	34	202	59	343	46	448	48	177	54	279	1282
05:30 PM	40	285	46	371	34	113	26	173	77	402	42	521	46	152	42	240	1305
05:45 PM	30	264	50	344	38	105	24	167	69	325	40	434	57	164	39	260	1205
Total	150	1117	192	1459	167	447	119	733	270	1506	166	1942	206	631	169	1006	5140
Grand Total	328	2186	363	2877	351	931	241	1523	541	2811	319	3671	406	1225	348	1979	10050
Apprch %	11.4	76	12.6		23	61.1	15.8		14.7	76.6	8.7		20.5	61.9	17.6		
Total %	3.3	21.8	3.6	28.6	3.5	9.3	2.4	15.2	5.4	28	3.2	36.5	4	12.2	3.5	19.7	

Start Time	Valley View Street Southbound				Ball Road Westbound				Valley View Street Northbound				Ball Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	51	283	61	395	40	116	34	190	61	327	36	424	53	144	47	244	1253
05:00 PM	39	299	53	391	52	104	35	191	65	436	38	539	55	138	34	227	1348
05:15 PM	41	269	43	353	43	125	34	202	59	343	46	448	48	177	54	279	1282
05:30 PM	40	285	46	371	34	113	26	173	77	402	42	521	46	152	42	240	1305
Total Volume	171	1136	203	1510	169	458	129	756	262	1508	162	1932	202	611	177	990	5188
% App. Total	11.3	75.2	13.4		22.4	60.6	17.1		13.6	78.1	8.4		20.4	61.7	17.9		
PHF	.838	.950	.832	.956	.813	.916	.921	.936	.851	.865	.880	.896	.918	.863	.819	.887	.962

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

City of Cypress
 N/S: Valley View Street
 E/W: Ball Road
 Weather: Clear

File Name : 13_CYP_Valley_Ball PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:45 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	51	283	61	395	44	127	27	198	65	436	38	539	55	138	34	227
+15 mins.	39	299	53	391	52	138	23	213	59	343	46	448	48	177	54	279
+30 mins.	41	269	43	353	48	103	38	189	77	402	42	521	46	152	42	240
+45 mins.	40	285	46	371	40	116	34	190	69	325	40	434	57	164	39	260
Total Volume	171	1136	203	1510	184	484	122	790	270	1506	166	1942	206	631	169	1006
% App. Total	11.3	75.2	13.4		23.3	61.3	15.4		13.9	77.5	8.5		20.5	62.7	16.8	
PHF	.838	.950	.832	.956	.885	.877	.803	.927	.877	.864	.902	.901	.904	.891	.782	.901

City of Cypress
 N/S: Bloomfield Street
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 14_CYP_Bloom_Cerritos AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

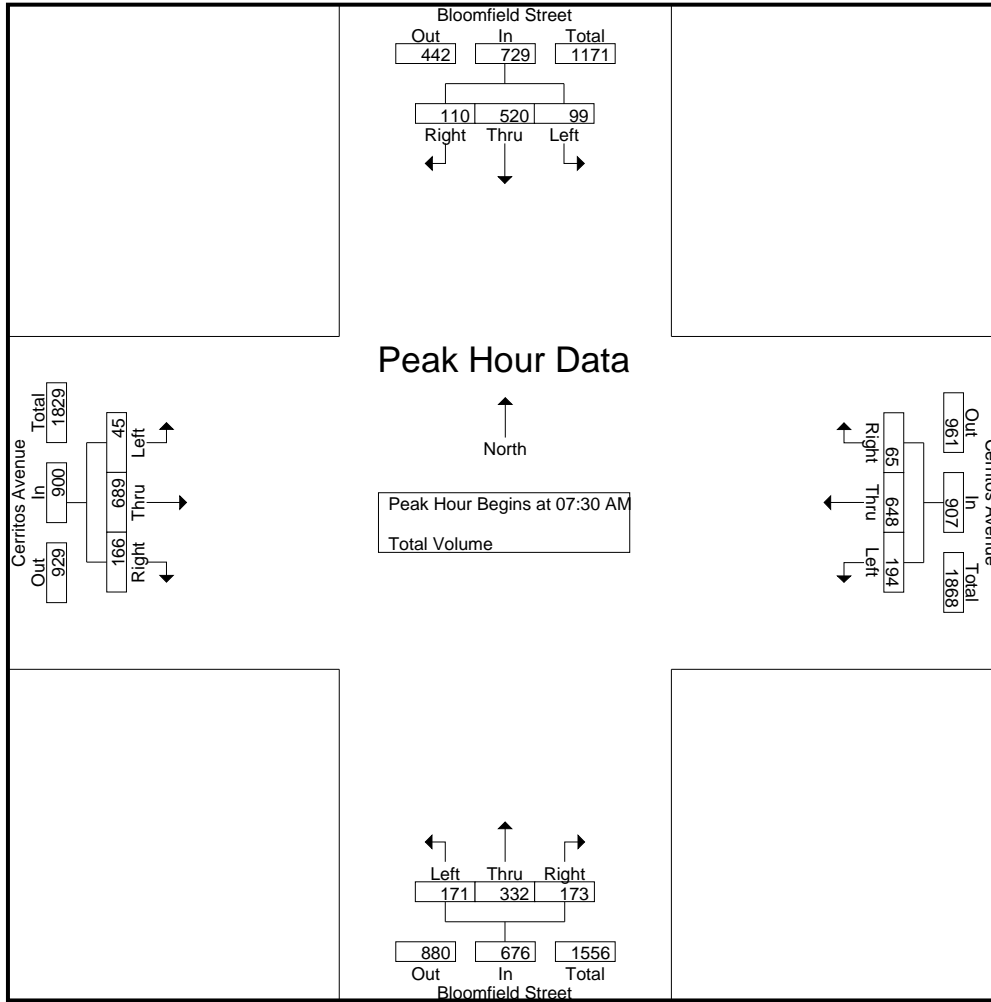
Groups Printed- Total Volume

Start Time	Bloomfield Street Southbound				Cerritos Avenue Westbound				Bloomfield Street Northbound				Cerritos Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	64	27	97	27	117	6	150	12	21	11	44	8	118	21	147	438
07:15 AM	11	89	43	143	32	143	5	180	37	40	16	93	6	99	26	131	547
07:30 AM	16	151	41	208	58	232	15	305	69	68	31	168	9	133	75	217	898
07:45 AM	22	167	19	208	49	118	15	182	44	107	48	199	11	190	56	257	846
Total	55	471	130	656	166	610	41	817	162	236	106	504	34	540	178	752	2729
08:00 AM	21	108	22	151	35	153	16	204	38	84	45	167	13	166	20	199	721
08:15 AM	40	94	28	162	52	145	19	216	20	73	49	142	12	200	15	227	747
08:30 AM	51	89	23	163	34	181	34	249	29	68	41	138	19	145	21	185	735
08:45 AM	20	83	25	128	30	145	17	192	12	29	19	60	19	150	19	188	568
Total	132	374	98	604	151	624	86	861	99	254	154	507	63	661	75	799	2771
Grand Total	187	845	228	1260	317	1234	127	1678	261	490	260	1011	97	1201	253	1551	5500
Apprch %	14.8	67.1	18.1		18.9	73.5	7.6		25.8	48.5	25.7		6.3	77.4	16.3		
Total %	3.4	15.4	4.1	22.9	5.8	22.4	2.3	30.5	4.7	8.9	4.7	18.4	1.8	21.8	4.6	28.2	

Start Time	Bloomfield Street Southbound				Cerritos Avenue Westbound				Bloomfield Street Northbound				Cerritos 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	16	151	41	208	58	232	15	305	69	68	31	168	9	133	75	217	898
07:45 AM	22	167	19	208	49	118	15	182	44	107	48	199	11	190	56	257	846
08:00 AM	21	108	22	151	35	153	16	204	38	84	45	167	13	166	20	199	721
08:15 AM	40	94	28	162	52	145	19	216	20	73	49	142	12	200	15	227	747
Total Volume	99	520	110	729	194	648	65	907	171	332	173	676	45	689	166	900	3212
% App. Total	13.6	71.3	15.1		21.4	71.4	7.2		25.3	49.1	25.6		5	76.6	18.4		
PHF	.619	.778	.671	.876	.836	.698	.855	.743	.620	.776	.883	.849	.865	.861	.553	.875	.894

City of Cypress
 N/S: Bloomfield Street
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 14_CYP_Bloom_Cerritos AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	16	151	41	208	58	232	15	305	69	68	31	168	9	133	75	217
+15 mins.	22	167	19	208	49	118	15	182	44	107	48	199	11	190	56	257
+30 mins.	21	108	22	151	35	153	16	204	38	84	45	167	13	166	20	199
+45 mins.	40	94	28	162	52	145	19	216	20	73	49	142	12	200	15	227
Total Volume	99	520	110	729	194	648	65	907	171	332	173	676	45	689	166	900
% App. Total	13.6	71.3	15.1		21.4	71.4	7.2		25.3	49.1	25.6		5	76.6	18.4	
PHF	.619	.778	.671	.876	.836	.698	.855	.743	.620	.776	.883	.849	.865	.861	.553	.875

City of Cypress
 N/S: Bloomfield Street
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 14_CYP_Bloom_Cerritos PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Bloomfield Street Southbound				Cerritos Avenue Westbound				Bloomfield Street Northbound				Cerritos Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	16	77	18	111	22	167	34	223	21	123	34	178	36	186	18	240	752
04:15 PM	18	82	18	118	25	178	27	230	15	103	25	143	34	198	13	245	736
04:30 PM	20	55	19	94	23	186	30	239	18	103	36	157	32	212	16	260	750
04:45 PM	13	76	55	144	24	152	26	202	30	100	19	149	33	218	26	277	772
Total	67	290	110	467	94	683	117	894	84	429	114	627	135	814	73	1022	3010
05:00 PM	15	75	21	111	19	169	37	225	14	126	45	185	41	195	23	259	780
05:15 PM	24	63	22	109	24	195	32	251	19	95	24	138	34	226	26	286	784
05:30 PM	15	61	30	106	22	151	23	196	16	76	31	123	34	178	24	236	661
05:45 PM	10	61	22	93	27	167	25	219	9	76	24	109	31	170	45	246	667
Total	64	260	95	419	92	682	117	891	58	373	124	555	140	769	118	1027	2892
Grand Total	131	550	205	886	186	1365	234	1785	142	802	238	1182	275	1583	191	2049	5902
Apprch %	14.8	62.1	23.1		10.4	76.5	13.1		12	67.9	20.1		13.4	77.3	9.3		
Total %	2.2	9.3	3.5	15	3.2	23.1	4	30.2	2.4	13.6	4	20	4.7	26.8	3.2	34.7	

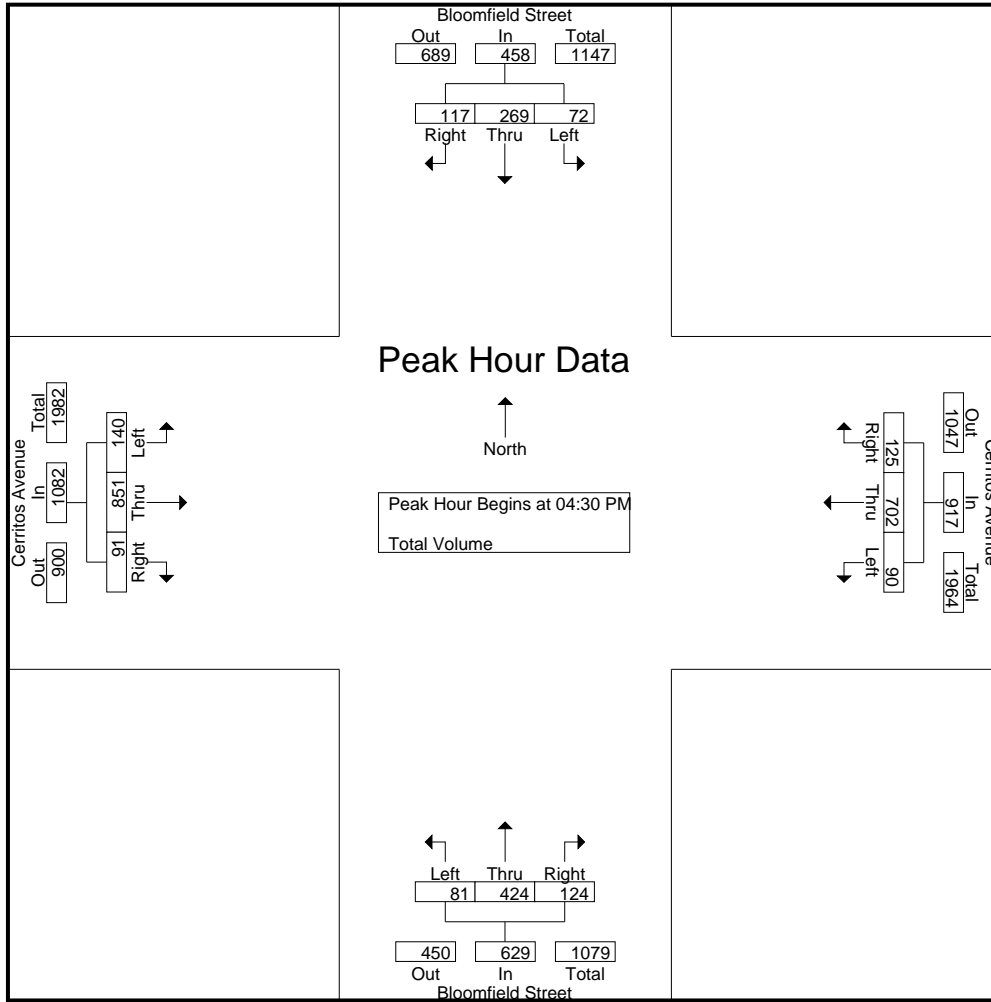
Start Time	Bloomfield Street Southbound				Cerritos Avenue Westbound				Bloomfield Street Northbound				Cerritos Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	20	55	19	94	23	186	30	239	18	103	36	157	32	212	16	260	750
04:45 PM	13	76	55	144	24	152	26	202	30	100	19	149	33	218	26	277	772
05:00 PM	15	75	21	111	19	169	37	225	14	126	45	185	41	195	23	259	780
05:15 PM	24	63	22	109	24	195	32	251	19	95	24	138	34	226	26	286	784
Total Volume	72	269	117	458	90	702	125	917	81	424	124	629	140	851	91	1082	3086
% App. Total	15.7	58.7	25.5		9.8	76.6	13.6		12.9	67.4	19.7		12.9	78.7	8.4		
PHF	.750	.885	.532	.795	.938	.900	.845	.913	.675	.841	.689	.850	.854	.941	.875	.946	.984

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Cypress
 N/S: Bloomfield Street
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 14_CYP_Bloom_Cerritos PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:45 PM				04:30 PM				04:15 PM				04:30 PM			
+0 mins.	13	76	55	144	23	186	30	239	15	103	25	143	32	212	16	260
+15 mins.	15	75	21	111	24	152	26	202	18	103	36	157	33	218	26	277
+30 mins.	24	63	22	109	19	169	37	225	30	100	19	149	41	195	23	259
+45 mins.	15	61	30	106	24	195	32	251	14	126	45	185	34	226	26	286
Total Volume	67	275	128	470	90	702	125	917	77	432	125	634	140	851	91	1082
% App. Total	14.3	58.5	27.2		9.8	76.6	13.6		12.1	68.1	19.7		12.9	78.7	8.4	
PHF	.698	.905	.582	.816	.938	.900	.845	.913	.642	.857	.694	.857	.854	.941	.875	.946

City of Cypress
 N/S: Denni Street/Lexington Drive
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 15_CYP_Denni_Cerritos AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

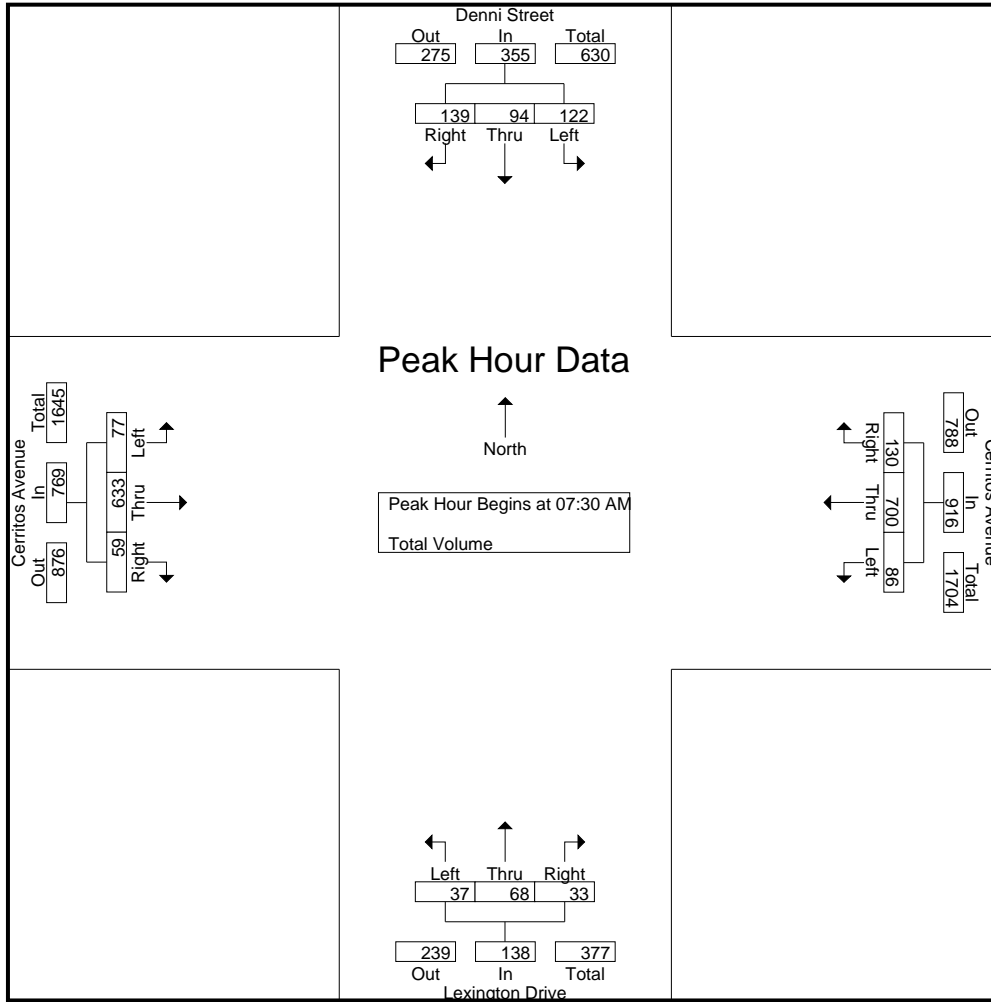
Groups Printed- Total Volume

Start Time	Denni Street Southbound				Cerritos Avenue Westbound				Lexington Drive Northbound				Cerritos Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	15	9	20	44	18	141	9	168	4	3	5	12	7	102	13	122	346
07:15 AM	21	12	21	54	15	175	15	205	9	6	7	22	5	95	10	110	391
07:30 AM	21	20	28	69	23	227	12	262	8	10	9	27	10	136	14	160	518
07:45 AM	34	28	25	87	27	135	35	197	16	17	9	42	17	167	17	201	527
Total	91	69	94	254	83	678	71	832	37	36	30	103	39	500	54	593	1782
08:00 AM	31	20	44	95	20	170	42	232	5	20	10	35	22	156	14	192	554
08:15 AM	36	26	42	104	16	168	41	225	8	21	5	34	28	174	14	216	579
08:30 AM	31	18	42	91	11	156	29	196	9	8	10	27	27	141	29	197	511
08:45 AM	34	20	26	80	13	165	22	200	3	11	11	25	6	171	5	182	487
Total	132	84	154	370	60	659	134	853	25	60	36	121	83	642	62	787	2131
Grand Total	223	153	248	624	143	1337	205	1685	62	96	66	224	122	1142	116	1380	3913
Apprch %	35.7	24.5	39.7		8.5	79.3	12.2		27.7	42.9	29.5		8.8	82.8	8.4		
Total %	5.7	3.9	6.3	15.9	3.7	34.2	5.2	43.1	1.6	2.5	1.7	5.7	3.1	29.2	3	35.3	

Start Time	Denni Street Southbound				Cerritos Avenue Westbound				Lexington Drive Northbound				Cerritos 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	21	20	28	69	23	227	12	262	8	10	9	27	10	136	14	160	518
07:45 AM	34	28	25	87	27	135	35	197	16	17	9	42	17	167	17	201	527
08:00 AM	31	20	44	95	20	170	42	232	5	20	10	35	22	156	14	192	554
08:15 AM	36	26	42	104	16	168	41	225	8	21	5	34	28	174	14	216	579
Total Volume	122	94	139	355	86	700	130	916	37	68	33	138	77	633	59	769	2178
% App. Total	34.4	26.5	39.2		9.4	76.4	14.2		26.8	49.3	23.9		10	82.3	7.7		
PHF	.847	.839	.790	.853	.796	.771	.774	.874	.578	.810	.825	.821	.688	.909	.868	.890	.940

City of Cypress
 N/S: Denni Street/Lexington Drive
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 15_CYP_Denni_Cerritos AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:45 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	34	28	25	87	23	227	12	262	8	10	9	27	17	167	17	201
+15 mins.	31	20	44	95	27	135	35	197	16	17	9	42	22	156	14	192
+30 mins.	36	26	42	104	20	170	42	232	5	20	10	35	28	174	14	216
+45 mins.	31	18	42	91	16	168	41	225	8	21	5	34	27	141	29	197
Total Volume	132	92	153	377	86	700	130	916	37	68	33	138	94	638	74	806
% App. Total	35	24.4	40.6		9.4	76.4	14.2		26.8	49.3	23.9		11.7	79.2	9.2	
PHF	.917	.821	.869	.906	.796	.771	.774	.874	.578	.810	.825	.821	.839	.917	.638	.933

City of Cypress
 N/S: Denni Street/Lexington Drive
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 15_CYP_Denni_Cerritos PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Denni Street Southbound				Cerritos Avenue Westbound				Lexington Drive Northbound				Cerritos Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	21	10	20	51	8	176	24	208	12	26	30	68	25	223	5	253	580
04:15 PM	23	15	23	61	19	170	30	219	9	22	22	53	22	222	4	248	581
04:30 PM	27	17	16	60	13	158	28	199	11	32	24	67	29	218	6	253	579
04:45 PM	20	13	15	48	11	188	29	228	6	25	22	53	26	224	6	256	585
Total	91	55	74	220	51	692	111	854	38	105	98	241	102	887	21	1010	2325
05:00 PM	27	4	16	47	14	207	21	242	6	27	24	57	28	220	7	255	601
05:15 PM	22	13	21	56	7	182	35	224	13	36	14	63	20	226	9	255	598
05:30 PM	18	18	25	61	16	166	28	210	12	36	21	69	29	210	12	251	591
05:45 PM	19	15	17	51	12	167	32	211	6	23	12	41	27	157	11	195	498
Total	86	50	79	215	49	722	116	887	37	122	71	230	104	813	39	956	2288
Grand Total	177	105	153	435	100	1414	227	1741	75	227	169	471	206	1700	60	1966	4613
Apprch %	40.7	24.1	35.2		5.7	81.2	13		15.9	48.2	35.9		10.5	86.5	3.1		
Total %	3.8	2.3	3.3	9.4	2.2	30.7	4.9	37.7	1.6	4.9	3.7	10.2	4.5	36.9	1.3	42.6	

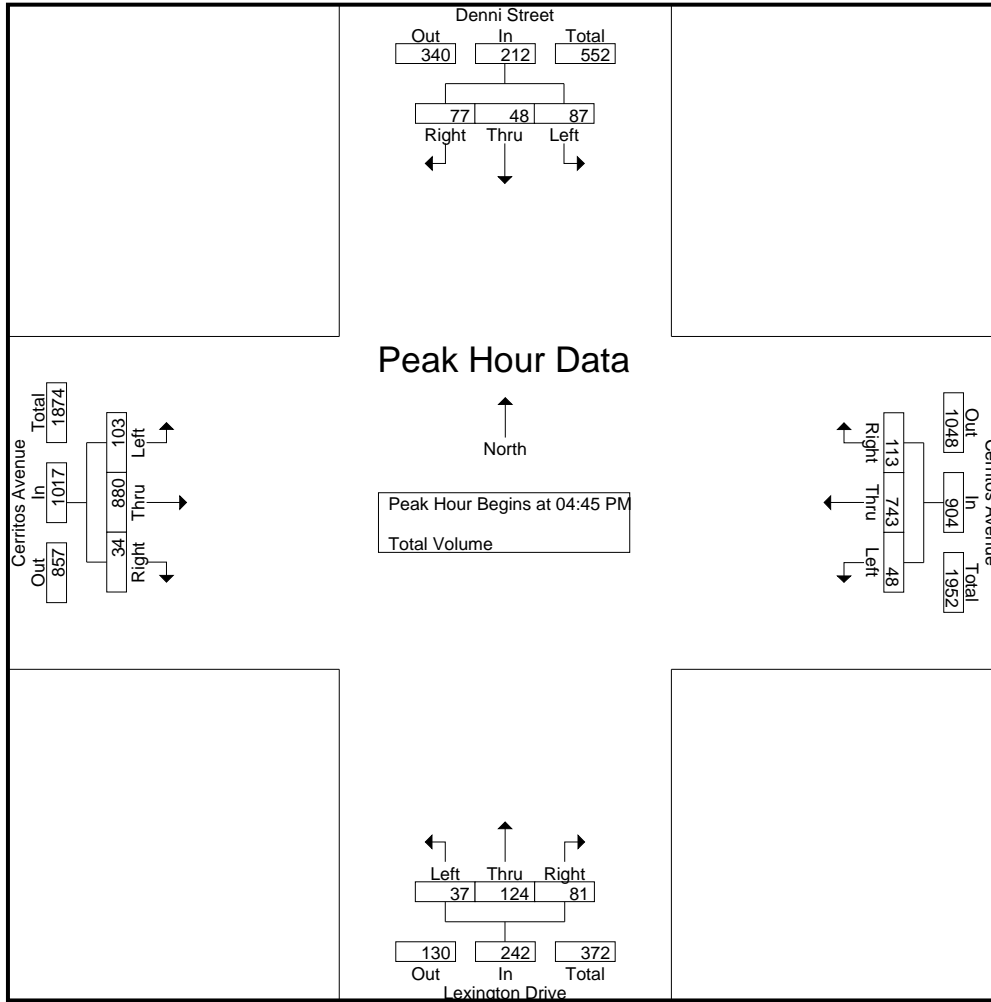
Start Time	Denni Street Southbound				Cerritos Avenue Westbound				Lexington Drive Northbound				Cerritos Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	20	13	15	48	11	188	29	228	6	25	22	53	26	224	6	256	585
05:00 PM	27	4	16	47	14	207	21	242	6	27	24	57	28	220	7	255	601
05:15 PM	22	13	21	56	7	182	35	224	13	36	14	63	20	226	9	255	598
05:30 PM	18	18	25	61	16	166	28	210	12	36	21	69	29	210	12	251	591
Total Volume	87	48	77	212	48	743	113	904	37	124	81	242	103	880	34	1017	2375
% App. Total	41	22.6	36.3		5.3	82.2	12.5		15.3	51.2	33.5		10.1	86.5	3.3		
PHF	.806	.667	.770	.869	.750	.897	.807	.934	.712	.861	.844	.877	.888	.973	.708	.993	.988

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Cypress
 N/S: Denni Street/Lexington Drive
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 15_CYP_Denni_Cerritos PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:00 PM				04:45 PM				04:45 PM				04:30 PM			
+0 mins.	21	10	20	51	11	188	29	228	6	25	22	53	29	218	6	253
+15 mins.	23	15	23	61	14	207	21	242	6	27	24	57	26	224	6	256
+30 mins.	27	17	16	60	7	182	35	224	13	36	14	63	28	220	7	255
+45 mins.	20	13	15	48	16	166	28	210	12	36	21	69	20	226	9	255
Total Volume	91	55	74	220	48	743	113	904	37	124	81	242	103	888	28	1019
% App. Total	41.4	25	33.6		5.3	82.2	12.5		15.3	51.2	33.5		10.1	87.1	2.7	
PHF	.843	.809	.804	.902	.750	.897	.807	.934	.712	.861	.844	.877	.888	.982	.778	.995

City of Cypress
 N/S: Moody Street
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 16_CYP_Moody_Cerritos AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Moody Street Southbound				Cerritos Avenue Westbound				Moody Street Northbound				Cerritos Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	70	0	35	105	0	125	19	144	0	0	0	0	16	104	0	120	369
07:15 AM	56	0	34	90	0	195	26	221	1	0	1	2	12	123	0	135	448
07:30 AM	82	0	50	132	0	195	33	228	0	0	0	0	22	142	0	164	524
07:45 AM	100	0	53	153	1	167	37	205	0	0	0	0	20	197	0	217	575
Total	308	0	172	480	1	682	115	798	1	0	1	2	70	566	0	636	1916
08:00 AM	102	0	68	170	0	166	41	207	0	1	0	1	16	194	0	210	588
08:15 AM	107	1	46	154	0	170	49	219	0	0	0	0	10	180	1	191	564
08:30 AM	79	1	36	116	0	170	37	207	0	0	0	0	21	179	1	201	524
08:45 AM	61	1	46	108	1	152	22	175	0	0	0	0	24	198	0	222	505
Total	349	3	196	548	1	658	149	808	0	1	0	1	71	751	2	824	2181
Grand Total	657	3	368	1028	2	1340	264	1606	1	1	1	3	141	1317	2	1460	4097
Apprch %	63.9	0.3	35.8		0.1	83.4	16.4		33.3	33.3	33.3		9.7	90.2	0.1		
Total %	16	0.1	9	25.1	0	32.7	6.4	39.2	0	0	0	0.1	3.4	32.1	0	35.6	

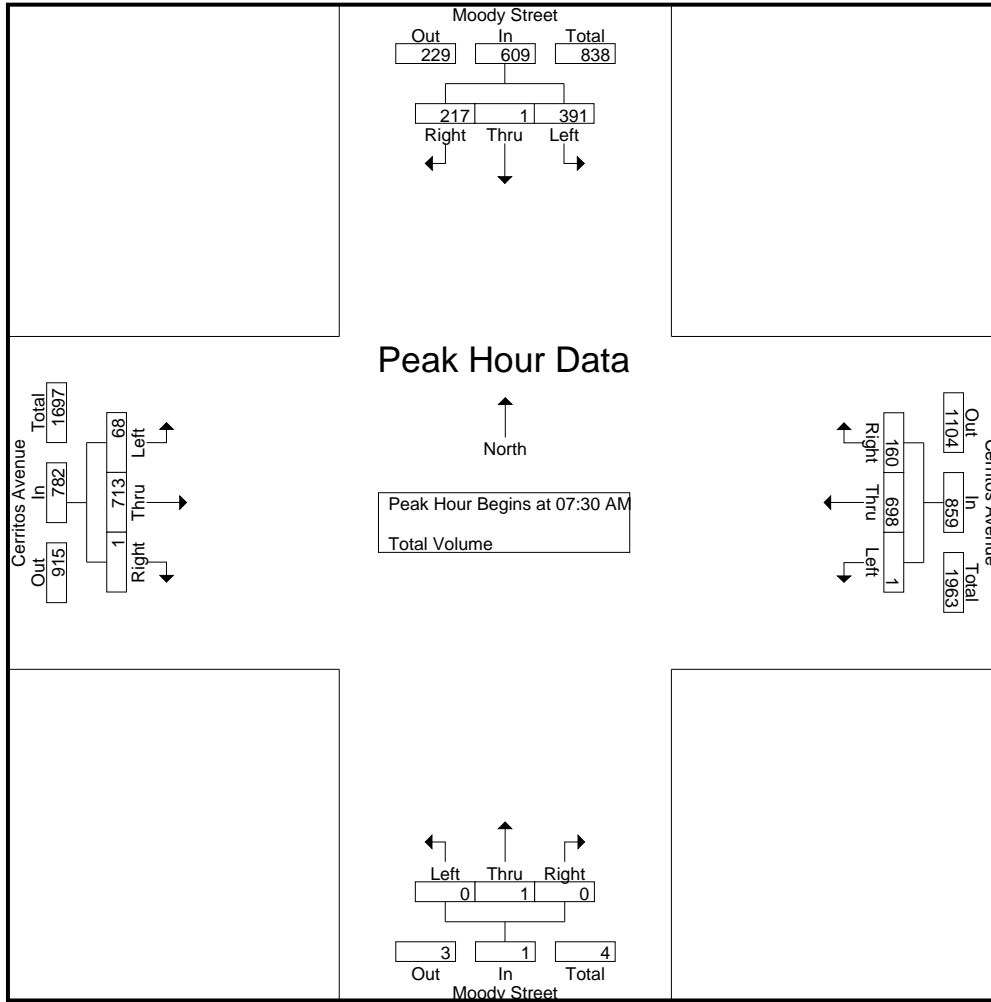
Start Time	Moody Street Southbound				Cerritos Avenue Westbound				Moody Street Northbound				Cerritos Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	82	0	50	132	0	195	33	228	0	0	0	0	22	142	0	164	524
07:45 AM	100	0	53	153	1	167	37	205	0	0	0	0	20	197	0	217	575
08:00 AM	102	0	68	170	0	166	41	207	0	1	0	1	16	194	0	210	588
08:15 AM	107	1	46	154	0	170	49	219	0	0	0	0	10	180	1	191	564
Total Volume	391	1	217	609	1	698	160	859	0	1	0	1	68	713	1	782	2251
% App. Total	64.2	0.2	35.6		0.1	81.3	18.6		0	100	0		8.7	91.2	0.1		
PHF	.914	.250	.798	.896	.250	.895	.816	.942	.000	.250	.000	.250	.773	.905	.250	.901	.957

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

City of Cypress
 N/S: Moody Street
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 16_CYP_Moody_Cerritos AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:30 AM				07:15 AM				07:15 AM				08:00 AM			
+0 mins.	82	0	50	132	0	195	26	221	1	0	1	2	16	194	0	210
+15 mins.	100	0	53	153	0	195	33	228	0	0	0	0	10	180	1	191
+30 mins.	102	0	68	170	1	167	37	205	0	0	0	0	21	179	1	201
+45 mins.	107	1	46	154	0	166	41	207	0	1	0	1	24	198	0	222
Total Volume	391	1	217	609	1	723	137	861	1	1	1	3	71	751	2	824
% App. Total	64.2	0.2	35.6		0.1	84	15.9		33.3	33.3	33.3		8.6	91.1	0.2	
PHF	.914	.250	.798	.896	.250	.927	.835	.944	.250	.250	.250	.375	.740	.948	.500	.928

City of Cypress
 N/S: Moody Street
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 16_CYP_Moody_Cerritos PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Moody Street Southbound				Cerritos Avenue Westbound				Moody Street Northbound				Cerritos Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	72	0	26	98	1	178	64	243	1	0	0	1	31	235	0	266	608
04:15 PM	54	0	37	91	0	168	69	237	0	0	0	0	49	199	0	248	576
04:30 PM	57	0	35	92	0	169	70	239	0	0	0	0	43	250	0	293	624
04:45 PM	48	0	35	83	0	203	67	270	0	0	0	0	48	202	0	250	603
Total	231	0	133	364	1	718	270	989	1	0	0	1	171	886	0	1057	2411
05:00 PM	59	0	31	90	0	202	87	289	2	1	0	3	45	226	1	272	654
05:15 PM	64	0	41	105	1	200	80	281	0	0	0	0	44	240	0	284	670
05:30 PM	76	0	32	108	0	186	63	249	1	1	0	2	38	195	3	236	595
05:45 PM	54	0	41	95	1	196	75	272	0	0	1	1	42	168	0	210	578
Total	253	0	145	398	2	784	305	1091	3	2	1	6	169	829	4	1002	2497
Grand Total	484	0	278	762	3	1502	575	2080	4	2	1	7	340	1715	4	2059	4908
Apprch %	63.5	0	36.5		0.1	72.2	27.6		57.1	28.6	14.3		16.5	83.3	0.2		
Total %	9.9	0	5.7	15.5	0.1	30.6	11.7	42.4	0.1	0	0	0.1	6.9	34.9	0.1	42	

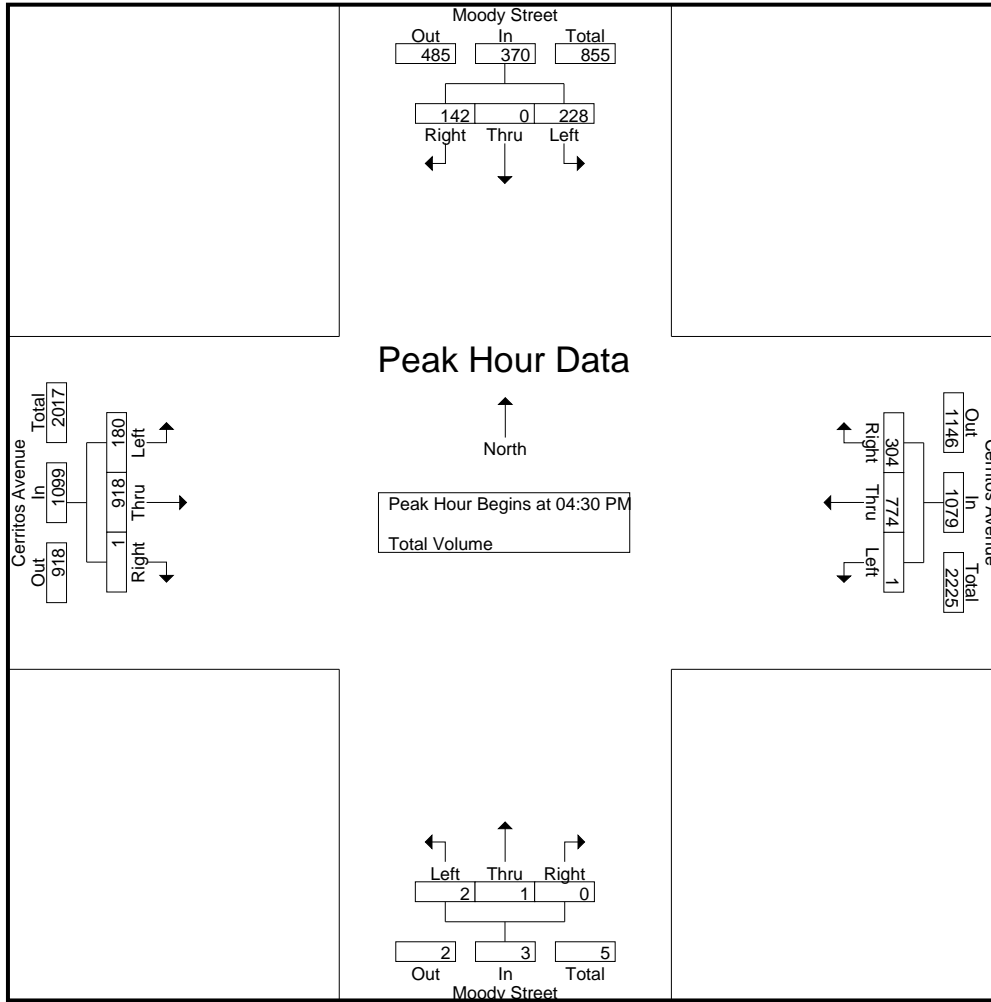
Start Time	Moody Street Southbound				Cerritos Avenue Westbound				Moody Street Northbound				Cerritos Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	57	0	35	92	0	169	70	239	0	0	0	0	43	250	0	293	624
04:45 PM	48	0	35	83	0	203	67	270	0	0	0	0	48	202	0	250	603
05:00 PM	59	0	31	90	0	202	87	289	2	1	0	3	45	226	1	272	654
05:15 PM	64	0	41	105	1	200	80	281	0	0	0	0	44	240	0	284	670
Total Volume	228	0	142	370	1	774	304	1079	2	1	0	3	180	918	1	1099	2551
% App. Total	61.6	0	38.4		0.1	71.7	28.2		66.7	33.3	0		16.4	83.5	0.1		
PHF	.891	.000	.866	.881	.250	.953	.874	.933	.250	.250	.000	.250	.938	.918	.250	.938	.952

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Cypress
 N/S: Moody Street
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 16_CYP_Moody_Cerritos PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				04:30 PM			
+0 mins.	59	0	31	90	0	202	87	289	2	1	0	3	43	250	0	293
+15 mins.	64	0	41	105	1	200	80	281	0	0	0	0	48	202	0	250
+30 mins.	76	0	32	108	0	186	63	249	1	1	0	2	45	226	1	272
+45 mins.	54	0	41	95	1	196	75	272	0	0	1	1	44	240	0	284
Total Volume	253	0	145	398	2	784	305	1091	3	2	1	6	180	918	1	1099
% App. Total	63.6	0	36.4		0.2	71.9	28		50	33.3	16.7		16.4	83.5	0.1	
PHF	.832	.000	.884	.921	.500	.970	.876	.944	.375	.500	.250	.500	.938	.918	.250	.938

City of Cypress
 N/S: Walker Street
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 17_CYP_Walker_Cerritos AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

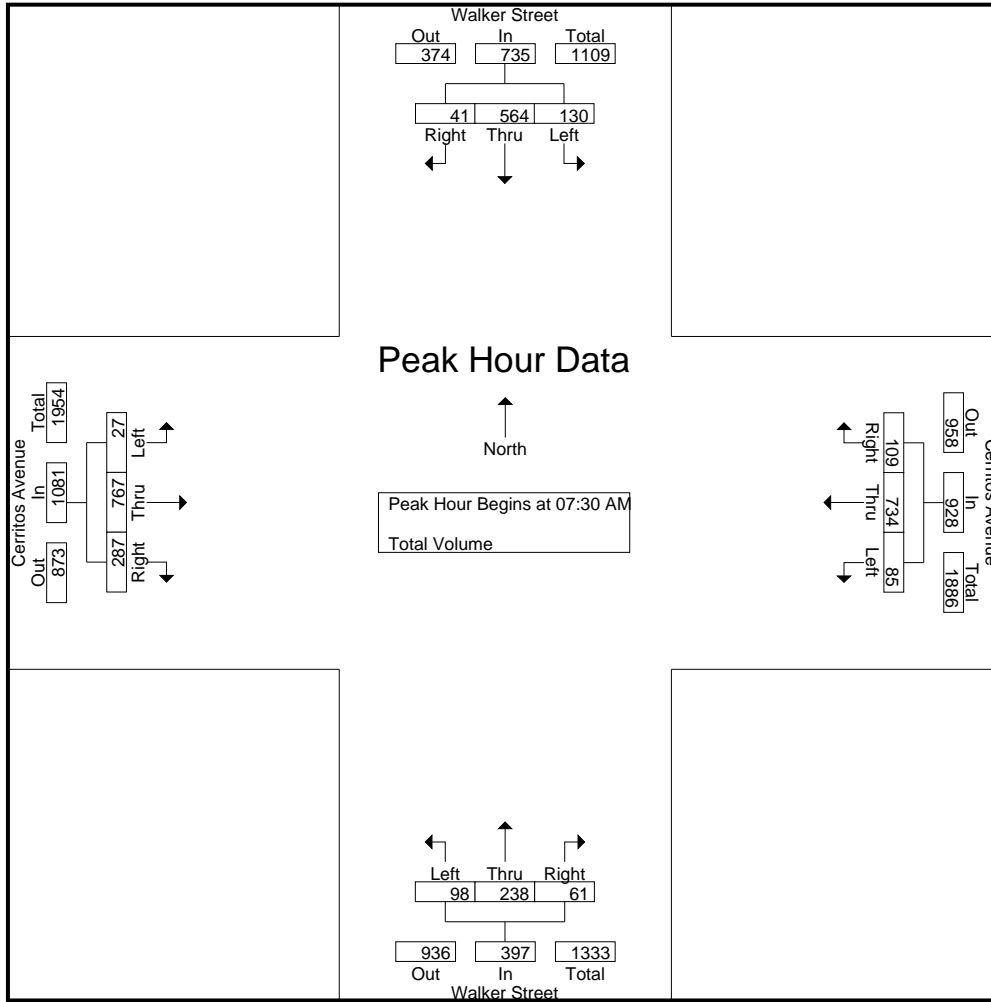
Groups Printed- Total Volume

Start Time	Walker Street Southbound				Cerritos Avenue Westbound				Walker Street Northbound				Cerritos Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	22	108	9	139	9	120	12	141	16	35	17	68	4	131	46	181	529
07:15 AM	21	86	11	118	22	193	12	227	17	43	13	73	1	133	49	183	601
07:30 AM	32	146	12	190	24	187	16	227	25	54	15	94	2	136	78	216	727
07:45 AM	26	141	9	176	25	176	32	233	19	44	13	76	7	201	88	296	781
Total	101	481	41	623	80	676	72	828	77	176	58	311	14	601	261	876	2638
08:00 AM	41	148	11	200	15	169	24	208	25	81	18	124	7	213	69	289	821
08:15 AM	31	129	9	169	21	202	37	260	29	59	15	103	11	217	52	280	812
08:30 AM	27	131	10	168	20	165	19	204	27	57	13	97	5	192	61	258	727
08:45 AM	25	99	10	134	25	161	19	205	16	35	20	71	4	168	74	246	656
Total	124	507	40	671	81	697	99	877	97	232	66	395	27	790	256	1073	3016
Grand Total	225	988	81	1294	161	1373	171	1705	174	408	124	706	41	1391	517	1949	5654
Apprch %	17.4	76.4	6.3		9.4	80.5	10		24.6	57.8	17.6		2.1	71.4	26.5		
Total %	4	17.5	1.4	22.9	2.8	24.3	3	30.2	3.1	7.2	2.2	12.5	0.7	24.6	9.1	34.5	

Start Time	Walker Street Southbound				Cerritos Avenue Westbound				Walker Street Northbound				Cerritos 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	32	146	12	190	24	187	16	227	25	54	15	94	2	136	78	216	727
07:45 AM	26	141	9	176	25	176	32	233	19	44	13	76	7	201	88	296	781
08:00 AM	41	148	11	200	15	169	24	208	25	81	18	124	7	213	69	289	821
08:15 AM	31	129	9	169	21	202	37	260	29	59	15	103	11	217	52	280	812
Total Volume	130	564	41	735	85	734	109	928	98	238	61	397	27	767	287	1081	3141
% App. Total	17.7	76.7	5.6		9.2	79.1	11.7		24.7	59.9	15.4		2.5	71	26.5		
PHF	.793	.953	.854	.919	.850	.908	.736	.892	.845	.735	.847	.800	.614	.884	.815	.913	.956

City of Cypress
 N/S: Walker Street
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 17_CYP_Walker_Cerritos AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:30 AM				07:30 AM				07:45 AM				07:45 AM			
+0 mins.	32	146	12	190	24	187	16	227	19	44	13	76	7	201	88	296
+15 mins.	26	141	9	176	25	176	32	233	25	81	18	124	7	213	69	289
+30 mins.	41	148	11	200	15	169	24	208	29	59	15	103	11	217	52	280
+45 mins.	31	129	9	169	21	202	37	260	27	57	13	97	5	192	61	258
Total Volume	130	564	41	735	85	734	109	928	100	241	59	400	30	823	270	1123
% App. Total	17.7	76.7	5.6		9.2	79.1	11.7		25	60.2	14.8		2.7	73.3	24	
PHF	.793	.953	.854	.919	.850	.908	.736	.892	.862	.744	.819	.806	.682	.948	.767	.948

City of Cypress
 N/S: Walker Street
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 17_CYP_Walker_Cerritos PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Walker Street Southbound				Cerritos Avenue Westbound				Walker Street Northbound				Cerritos Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	40	112	12	164	21	166	34	221	69	144	40	253	15	221	57	293	931
04:15 PM	19	90	10	119	15	183	30	228	44	121	35	200	13	215	48	276	823
04:30 PM	33	108	8	149	24	179	32	235	61	125	32	218	12	220	42	274	876
04:45 PM	29	115	12	156	24	199	29	252	53	133	36	222	11	198	51	260	890
Total	121	425	42	588	84	727	125	936	227	523	143	893	51	854	198	1103	3520
05:00 PM	26	106	24	156	16	183	35	234	88	144	49	281	26	220	54	300	971
05:15 PM	32	95	11	138	28	215	41	284	52	142	41	235	22	212	53	287	944
05:30 PM	23	112	21	156	26	173	43	242	65	148	34	247	18	194	56	268	913
05:45 PM	24	106	19	149	18	189	27	234	59	117	31	207	10	177	43	230	820
Total	105	419	75	599	88	760	146	994	264	551	155	970	76	803	206	1085	3648
Grand Total	226	844	117	1187	172	1487	271	1930	491	1074	298	1863	127	1657	404	2188	7168
Apprch %	19	71.1	9.9		8.9	77	14		26.4	57.6	16		5.8	75.7	18.5		
Total %	3.2	11.8	1.6	16.6	2.4	20.7	3.8	26.9	6.8	15	4.2	26	1.8	23.1	5.6	30.5	

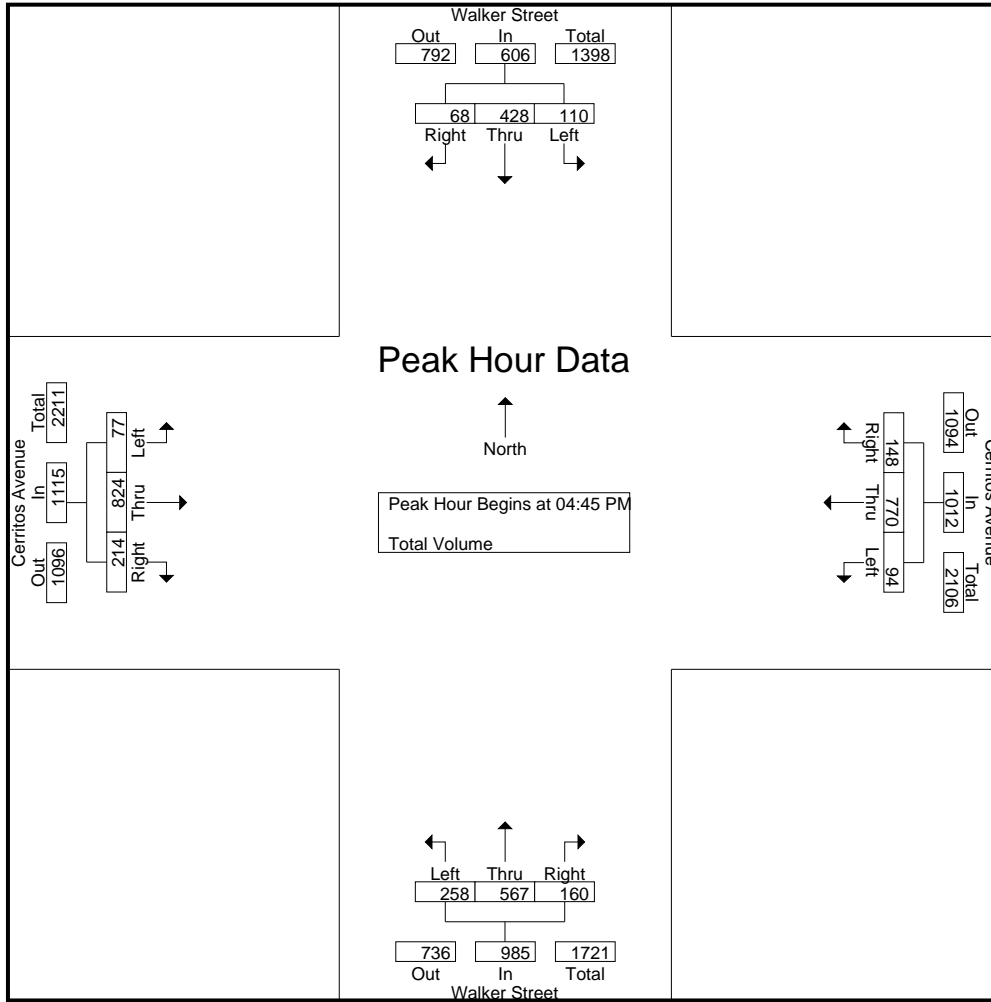
Start Time	Walker Street Southbound				Cerritos Avenue Westbound				Walker Street Northbound				Cerritos Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	29	115	12	156	24	199	29	252	53	133	36	222	11	198	51	260	890
05:00 PM	26	106	24	156	16	183	35	234	88	144	49	281	26	220	54	300	971
05:15 PM	32	95	11	138	28	215	41	284	52	142	41	235	22	212	53	287	944
05:30 PM	23	112	21	156	26	173	43	242	65	148	34	247	18	194	56	268	913
Total Volume	110	428	68	606	94	770	148	1012	258	567	160	985	77	824	214	1115	3718
% App. Total	18.2	70.6	11.2		9.3	76.1	14.6		26.2	57.6	16.2		6.9	73.9	19.2		
PHF	.859	.930	.708	.971	.839	.895	.860	.891	.733	.958	.816	.876	.740	.936	.955	.929	.957

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Cypress
 N/S: Walker Street
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 17_CYP_Walker_Cerritos PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:30 PM			
+0 mins.	29	115	12	156	24	199	29	252	53	133	36	222	12	220	42	274
+15 mins.	26	106	24	156	16	183	35	234	88	144	49	281	11	198	51	260
+30 mins.	32	95	11	138	28	215	41	284	52	142	41	235	26	220	54	300
+45 mins.	23	112	21	156	26	173	43	242	65	148	34	247	22	212	53	287
Total Volume	110	428	68	606	94	770	148	1012	258	567	160	985	71	850	200	1121
% App. Total	18.2	70.6	11.2		9.3	76.1	14.6		26.2	57.6	16.2		6.3	75.8	17.8	
PHF	.859	.930	.708	.971	.839	.895	.860	.891	.733	.958	.816	.876	.683	.966	.926	.934

City of Cypress
 N/S: Valley View Street
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 18_CYP_Valley_Cerritos AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Valley View Street Southbound				Cerritos Avenue Westbound				Valley View Street Northbound				Cerritos Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	40	264	16	320	20	87	18	125	30	165	8	203	17	75	64	156	804
07:15 AM	52	281	22	355	19	125	28	172	61	220	8	289	25	68	45	138	954
07:30 AM	52	324	21	397	38	139	20	197	43	221	16	280	29	75	60	164	1038
07:45 AM	67	368	29	464	35	106	20	161	61	268	9	338	25	80	73	178	1141
Total	211	1237	88	1536	112	457	86	655	195	874	41	1110	96	298	242	636	3937
08:00 AM	68	239	19	326	26	154	41	221	45	249	7	301	29	128	83	240	1088
08:15 AM	80	336	36	452	22	113	26	161	50	217	14	281	34	121	73	228	1122
08:30 AM	60	249	21	330	27	112	32	171	48	171	12	231	31	125	73	229	961
08:45 AM	53	264	25	342	21	109	29	159	44	241	13	298	31	73	55	159	958
Total	261	1088	101	1450	96	488	128	712	187	878	46	1111	125	447	284	856	4129
Grand Total	472	2325	189	2986	208	945	214	1367	382	1752	87	2221	221	745	526	1492	8066
Apprch %	15.8	77.9	6.3		15.2	69.1	15.7		17.2	78.9	3.9		14.8	49.9	35.3		
Total %	5.9	28.8	2.3	37	2.6	11.7	2.7	16.9	4.7	21.7	1.1	27.5	2.7	9.2	6.5	18.5	

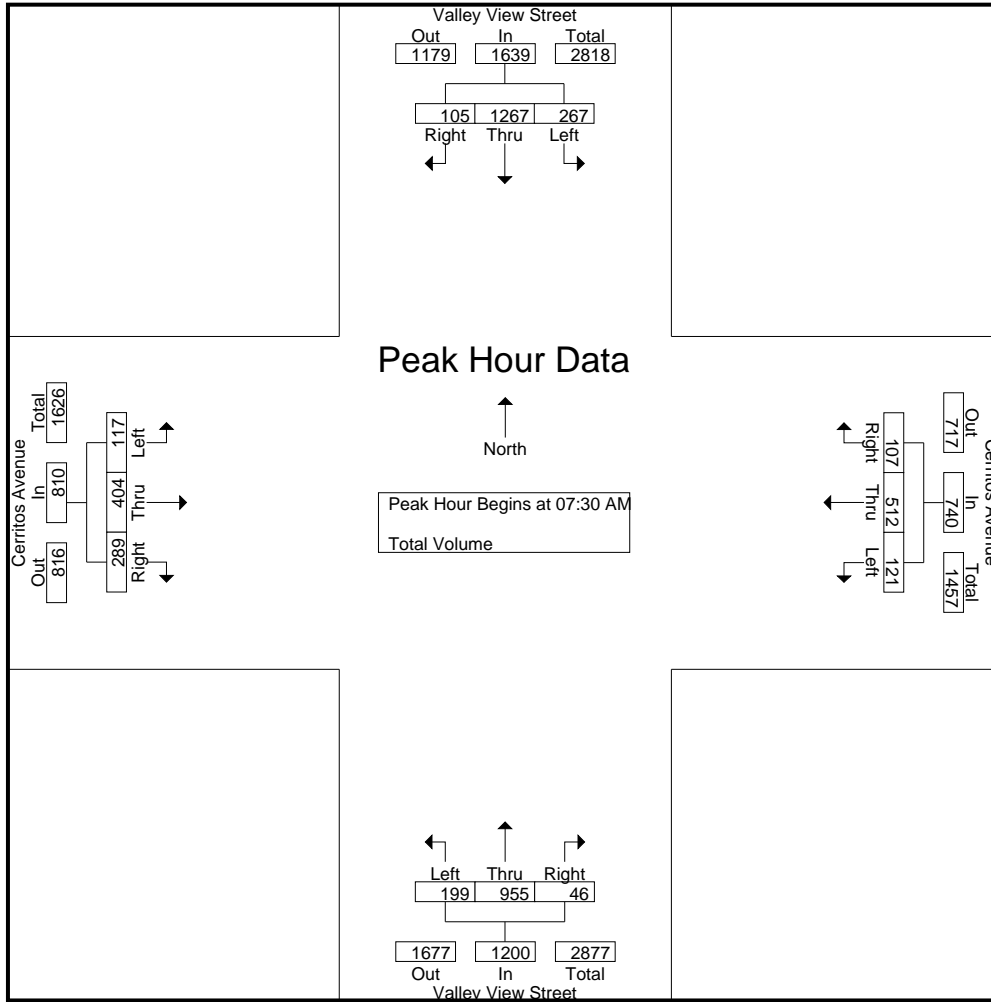
Start Time	Valley View Street Southbound				Cerritos Avenue Westbound				Valley View Street Northbound				Cerritos Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	52	324	21	397	38	139	20	197	43	221	16	280	29	75	60	164	1038
07:45 AM	67	368	29	464	35	106	20	161	61	268	9	338	25	80	73	178	1141
08:00 AM	68	239	19	326	26	154	41	221	45	249	7	301	29	128	83	240	1088
08:15 AM	80	336	36	452	22	113	26	161	50	217	14	281	34	121	73	228	1122
Total Volume	267	1267	105	1639	121	512	107	740	199	955	46	1200	117	404	289	810	4389
% App. Total	16.3	77.3	6.4		16.4	69.2	14.5		16.6	79.6	3.8		14.4	49.9	35.7		
PHF	.834	.861	.729	.883	.796	.831	.652	.837	.816	.891	.719	.888	.860	.789	.870	.844	.962

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

City of Cypress
 N/S: Valley View Street
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 18_CYP_Valley_Cerritos AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:30 AM				07:15 AM				07:15 AM				07:45 AM			
+0 mins.	52	324	21	397	19	125	28	172	61	220	8	289	25	80	73	178
+15 mins.	67	368	29	464	38	139	20	197	43	221	16	280	29	128	83	240
+30 mins.	68	239	19	326	35	106	20	161	61	268	9	338	34	121	73	228
+45 mins.	80	336	36	452	26	154	41	221	45	249	7	301	31	125	73	229
Total Volume	267	1267	105	1639	118	524	109	751	210	958	40	1208	119	454	302	875
% App. Total	16.3	77.3	6.4		15.7	69.8	14.5		17.4	79.3	3.3		13.6	51.9	34.5	
PHF	.834	.861	.729	.883	.776	.851	.665	.850	.861	.894	.625	.893	.875	.887	.910	.911

City of Cypress
 N/S: Valley View Street
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 18_CYP_Valley_Cerritos PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Valley View Street Southbound				Cerritos Avenue Westbound				Valley View Street Northbound				Cerritos Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	33	235	45	313	19	129	17	165	51	287	27	365	74	159	52	285	1128
04:15 PM	35	252	54	341	21	94	25	140	66	401	35	502	49	127	51	227	1210
04:30 PM	36	270	45	351	22	112	36	170	72	346	40	458	65	168	53	286	1265
04:45 PM	43	316	61	420	29	97	32	158	70	385	38	493	48	129	50	227	1298
Total	147	1073	205	1425	91	432	110	633	259	1419	140	1818	236	583	206	1025	4901
05:00 PM	39	283	52	374	23	134	29	186	62	380	42	484	68	174	48	290	1334
05:15 PM	32	311	58	401	18	115	24	157	75	430	47	552	60	150	36	246	1356
05:30 PM	26	258	53	337	24	113	24	161	76	404	36	516	62	146	86	294	1308
05:45 PM	31	244	45	320	27	110	27	164	82	427	35	544	39	119	41	199	1227
Total	128	1096	208	1432	92	472	104	668	295	1641	160	2096	229	589	211	1029	5225
Grand Total	275	2169	413	2857	183	904	214	1301	554	3060	300	3914	465	1172	417	2054	10126
Apprch %	9.6	75.9	14.5		14.1	69.5	16.4		14.2	78.2	7.7		22.6	57.1	20.3		
Total %	2.7	21.4	4.1	28.2	1.8	8.9	2.1	12.8	5.5	30.2	3	38.7	4.6	11.6	4.1	20.3	

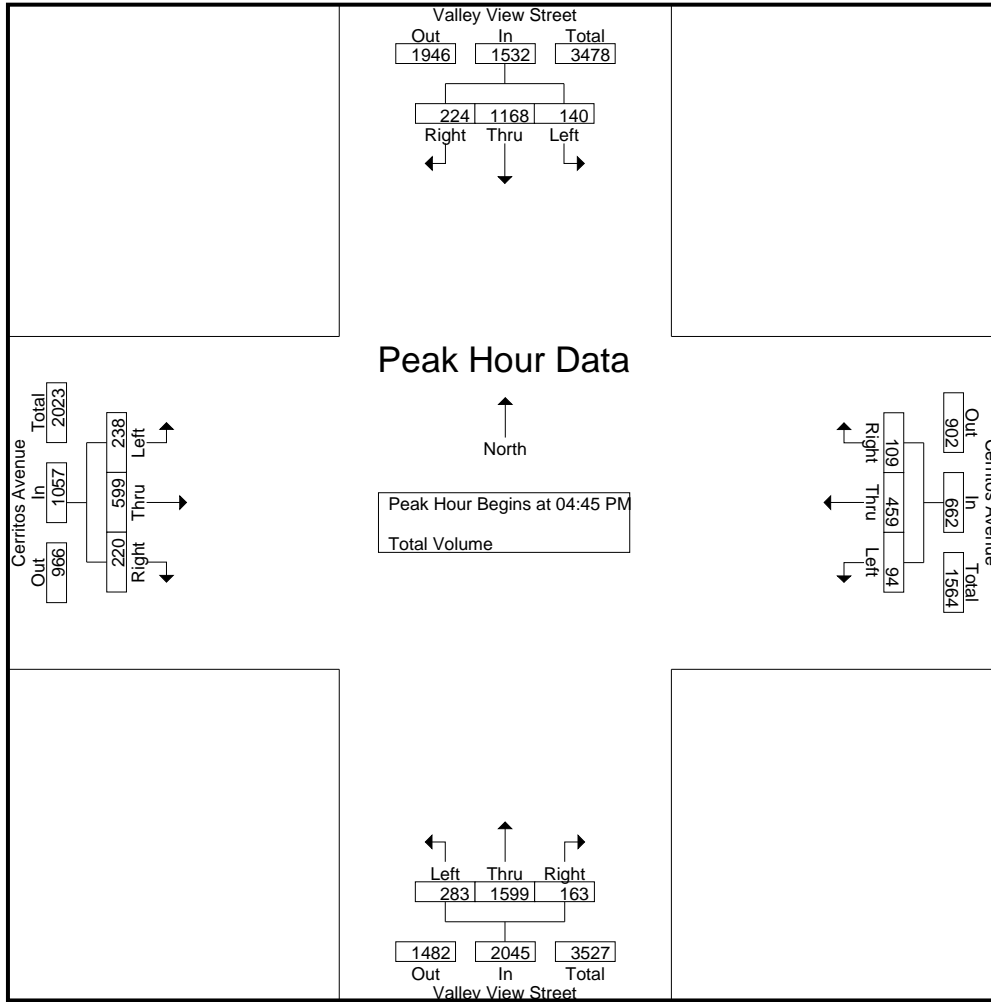
Start Time	Valley View Street Southbound				Cerritos Avenue Westbound				Valley View Street Northbound				Cerritos Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	43	316	61	420	29	97	32	158	70	385	38	493	48	129	50	227	1298
05:00 PM	39	283	52	374	23	134	29	186	62	380	42	484	68	174	48	290	1334
05:15 PM	32	311	58	401	18	115	24	157	75	430	47	552	60	150	36	246	1356
05:30 PM	26	258	53	337	24	113	24	161	76	404	36	516	62	146	86	294	1308
Total Volume	140	1168	224	1532	94	459	109	662	283	1599	163	2045	238	599	220	1057	5296
% App. Total	9.1	76.2	14.6		14.2	69.3	16.5		13.8	78.2	8		22.5	56.7	20.8		
PHF	.814	.924	.918	.912	.810	.856	.852	.890	.931	.930	.867	.926	.875	.861	.640	.899	.976

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Cypress
 N/S: Valley View Street
 E/W: Cerritos Avenue
 Weather: Clear

File Name : 18_CYP_Valley_Cerritos PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:30 PM				04:30 PM				05:00 PM				04:45 PM			
+0 mins.	36	270	45	351	22	112	36	170	62	380	42	484	48	129	50	227
+15 mins.	43	316	61	420	29	97	32	158	75	430	47	552	68	174	48	290
+30 mins.	39	283	52	374	23	134	29	186	76	404	36	516	60	150	36	246
+45 mins.	32	311	58	401	18	115	24	157	82	427	35	544	62	146	86	294
Total Volume	150	1180	216	1546	92	458	121	671	295	1641	160	2096	238	599	220	1057
% App. Total	9.7	76.3	14		13.7	68.3	18		14.1	78.3	7.6		22.5	56.7	20.8	
PHF	.872	.934	.885	.920	.793	.854	.840	.902	.899	.954	.851	.949	.875	.861	.640	.899

City of Cypress
 N/S: Lexington Drive
 E/W: Katella Avenue
 Weather: Clear

File Name : 19_CYP_Lexington_Kat AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Lexington Drive Southbound				Katella Avenue Westbound				Lexington Drive 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	
07:00 AM	8	0	12	20	25	173	18	216	15	4	22	41	7	199	22	228	505
07:15 AM	15	0	10	25	28	239	14	281	25	12	15	52	11	248	28	287	645
07:30 AM	14	1	25	40	35	337	25	397	27	15	23	65	22	273	32	327	829
07:45 AM	24	8	30	62	20	286	21	327	17	10	19	46	22	252	37	311	746
Total	61	9	77	147	108	1035	78	1221	84	41	79	204	62	972	119	1153	2725
08:00 AM	23	2	18	43	35	248	13	296	11	8	27	46	29	295	37	361	746
08:15 AM	19	2	24	45	36	219	15	270	11	3	19	33	31	300	29	360	708
08:30 AM	18	1	25	44	27	226	13	266	17	5	18	40	20	251	26	297	647
08:45 AM	21	3	12	36	36	220	12	268	22	5	16	43	14	266	41	321	668
Total	81	8	79	168	134	913	53	1100	61	21	80	162	94	1112	133	1339	2769
Grand Total	142	17	156	315	242	1948	131	2321	145	62	159	366	156	2084	252	2492	5494
Apprch %	45.1	5.4	49.5		10.4	83.9	5.6		39.6	16.9	43.4		6.3	83.6	10.1		
Total %	2.6	0.3	2.8	5.7	4.4	35.5	2.4	42.2	2.6	1.1	2.9	6.7	2.8	37.9	4.6	45.4	

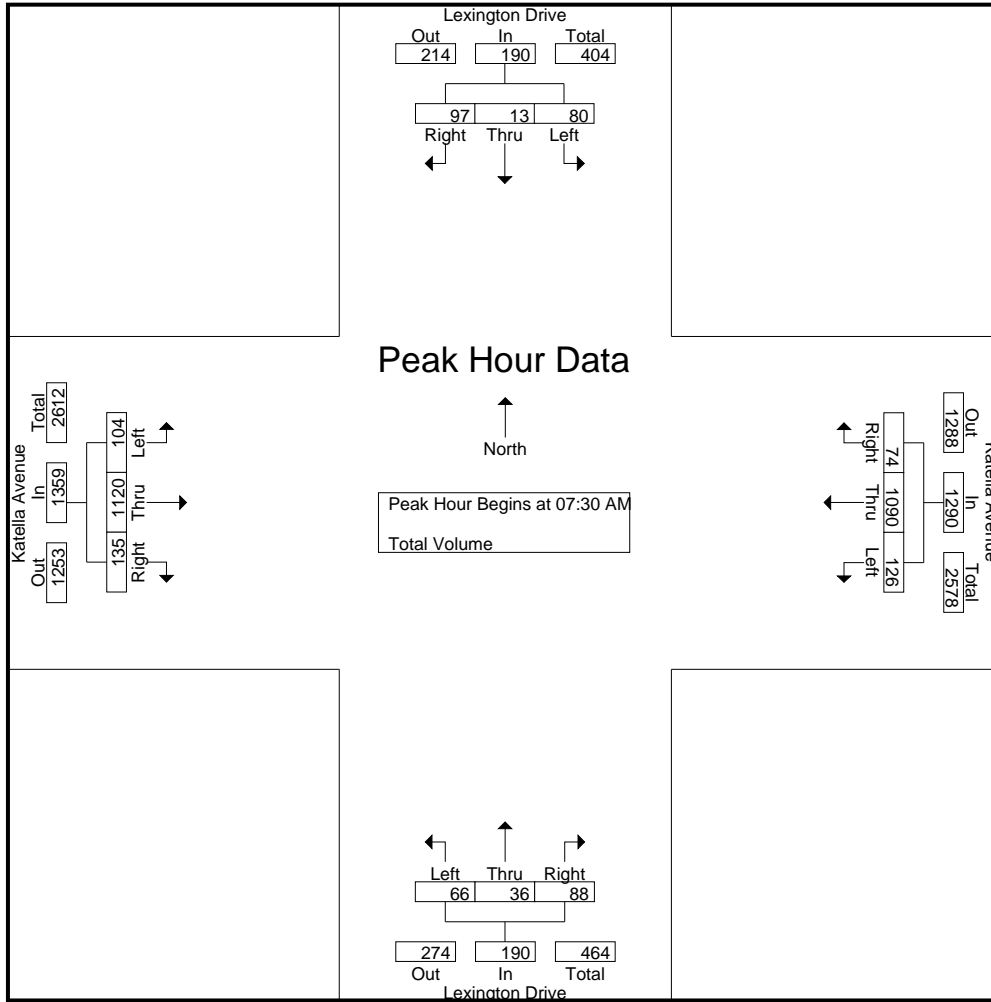
Start Time	Lexington Drive Southbound				Katella Avenue Westbound				Lexington Drive Northbound				Katella Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	14	1	25	40	35	337	25	397	27	15	23	65	22	273	32	327	829
07:45 AM	24	8	30	62	20	286	21	327	17	10	19	46	22	252	37	311	746
08:00 AM	23	2	18	43	35	248	13	296	11	8	27	46	29	295	37	361	746
08:15 AM	19	2	24	45	36	219	15	270	11	3	19	33	31	300	29	360	708
Total Volume	80	13	97	190	126	1090	74	1290	66	36	88	190	104	1120	135	1359	3029
% App. Total	42.1	6.8	51.1		9.8	84.5	5.7		34.7	18.9	46.3		7.7	82.4	9.9		
PHF	.833	.406	.808	.766	.875	.809	.740	.812	.611	.600	.815	.731	.839	.933	.912	.941	.913

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

City of Cypress
 N/S: Lexington Drive
 E/W: Katella Avenue
 Weather: Clear

File Name : 19_CYP_Lexington_Kat AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:45 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	24	8	30	62	28	239	14	281	25	12	15	52	22	273	32	327
+15 mins.	23	2	18	43	35	337	25	397	27	15	23	65	22	252	37	311
+30 mins.	19	2	24	45	20	286	21	327	17	10	19	46	29	295	37	361
+45 mins.	18	1	25	44	35	248	13	296	11	8	27	46	31	300	29	360
Total Volume	84	13	97	194	118	1110	73	1301	80	45	84	209	104	1120	135	1359
% App. Total	43.3	6.7	50		9.1	85.3	5.6		38.3	21.5	40.2		7.7	82.4	9.9	
PHF	.875	.406	.808	.782	.843	.823	.730	.819	.741	.750	.778	.804	.839	.933	.912	.941

City of Cypress
 N/S: Lexington Drive
 E/W: Katella Avenue
 Weather: Clear

File Name : 19_CYP_Lexington_Kat PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Lexington Drive Southbound				Katella Avenue Westbound				Lexington Drive 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	
04:00 PM	28	2	26	56	29	306	15	350	35	10	33	78	20	342	16	378	862
04:15 PM	14	1	24	39	24	284	17	325	30	12	58	100	22	360	8	390	854
04:30 PM	33	2	22	57	8	303	20	331	30	10	52	92	25	330	17	372	852
04:45 PM	17	4	18	39	22	308	18	348	22	9	41	72	18	309	13	340	799
Total	92	9	90	191	83	1201	70	1354	117	41	184	342	85	1341	54	1480	3367
05:00 PM	18	4	18	40	24	368	24	416	31	8	43	82	28	364	11	403	941
05:15 PM	19	2	16	37	26	287	16	329	22	7	23	52	22	302	16	340	758
05:30 PM	18	2	24	44	25	321	22	368	25	10	30	65	22	375	18	415	892
05:45 PM	18	1	14	33	20	254	13	287	17	9	20	46	18	274	18	310	676
Total	73	9	72	154	95	1230	75	1400	95	34	116	245	90	1315	63	1468	3267
Grand Total	165	18	162	345	178	2431	145	2754	212	75	300	587	175	2656	117	2948	6634
Apprch %	47.8	5.2	47		6.5	88.3	5.3		36.1	12.8	51.1		5.9	90.1	4		
Total %	2.5	0.3	2.4	5.2	2.7	36.6	2.2	41.5	3.2	1.1	4.5	8.8	2.6	40	1.8	44.4	

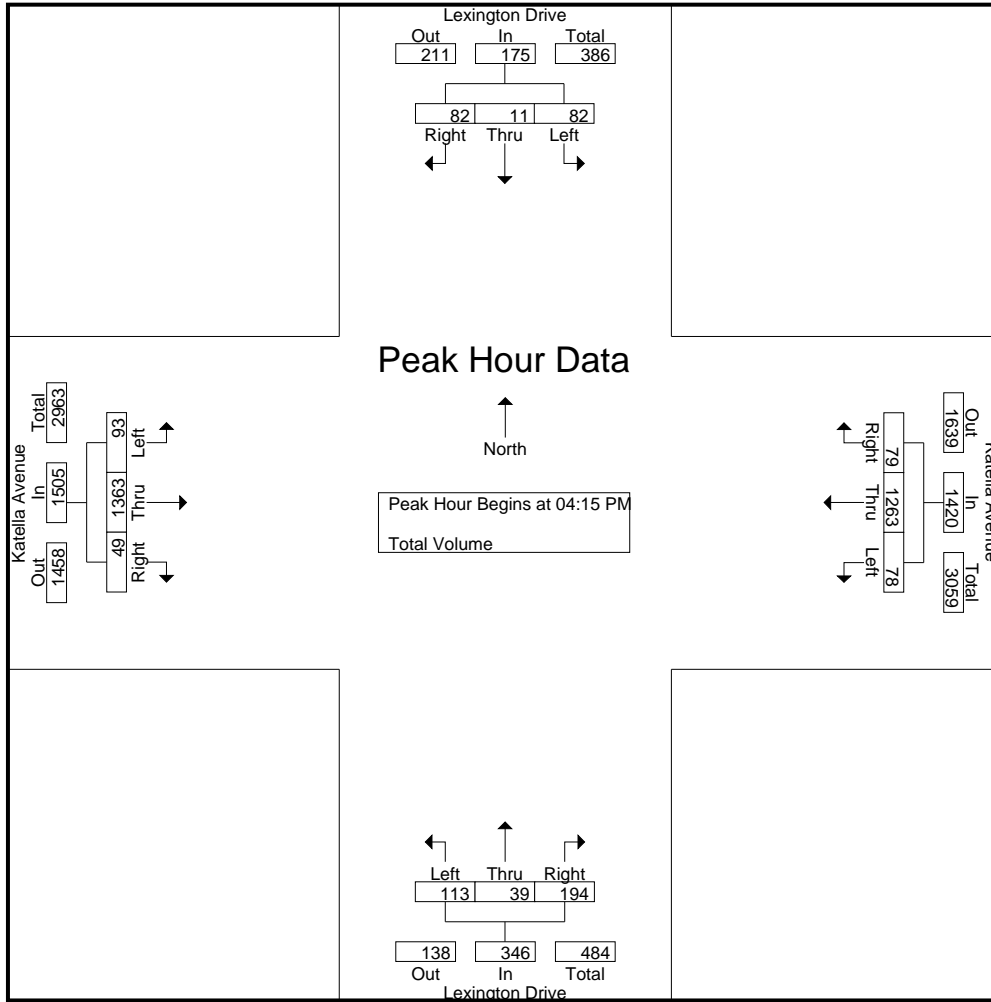
Start Time	Lexington Drive Southbound				Katella Avenue Westbound				Lexington Drive Northbound				Katella Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	14	1	24	39	24	284	17	325	30	12	58	100	22	360	8	390	854
04:30 PM	33	2	22	57	8	303	20	331	30	10	52	92	25	330	17	372	852
04:45 PM	17	4	18	39	22	308	18	348	22	9	41	72	18	309	13	340	799
05:00 PM	18	4	18	40	24	368	24	416	31	8	43	82	28	364	11	403	941
Total Volume	82	11	82	175	78	1263	79	1420	113	39	194	346	93	1363	49	1505	3446
% App. Total	46.9	6.3	46.9		5.5	88.9	5.6		32.7	11.3	56.1		6.2	90.6	3.3		
PHF	.621	.688	.854	.768	.813	.858	.823	.853	.911	.813	.836	.865	.830	.936	.721	.934	.916

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of Cypress
 N/S: Lexington Drive
 E/W: Katella Avenue
 Weather: Clear

File Name : 19_CYP_Lexington_Kat PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:00 PM				04:45 PM				04:15 PM				04:15 PM			
+0 mins.	28	2	26	56	22	308	18	348	30	12	58	100	22	360	8	390
+15 mins.	14	1	24	39	24	368	24	416	30	10	52	92	25	330	17	372
+30 mins.	33	2	22	57	26	287	16	329	22	9	41	72	18	309	13	340
+45 mins.	17	4	18	39	25	321	22	368	31	8	43	82	28	364	11	403
Total Volume	92	9	90	191	97	1284	80	1461	113	39	194	346	93	1363	49	1505
% App. Total	48.2	4.7	47.1		6.6	87.9	5.5		32.7	11.3	56.1		6.2	90.6	3.3	
PHF	.697	.563	.865	.838	.933	.872	.833	.878	.911	.813	.836	.865	.830	.936	.721	.934

City of Cypress
 N/S: Race Track/Siboney Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 20_CYP_Siboney_Kat AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

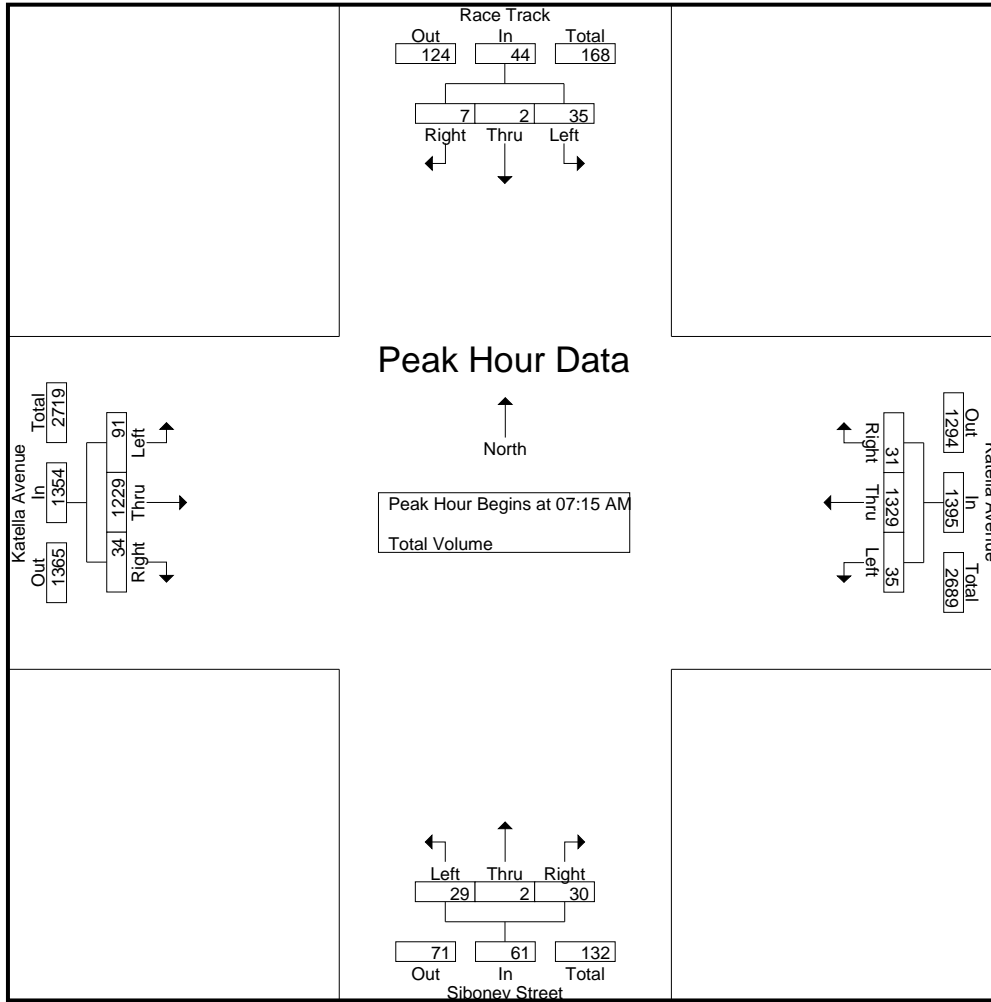
Start Time	Race Track Southbound				Katella Avenue Westbound				Siboney Street Northbound				Katella Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	0	1	4	6	215	12	233	5	0	7	12	16	205	2	223	472
07:15 AM	8	1	0	9	10	321	5	336	6	0	5	11	19	288	8	315	671
07:30 AM	6	0	3	9	6	378	9	393	8	2	11	21	24	281	8	313	736
07:45 AM	12	1	2	15	12	338	7	357	6	0	8	14	25	345	7	377	763
Total	29	2	6	37	34	1252	33	1319	25	2	31	58	84	1119	25	1228	2642
08:00 AM	9	0	2	11	7	292	10	309	9	0	6	15	23	315	11	349	684
08:15 AM	9	0	4	13	11	263	9	283	10	1	8	19	23	289	10	322	637
08:30 AM	8	0	6	14	10	281	8	299	7	0	8	15	21	245	15	281	609
08:45 AM	22	0	2	24	24	245	4	273	9	0	6	15	24	243	15	282	594
Total	48	0	14	62	52	1081	31	1164	35	1	28	64	91	1092	51	1234	2524
Grand Total	77	2	20	99	86	2333	64	2483	60	3	59	122	175	2211	76	2462	5166
Apprch %	77.8	2	20.2		3.5	94	2.6		49.2	2.5	48.4		7.1	89.8	3.1		
Total %	1.5	0	0.4	1.9	1.7	45.2	1.2	48.1	1.2	0.1	1.1	2.4	3.4	42.8	1.5	47.7	

Start Time	Race Track Southbound				Katella Avenue Westbound				Siboney 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	
07:15 AM	8	1	0	9	10	321	5	336	6	0	5	11	19	288	8	315	671
07:30 AM	6	0	3	9	6	378	9	393	8	2	11	21	24	281	8	313	736
07:45 AM	12	1	2	15	12	338	7	357	6	0	8	14	25	345	7	377	763
08:00 AM	9	0	2	11	7	292	10	309	9	0	6	15	23	315	11	349	684
Total Volume	35	2	7	44	35	1329	31	1395	29	2	30	61	91	1229	34	1354	2854
% App. Total	79.5	4.5	15.9		2.5	95.3	2.2		47.5	3.3	49.2		6.7	90.8	2.5		
PHF	.729	.500	.583	.733	.729	.879	.775	.887	.806	.250	.682	.726	.910	.891	.773	.898	.935

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Cypress
 N/S: Race Track/Siboney Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 20_CYP_Siboney_Kat AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	08:00 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	9	0	2	11	10	321	5	336	8	2	11	21	24	281	8	313
+15 mins.	9	0	4	13	6	378	9	393	6	0	8	14	25	345	7	377
+30 mins.	8	0	6	14	12	338	7	357	9	0	6	15	23	315	11	349
+45 mins.	22	0	2	24	7	292	10	309	10	1	8	19	23	289	10	322
Total Volume	48	0	14	62	35	1329	31	1395	33	3	33	69	95	1230	36	1361
% App. Total	77.4	0	22.6		2.5	95.3	2.2		47.8	4.3	47.8		7	90.4	2.6	
PHF	.545	.000	.583	.646	.729	.879	.775	.887	.825	.375	.750	.821	.950	.891	.818	.903

City of Cypress
 N/S: Race Track/Siboney Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 20_CYP_Siboney_Kat PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Race Track Southbound				Katella Avenue Westbound				Siboney 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	
04:00 PM	16	0	12	28	7	326	7	340	6	2	5	13	29	424	8	461	842
04:15 PM	23	1	7	31	14	292	11	317	11	1	6	18	32	390	7	429	795
04:30 PM	17	0	8	25	15	342	10	367	9	0	12	21	42	372	8	422	835
04:45 PM	21	1	14	36	11	354	7	372	14	0	10	24	26	334	8	368	800
Total	77	2	41	120	47	1314	35	1396	40	3	33	76	129	1520	31	1680	3272
05:00 PM	19	0	12	31	14	385	9	408	20	1	7	28	30	393	10	433	900
05:15 PM	15	0	15	30	14	328	13	355	9	0	13	22	20	334	5	359	766
05:30 PM	17	3	5	25	10	343	10	363	8	2	11	21	20	393	5	418	827
05:45 PM	25	0	5	30	7	242	13	262	10	2	10	22	19	309	6	334	648
Total	76	3	37	116	45	1298	45	1388	47	5	41	93	89	1429	26	1544	3141
Grand Total	153	5	78	236	92	2612	80	2784	87	8	74	169	218	2949	57	3224	6413
Apprch %	64.8	2.1	33.1		3.3	93.8	2.9		51.5	4.7	43.8		6.8	91.5	1.8		
Total %	2.4	0.1	1.2	3.7	1.4	40.7	1.2	43.4	1.4	0.1	1.2	2.6	3.4	46	0.9	50.3	

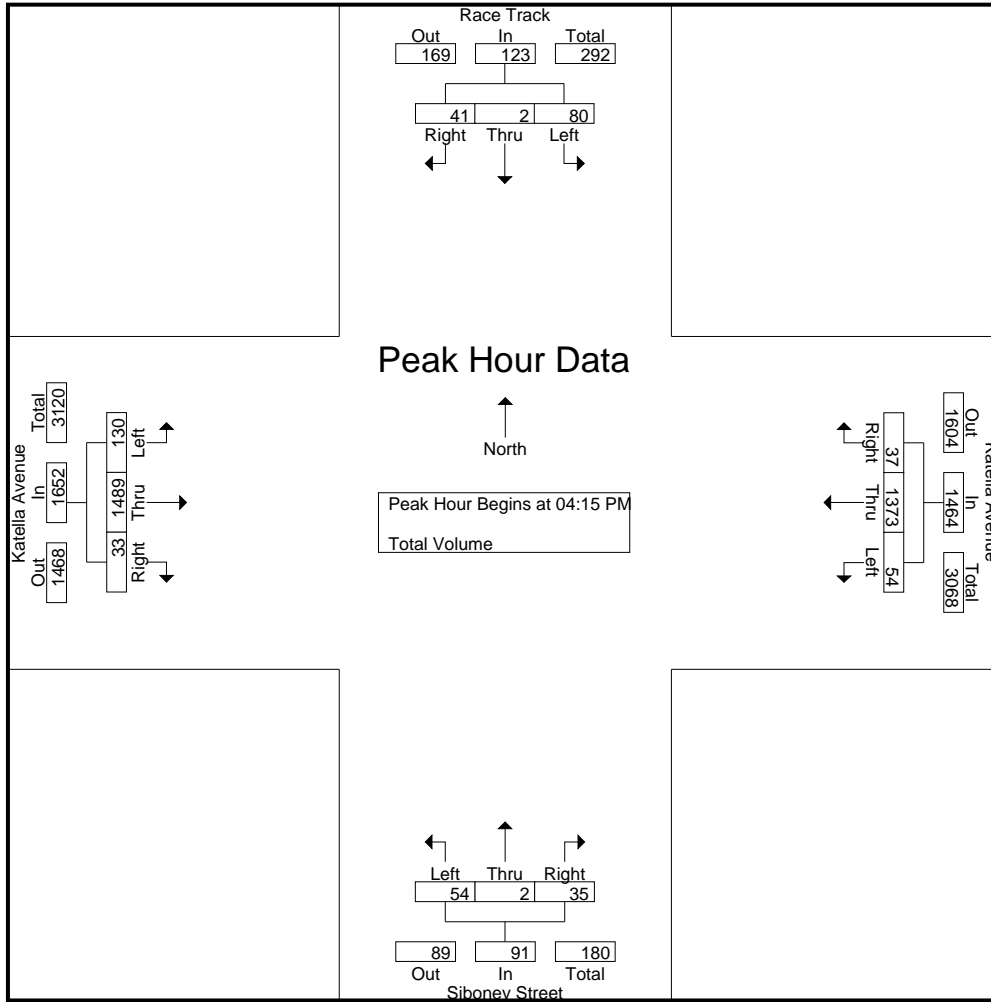
Start Time	Race Track Southbound				Katella Avenue Westbound				Siboney Street Northbound				Katella Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	23	1	7	31	14	292	11	317	11	1	6	18	32	390	7	429	795
04:30 PM	17	0	8	25	15	342	10	367	9	0	12	21	42	372	8	422	835
04:45 PM	21	1	14	36	11	354	7	372	14	0	10	24	26	334	8	368	800
05:00 PM	19	0	12	31	14	385	9	408	20	1	7	28	30	393	10	433	900
Total Volume	80	2	41	123	54	1373	37	1464	54	2	35	91	130	1489	33	1652	3330
% App. Total	65	1.6	33.3		3.7	93.8	2.5		59.3	2.2	38.5		7.9	90.1	2		
PHF	.870	.500	.732	.854	.900	.892	.841	.897	.675	.500	.729	.813	.774	.947	.825	.954	.925

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of Cypress
 N/S: Race Track/Siboney Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 20_CYP_Siboney_Kat PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:15 PM				04:30 PM				04:30 PM				04:00 PM			
+0 mins.	23	1	7	31	15	342	10	367	9	0	12	21	29	424	8	461
+15 mins.	17	0	8	25	11	354	7	372	14	0	10	24	32	390	7	429
+30 mins.	21	1	14	36	14	385	9	408	20	1	7	28	42	372	8	422
+45 mins.	19	0	12	31	14	328	13	355	9	0	13	22	26	334	8	368
Total Volume	80	2	41	123	54	1409	39	1502	52	1	42	95	129	1520	31	1680
% App. Total	65	1.6	33.3		3.6	93.8	2.6		54.7	1.1	44.2		7.7	90.5	1.8	
PHF	.870	.500	.732	.854	.900	.915	.750	.920	.650	.250	.808	.848	.768	.896	.969	.911

City of Cypress
 N/S: Walker Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 21_CYP_Walker_Kat AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Walker Street Southbound				Katella Avenue Westbound				GES Driveway 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	
07:00 AM	105	0	39	144	0	225	40	265	0	0	2	2	44	178	0	222	633
07:15 AM	106	0	51	157	0	286	53	339	1	0	0	1	54	241	1	296	793
07:30 AM	123	0	51	174	5	357	77	439	0	0	1	1	38	260	2	300	914
07:45 AM	134	0	54	188	1	309	73	383	0	0	0	0	50	262	0	312	883
Total	468	0	195	663	6	1177	243	1426	1	0	3	4	186	941	3	1130	3223
08:00 AM	136	0	52	188	0	276	98	374	0	0	2	2	64	274	2	340	904
08:15 AM	116	0	61	177	3	251	55	309	1	0	0	1	69	255	0	324	811
08:30 AM	108	0	55	163	2	303	58	363	0	0	0	0	49	178	0	227	753
08:45 AM	101	0	51	152	0	262	46	308	1	0	1	2	63	230	1	294	756
Total	461	0	219	680	5	1092	257	1354	2	0	3	5	245	937	3	1185	3224
Grand Total	929	0	414	1343	11	2269	500	2780	3	0	6	9	431	1878	6	2315	6447
Apprch %	69.2	0	30.8		0.4	81.6	18		33.3	0	66.7		18.6	81.1	0.3		
Total %	14.4	0	6.4	20.8	0.2	35.2	7.8	43.1	0	0	0.1	0.1	6.7	29.1	0.1	35.9	

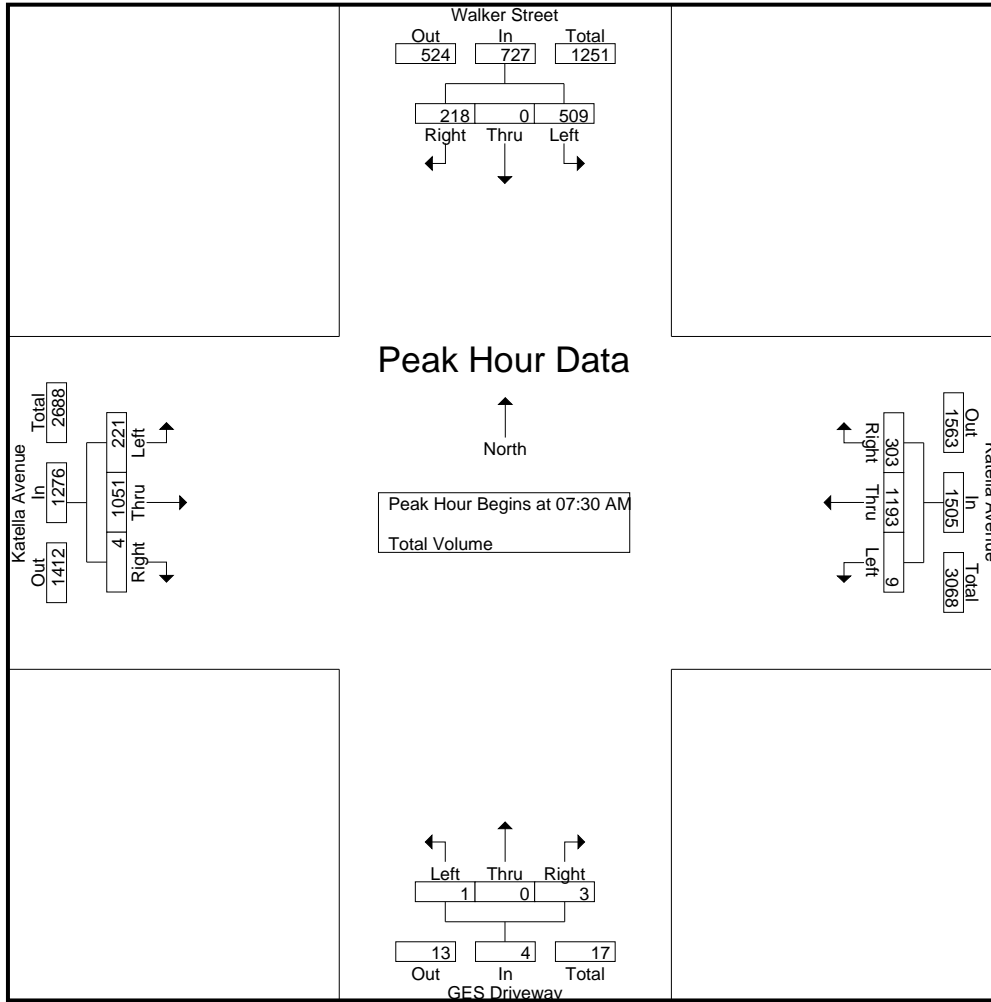
Start Time	Walker Street Southbound				Katella Avenue Westbound				GES Driveway Northbound				Katella Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	123	0	51	174	5	357	77	439	0	0	1	1	38	260	2	300	914
07:45 AM	134	0	54	188	1	309	73	383	0	0	0	0	50	262	0	312	883
08:00 AM	136	0	52	188	0	276	98	374	0	0	2	2	64	274	2	340	904
08:15 AM	116	0	61	177	3	251	55	309	1	0	0	1	69	255	0	324	811
Total Volume	509	0	218	727	9	1193	303	1505	1	0	3	4	221	1051	4	1276	3512
% App. Total	70	0	30		0.6	79.3	20.1		25	0	75		17.3	82.4	0.3		
PHF	.936	.000	.893	.967	.450	.835	.773	.857	.250	.000	.375	.500	.801	.959	.500	.938	.961

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

City of Cypress
 N/S: Walker Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 21_CYP_Walker_Kat AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:30 AM				07:15 AM				08:00 AM				07:30 AM			
+0 mins.	123	0	51	174	0	286	53	339	0	0	2	2	38	260	2	300
+15 mins.	134	0	54	188	5	357	77	439	1	0	0	1	50	262	0	312
+30 mins.	136	0	52	188	1	309	73	383	0	0	0	0	64	274	2	340
+45 mins.	116	0	61	177	0	276	98	374	1	0	1	2	69	255	0	324
Total Volume	509	0	218	727	6	1228	301	1535	2	0	3	5	221	1051	4	1276
% App. Total	70	0	30		0.4	80	19.6		40	0	60		17.3	82.4	0.3	
PHF	.936	.000	.893	.967	.300	.860	.768	.874	.500	.000	.375	.625	.801	.959	.500	.938

City of Cypress
 N/S: Walker Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 21_CYP_Walker_Kat PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Walker Street Southbound				Katella Avenue Westbound				GES Driveway 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	
04:00 PM	98	1	63	162	0	320	80	400	1	0	0	1	78	375	0	453	1016
04:15 PM	103	0	52	155	0	293	85	378	3	0	0	3	90	352	0	442	978
04:30 PM	108	0	59	167	0	351	86	437	0	0	0	0	88	348	0	436	1040
04:45 PM	120	0	54	174	0	302	86	388	1	2	0	3	81	326	0	407	972
Total	429	1	228	658	0	1266	337	1603	5	2	0	7	337	1401	0	1738	4006
05:00 PM	121	0	65	186	0	392	76	468	3	0	0	3	81	376	0	457	1114
05:15 PM	123	1	57	181	0	280	73	353	1	2	0	3	90	333	1	424	961
05:30 PM	121	0	56	177	1	364	96	461	3	0	0	3	84	381	1	466	1107
05:45 PM	125	1	68	194	0	318	77	395	1	2	2	5	88	292	0	380	974
Total	490	2	246	738	1	1354	322	1677	8	4	2	14	343	1382	2	1727	4156
Grand Total	919	3	474	1396	1	2620	659	3280	13	6	2	21	680	2783	2	3465	8162
Apprch %	65.8	0.2	34		0	79.9	20.1		61.9	28.6	9.5		19.6	80.3	0.1		
Total %	11.3	0	5.8	17.1	0	32.1	8.1	40.2	0.2	0.1	0	0.3	8.3	34.1	0	42.5	

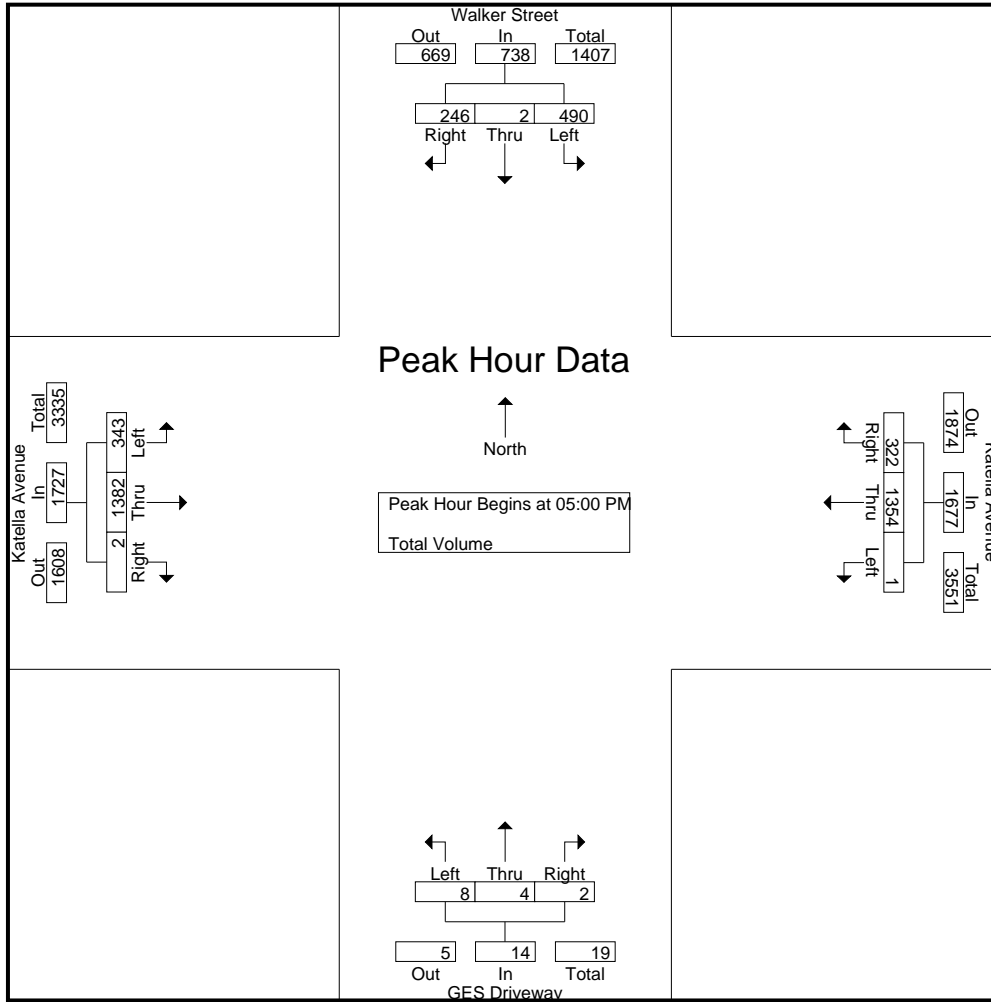
Start Time	Walker Street Southbound				Katella Avenue Westbound				GES Driveway Northbound				Katella Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	121	0	65	186	0	392	76	468	3	0	0	3	81	376	0	457	1114
05:15 PM	123	1	57	181	0	280	73	353	1	2	0	3	90	333	1	424	961
05:30 PM	121	0	56	177	1	364	96	461	3	0	0	3	84	381	1	466	1107
05:45 PM	125	1	68	194	0	318	77	395	1	2	2	5	88	292	0	380	974
Total Volume	490	2	246	738	1	1354	322	1677	8	4	2	14	343	1382	2	1727	4156
% App. Total	66.4	0.3	33.3		0.1	80.7	19.2		57.1	28.6	14.3		19.9	80	0.1		
PHF	.980	.500	.904	.951	.250	.864	.839	.896	.667	.500	.250	.700	.953	.907	.500	.927	.933

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 Cypress
 N/S: Walker Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 21_CYP_Walker_Kat PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	121	0	65	186	0	392	76	468	3	0	0	3	81	326	0	407
+15 mins.	123	1	57	181	0	280	73	353	1	2	0	3	81	376	0	457
+30 mins.	121	0	56	177	1	364	96	461	3	0	0	3	90	333	1	424
+45 mins.	125	1	68	194	0	318	77	395	1	2	2	5	84	381	1	466
Total Volume	490	2	246	738	1	1354	322	1677	8	4	2	14	336	1416	2	1754
% App. Total	66.4	0.3	33.3		0.1	80.7	19.2		57.1	28.6	14.3		19.2	80.7	0.1	
PHF	.980	.500	.904	.951	.250	.864	.839	.896	.667	.500	.250	.700	.933	.929	.500	.941

City of Cypress
 N/S: Valley View Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 22_CYP_Valley_Kat AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

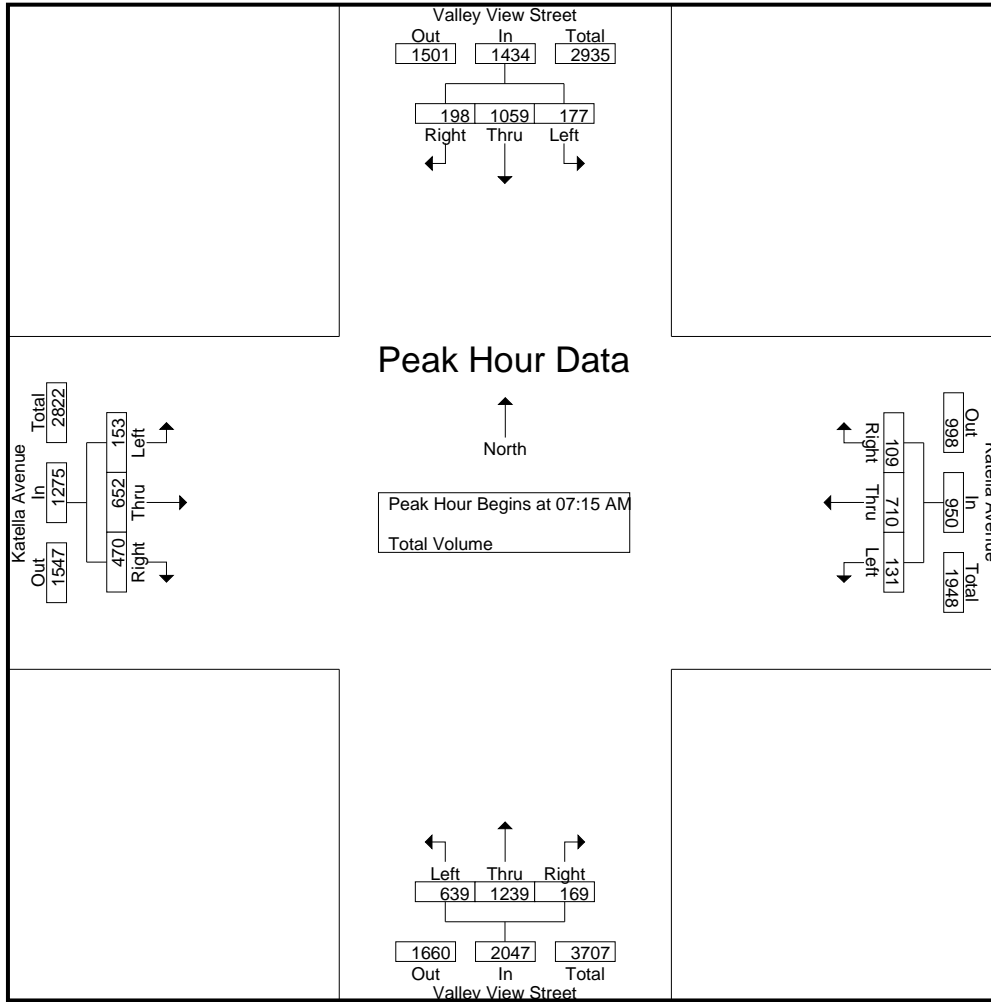
Groups Printed- Total Volume

Start Time	Valley View Street Southbound				Katella Avenue Westbound				Valley View 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	
07:00 AM	28	272	40	340	22	102	18	142	107	225	20	352	26	110	97	233	1067
07:15 AM	30	219	43	292	43	187	19	249	140	259	31	430	37	162	106	305	1276
07:30 AM	57	297	70	424	30	175	24	229	161	315	44	520	34	135	120	289	1462
07:45 AM	55	287	47	389	29	199	40	268	183	323	42	548	45	188	103	336	1541
Total	170	1075	200	1445	124	663	101	888	591	1122	137	1850	142	595	426	1163	5346
08:00 AM	35	256	38	329	29	149	26	204	155	342	52	549	37	167	141	345	1427
08:15 AM	38	255	55	348	32	125	36	193	130	238	47	415	32	154	119	305	1261
08:30 AM	37	259	52	348	27	139	22	188	136	252	37	425	36	105	120	261	1222
08:45 AM	41	202	43	286	31	141	34	206	137	258	40	435	56	144	96	296	1223
Total	151	972	188	1311	119	554	118	791	558	1090	176	1824	161	570	476	1207	5133
Grand Total	321	2047	388	2756	243	1217	219	1679	1149	2212	313	3674	303	1165	902	2370	10479
Apprch %	11.6	74.3	14.1		14.5	72.5	13		31.3	60.2	8.5		12.8	49.2	38.1		
Total %	3.1	19.5	3.7	26.3	2.3	11.6	2.1	16	11	21.1	3	35.1	2.9	11.1	8.6	22.6	

Start Time	Valley View Street Southbound				Katella Avenue Westbound				Valley View 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 07:15 AM																	
07:15 AM	30	219	43	292	43	187	19	249	140	259	31	430	37	162	106	305	1276
07:30 AM	57	297	70	424	30	175	24	229	161	315	44	520	34	135	120	289	1462
07:45 AM	55	287	47	389	29	199	40	268	183	323	42	548	45	188	103	336	1541
08:00 AM	35	256	38	329	29	149	26	204	155	342	52	549	37	167	141	345	1427
Total Volume	177	1059	198	1434	131	710	109	950	639	1239	169	2047	153	652	470	1275	5706
% App. Total	12.3	73.8	13.8		13.8	74.7	11.5		31.2	60.5	8.3		12	51.1	36.9		
PHF	.776	.891	.707	.846	.762	.892	.681	.886	.873	.906	.813	.932	.850	.867	.833	.924	.926

City of Cypress
 N/S: Valley View Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 22_CYP_Valley_Kat AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:30 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	57	297	70	424	43	187	19	249	140	259	31	430	37	162	106	305
+15 mins.	55	287	47	389	30	175	24	229	161	315	44	520	34	135	120	289
+30 mins.	35	256	38	329	29	199	40	268	183	323	42	548	45	188	103	336
+45 mins.	38	255	55	348	29	149	26	204	155	342	52	549	37	167	141	345
Total Volume	185	1095	210	1490	131	710	109	950	639	1239	169	2047	153	652	470	1275
% App. Total	12.4	73.5	14.1		13.8	74.7	11.5		31.2	60.5	8.3		12	51.1	36.9	
PHF	.811	.922	.750	.879	.762	.892	.681	.886	.873	.906	.813	.932	.850	.867	.833	.924

City of Cypress
 N/S: Valley View Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 22_CYP_Valley_Kat PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

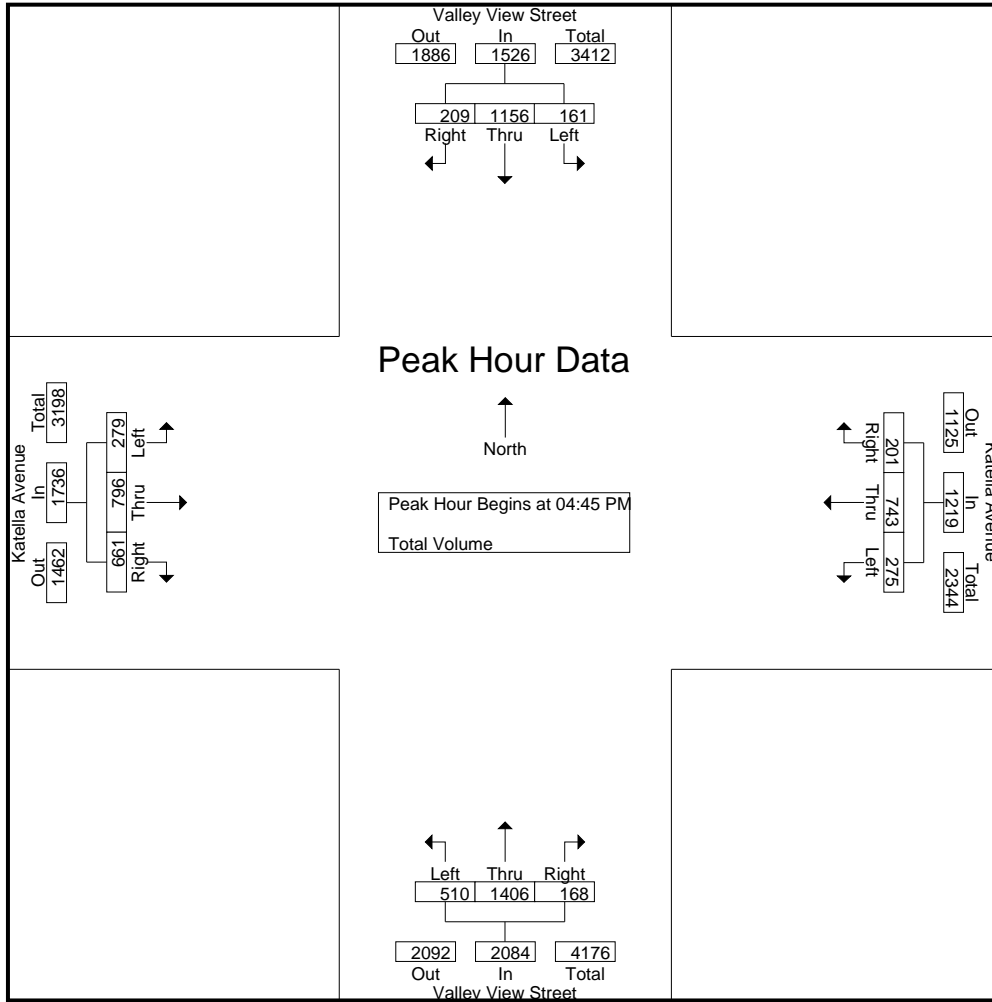
Start Time	Valley View Street Southbound				Katella Avenue Westbound				Valley View Street Northbound				Katella Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	50	268	49	367	45	149	39	233	109	314	47	470	70	197	183	450	1520
04:15 PM	43	234	33	310	55	172	41	268	152	326	45	523	78	223	159	460	1561
04:30 PM	31	305	45	381	52	207	50	309	105	366	43	514	61	186	160	407	1611
04:45 PM	27	300	48	375	57	181	51	289	141	332	39	512	75	205	144	424	1600
Total	151	1107	175	1433	209	709	181	1099	507	1338	174	2019	284	811	646	1741	6292
05:00 PM	50	297	62	409	79	199	51	329	112	325	39	476	60	178	178	416	1630
05:15 PM	35	250	47	332	71	178	47	296	132	378	42	552	75	217	170	462	1642
05:30 PM	49	309	52	410	68	185	52	305	125	371	48	544	69	196	169	434	1693
05:45 PM	33	244	44	321	41	187	56	284	149	348	46	543	66	212	137	415	1563
Total	167	1100	205	1472	259	749	206	1214	518	1422	175	2115	270	803	654	1727	6528
Grand Total	318	2207	380	2905	468	1458	387	2313	1025	2760	349	4134	554	1614	1300	3468	12820
Apprch %	10.9	76	13.1		20.2	63	16.7		24.8	66.8	8.4		16	46.5	37.5		
Total %	2.5	17.2	3	22.7	3.7	11.4	3	18	8	21.5	2.7	32.2	4.3	12.6	10.1	27.1	

Start Time	Valley View Street Southbound				Katella Avenue Westbound				Valley View 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	
04:45 PM	27	300	48	375	57	181	51	289	141	332	39	512	75	205	144	424	1600
05:00 PM	50	297	62	409	79	199	51	329	112	325	39	476	60	178	178	416	1630
05:15 PM	35	250	47	332	71	178	47	296	132	378	42	552	75	217	170	462	1642
05:30 PM	49	309	52	410	68	185	52	305	125	371	48	544	69	196	169	434	1693
Total Volume	161	1156	209	1526	275	743	201	1219	510	1406	168	2084	279	796	661	1736	6565
% App. Total	10.6	75.8	13.7		22.6	61	16.5		24.5	67.5	8.1		16.1	45.9	38.1		
PHF	.805	.935	.843	.930	.870	.933	.966	.926	.904	.930	.875	.944	.930	.917	.928	.939	.969

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

City of Cypress
 N/S: Valley View Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 22_CYP_Valley_Kat PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:45 PM				04:30 PM				05:00 PM				04:00 PM			
+0 mins.	27	300	48	375	52	207	50	309	112	325	39	476	70	197	183	450
+15 mins.	50	297	62	409	57	181	51	289	132	378	42	552	78	223	159	460
+30 mins.	35	250	47	332	79	199	51	329	125	371	48	544	61	186	160	407
+45 mins.	49	309	52	410	71	178	47	296	149	348	46	543	75	205	144	424
Total Volume	161	1156	209	1526	259	765	199	1223	518	1422	175	2115	284	811	646	1741
% App. Total	10.6	75.8	13.7		21.2	62.6	16.3		24.5	67.2	8.3		16.3	46.6	37.1	
PHF	.805	.935	.843	.930	.820	.924	.975	.929	.869	.940	.911	.958	.910	.909	.883	.946

City of Cypress
 N/S: Holder Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 23_CYP_Holder_Kat AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

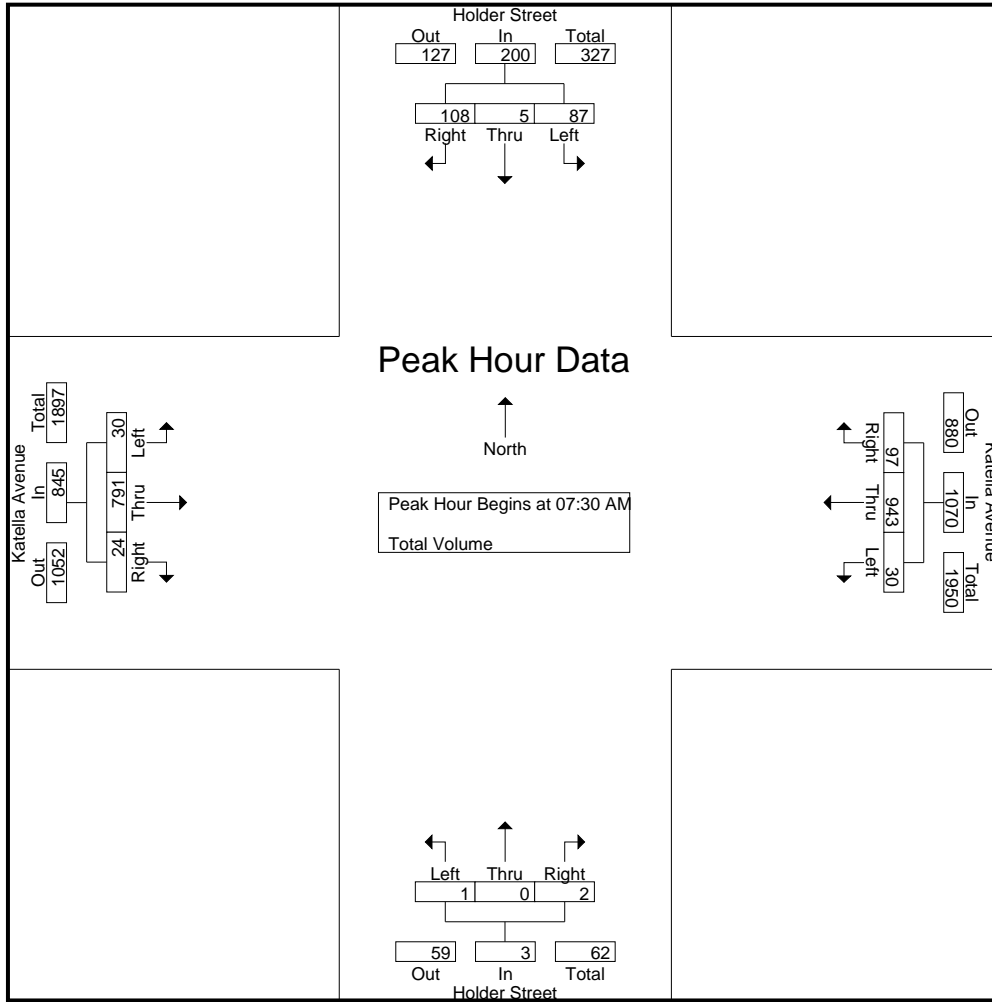
Start Time	Holder Street Southbound				Katella Avenue Westbound				Holder Street Northbound				Katella Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	24	0	28	52	5	152	12	169	0	0	0	0	2	145	6	153	374
07:15 AM	18	1	38	57	3	224	16	243	1	0	1	2	5	151	5	161	463
07:30 AM	27	1	22	50	6	246	15	267	1	0	0	1	3	213	2	218	536
07:45 AM	23	0	39	62	7	257	25	289	0	0	1	1	8	214	7	229	581
Total	92	2	127	221	21	879	68	968	2	0	2	4	18	723	20	761	1954
08:00 AM	16	4	21	41	5	227	31	263	0	0	0	0	10	212	6	228	532
08:15 AM	21	0	26	47	12	213	26	251	0	0	1	1	9	152	9	170	469
08:30 AM	18	0	19	37	7	208	24	239	0	0	1	1	14	159	4	177	454
08:45 AM	20	3	19	42	15	183	18	216	2	1	0	3	6	170	7	183	444
Total	75	7	85	167	39	831	99	969	2	1	2	5	39	693	26	758	1899
Grand Total	167	9	212	388	60	1710	167	1937	4	1	4	9	57	1416	46	1519	3853
Apprch %	43	2.3	54.6		3.1	88.3	8.6		44.4	11.1	44.4		3.8	93.2	3		
Total %	4.3	0.2	5.5	10.1	1.6	44.4	4.3	50.3	0.1	0	0.1	0.2	1.5	36.8	1.2	39.4	

Start Time	Holder Street Southbound				Katella Avenue Westbound				Holder 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	
07:30 AM	27	1	22	50	6	246	15	267	1	0	0	1	3	213	2	218	536
07:45 AM	23	0	39	62	7	257	25	289	0	0	1	1	8	214	7	229	581
08:00 AM	16	4	21	41	5	227	31	263	0	0	0	0	10	212	6	228	532
08:15 AM	21	0	26	47	12	213	26	251	0	0	1	1	9	152	9	170	469
Total Volume	87	5	108	200	30	943	97	1070	1	0	2	3	30	791	24	845	2118
% App. Total	43.5	2.5	54		2.8	88.1	9.1		33.3	0	66.7		3.6	93.6	2.8		
PHF	.806	.313	.692	.806	.625	.917	.782	.926	.250	.000	.500	.750	.750	.924	.667	.922	.911

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

City of Cypress
 N/S: Holder Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 23_CYP_Holder_Kat AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:00 AM				07:30 AM				08:00 AM				07:30 AM			
+0 mins.	24	0	28	52	6	246	15	267	0	0	0	0	3	213	2	218
+15 mins.	18	1	38	57	7	257	25	289	0	0	1	1	8	214	7	229
+30 mins.	27	1	22	50	5	227	31	263	0	0	1	1	10	212	6	228
+45 mins.	23	0	39	62	12	213	26	251	2	1	0	3	9	152	9	170
Total Volume	92	2	127	221	30	943	97	1070	2	1	2	5	30	791	24	845
% App. Total	41.6	0.9	57.5		2.8	88.1	9.1		40	20	40		3.6	93.6	2.8	
PHF	.852	.500	.814	.891	.625	.917	.782	.926	.250	.250	.500	.417	.750	.924	.667	.922

City of Cypress
 N/S: Holder Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 23_CYP_Holder_Kat PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Holder Street Southbound				Katella Avenue Westbound				Holder 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	
04:00 PM	30	0	12	42	3	201	32	236	4	0	1	5	14	312	4	330	613
04:15 PM	29	0	19	48	4	208	28	240	7	1	1	9	14	310	1	325	622
04:30 PM	36	1	21	58	4	263	47	314	11	2	6	19	10	289	1	300	691
04:45 PM	27	0	17	44	2	250	33	285	7	1	4	12	13	253	2	268	609
Total	122	1	69	192	13	922	140	1075	29	4	12	45	51	1164	8	1223	2535
05:00 PM	40	1	33	74	2	245	31	278	11	3	9	23	20	292	0	312	687
05:15 PM	20	1	21	42	3	228	34	265	8	2	3	13	14	289	4	307	627
05:30 PM	33	1	22	56	5	239	32	276	11	4	8	23	19	298	3	320	675
05:45 PM	22	1	16	39	5	224	29	258	5	3	3	11	20	263	3	286	594
Total	115	4	92	211	15	936	126	1077	35	12	23	70	73	1142	10	1225	2583
Grand Total	237	5	161	403	28	1858	266	2152	64	16	35	115	124	2306	18	2448	5118
Apprch %	58.8	1.2	40		1.3	86.3	12.4		55.7	13.9	30.4		5.1	94.2	0.7		
Total %	4.6	0.1	3.1	7.9	0.5	36.3	5.2	42	1.3	0.3	0.7	2.2	2.4	45.1	0.4	47.8	

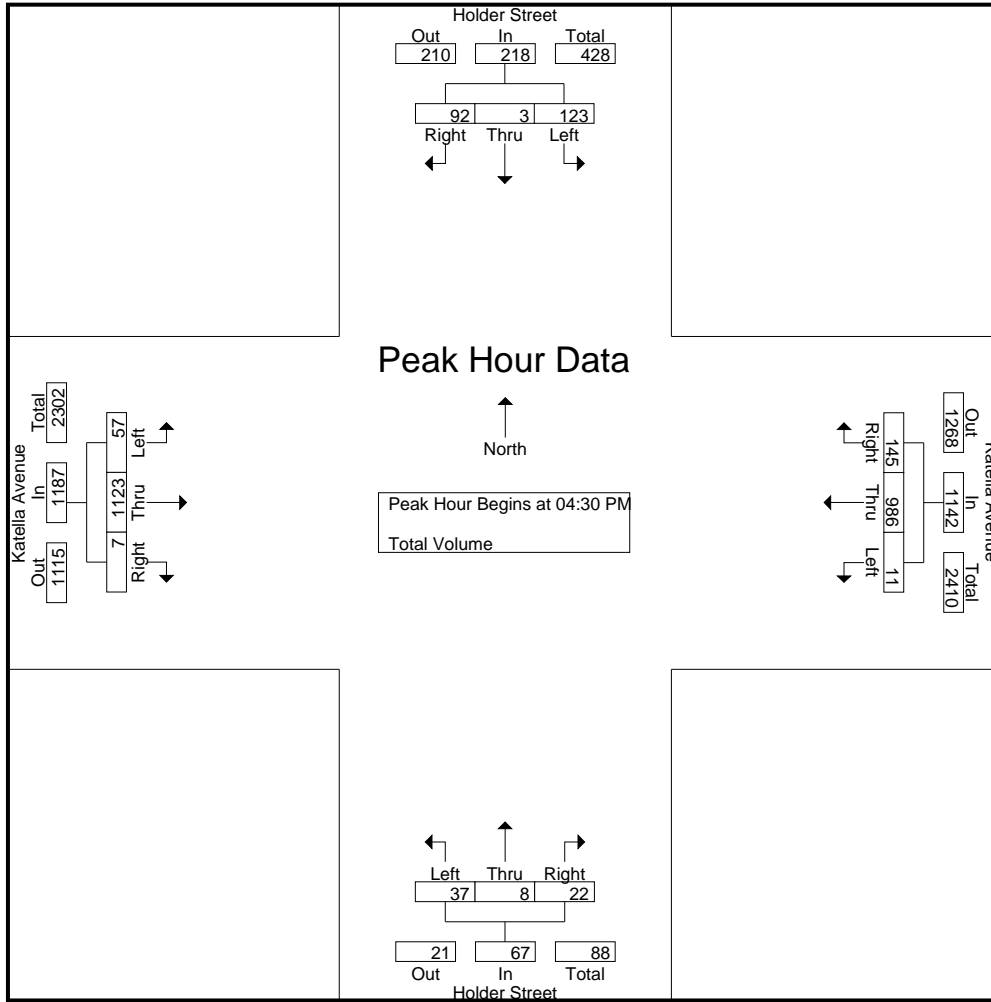
Start Time	Holder Street Southbound				Katella Avenue Westbound				Holder Street Northbound				Katella Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	36	1	21	58	4	263	47	314	11	2	6	19	10	289	1	300	691
04:45 PM	27	0	17	44	2	250	33	285	7	1	4	12	13	253	2	268	609
05:00 PM	40	1	33	74	2	245	31	278	11	3	9	23	20	292	0	312	687
05:15 PM	20	1	21	42	3	228	34	265	8	2	3	13	14	289	4	307	627
Total Volume	123	3	92	218	11	986	145	1142	37	8	22	67	57	1123	7	1187	2614
% App. Total	56.4	1.4	42.2		1	86.3	12.7		55.2	11.9	32.8		4.8	94.6	0.6		
PHF	.769	.750	.697	.736	.688	.937	.771	.909	.841	.667	.611	.728	.713	.961	.438	.951	.946

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Cypress
 N/S: Holder Street
 E/W: Katella Avenue
 Weather: Clear

File Name : 23_CYP_Holder_Kat PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:15 PM				04:30 PM				04:45 PM				05:00 PM			
+0 mins.	29	0	19	48	4	263	47	314	7	1	4	12	20	292	0	312
+15 mins.	36	1	21	58	2	250	33	285	11	3	9	23	14	289	4	307
+30 mins.	27	0	17	44	2	245	31	278	8	2	3	13	19	298	3	320
+45 mins.	40	1	33	74	3	228	34	265	11	4	8	23	20	263	3	286
Total Volume	132	2	90	224	11	986	145	1142	37	10	24	71	73	1142	10	1225
% App. Total	58.9	0.9	40.2		1	86.3	12.7		52.1	14.1	33.8		6	93.2	0.8	
PHF	.825	.500	.682	.757	.688	.937	.771	.909	.841	.625	.667	.772	.913	.958	.625	.957

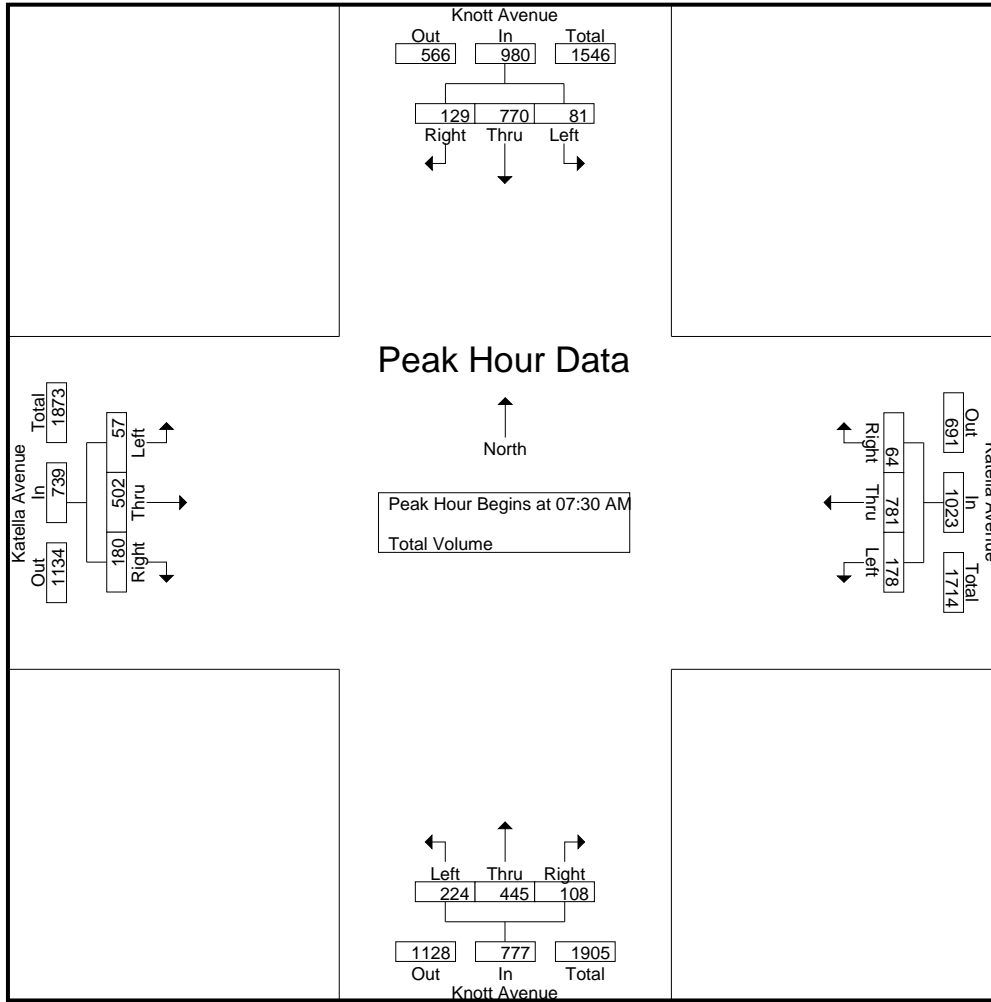
City of Cypress
 N/S: Knott Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 24_CYP_Knott_Kat AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Knott Avenue Southbound				Katella Avenue Westbound				Knott 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	
07:00 AM	11	152	21	184	23	129	13	165	33	80	16	129	14	92	57	163	641
07:15 AM	18	217	26	261	22	143	12	177	45	107	23	175	11	112	33	156	769
07:30 AM	20	219	37	276	46	194	15	255	47	85	28	160	13	123	61	197	888
07:45 AM	18	222	31	271	41	220	21	282	56	150	29	235	9	128	56	193	981
Total	67	810	115	992	132	686	61	879	181	422	96	699	47	455	207	709	3279
08:00 AM	24	130	33	187	37	221	18	276	59	120	28	207	17	143	34	194	864
08:15 AM	19	199	28	246	54	146	10	210	62	90	23	175	18	108	29	155	786
08:30 AM	28	178	19	225	39	174	20	233	56	88	20	164	14	96	54	164	786
08:45 AM	27	169	29	225	26	139	15	180	54	113	15	182	11	102	39	152	739
Total	98	676	109	883	156	680	63	899	231	411	86	728	60	449	156	665	3175
Grand Total	165	1486	224	1875	288	1366	124	1778	412	833	182	1427	107	904	363	1374	6454
Apprch %	8.8	79.3	11.9		16.2	76.8	7		28.9	58.4	12.8		7.8	65.8	26.4		
Total %	2.6	23	3.5	29.1	4.5	21.2	1.9	27.5	6.4	12.9	2.8	22.1	1.7	14	5.6	21.3	

Start Time	Knott Avenue Southbound				Katella Avenue Westbound				Knott 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	20	219	37	276	46	194	15	255	47	85	28	160	13	123	61	197	888
07:45 AM	18	222	31	271	41	220	21	282	56	150	29	235	9	128	56	193	981
08:00 AM	24	130	33	187	37	221	18	276	59	120	28	207	17	143	34	194	864
08:15 AM	19	199	28	246	54	146	10	210	62	90	23	175	18	108	29	155	786
Total Volume	81	770	129	980	178	781	64	1023	224	445	108	777	57	502	180	739	3519
% App. Total	8.3	78.6	13.2		17.4	76.3	6.3		28.8	57.3	13.9		7.7	67.9	24.4		
PHF	.844	.867	.872	.888	.824	.883	.762	.907	.903	.742	.931	.827	.792	.878	.738	.938	.897



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				07:45 AM				07:15 AM			
+0 mins.	18	217	26	261	46	194	15	255	56	150	29	235	11	112	33	156
+15 mins.	20	219	37	276	41	220	21	282	59	120	28	207	13	123	61	197
+30 mins.	18	222	31	271	37	221	18	276	62	90	23	175	9	128	56	193
+45 mins.	24	130	33	187	54	146	10	210	56	88	20	164	17	143	34	194
Total Volume	80	788	127	995	178	781	64	1023	233	448	100	781	50	506	184	740
% App. Total	8	79.2	12.8		17.4	76.3	6.3		29.8	57.4	12.8		6.8	68.4	24.9	
PHF	.833	.887	.858	.901	.824	.883	.762	.907	.940	.747	.862	.831	.735	.885	.754	.939

City of Cypress
 N/S: Knott Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 24_CYP_Knott_Kat PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

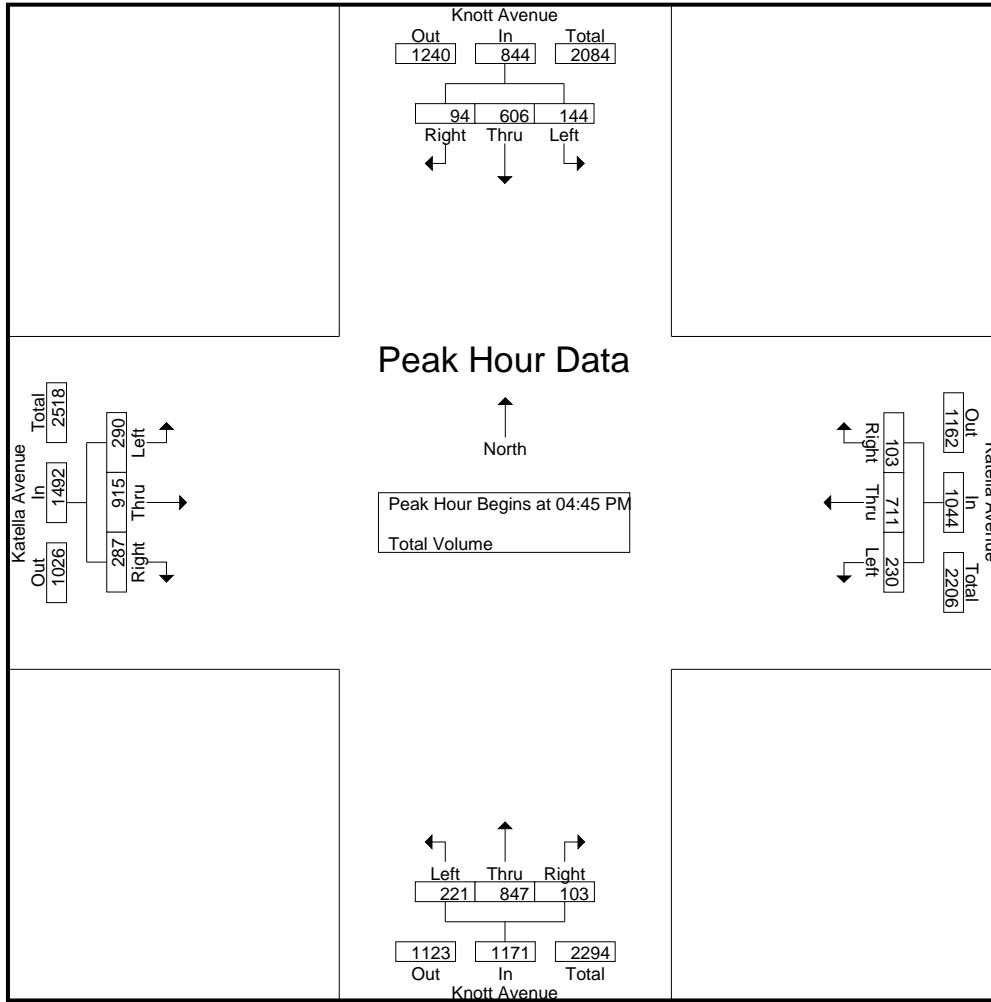
Groups Printed- Total Volume

Start Time	Knott Avenue Southbound				Katella Avenue Westbound				Knott 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	
04:00 PM	32	127	22	181	59	150	23	232	52	171	31	254	76	222	59	357	1024
04:15 PM	38	189	28	255	48	145	31	224	53	185	34	272	62	212	73	347	1098
04:30 PM	24	130	26	180	50	211	23	284	54	195	31	280	67	223	80	370	1114
04:45 PM	41	143	25	209	55	172	19	246	62	200	19	281	72	193	51	316	1052
Total	135	589	101	825	212	678	96	986	221	751	115	1087	277	850	263	1390	4288
05:00 PM	30	147	25	202	61	182	25	268	48	224	31	303	72	252	84	408	1181
05:15 PM	34	181	20	235	47	169	24	240	47	213	25	285	79	227	88	394	1154
05:30 PM	39	135	24	198	67	188	35	290	64	210	28	302	67	243	64	374	1164
05:45 PM	33	158	26	217	53	149	29	231	65	194	27	286	61	186	49	296	1030
Total	136	621	95	852	228	688	113	1029	224	841	111	1176	279	908	285	1472	4529
Grand Total	271	1210	196	1677	440	1366	209	2015	445	1592	226	2263	556	1758	548	2862	8817
Apprch %	16.2	72.2	11.7		21.8	67.8	10.4		19.7	70.3	10		19.4	61.4	19.1		
Total %	3.1	13.7	2.2	19	5	15.5	2.4	22.9	5	18.1	2.6	25.7	6.3	19.9	6.2	32.5	

Start Time	Knott Avenue Southbound				Katella Avenue Westbound				Knott 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 04:45 PM																	
04:45 PM	41	143	25	209	55	172	19	246	62	200	19	281	72	193	51	316	1052
05:00 PM	30	147	25	202	61	182	25	268	48	224	31	303	72	252	84	408	1181
05:15 PM	34	181	20	235	47	169	24	240	47	213	25	285	79	227	88	394	1154
05:30 PM	39	135	24	198	67	188	35	290	64	210	28	302	67	243	64	374	1164
Total Volume	144	606	94	844	230	711	103	1044	221	847	103	1171	290	915	287	1492	4551
% App. Total	17.1	71.8	11.1		22	68.1	9.9		18.9	72.3	8.8		19.4	61.3	19.2		
PHF	.878	.837	.940	.898	.858	.945	.736	.900	.863	.945	.831	.966	.918	.908	.815	.914	.963

City of Cypress
 N/S: Knott Avenue
 E/W: Katella Avenue
 Weather: Clear

File Name : 24_CYP_Knott_Kat PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	05:00 PM				04:45 PM				05:00 PM				04:45 PM			
+0 mins.	30	147	25	202	55	172	19	246	48	224	31	303	72	193	51	316
+15 mins.	34	181	20	235	61	182	25	268	47	213	25	285	72	252	84	408
+30 mins.	39	135	24	198	47	169	24	240	64	210	28	302	79	227	88	394
+45 mins.	33	158	26	217	67	188	35	290	65	194	27	286	67	243	64	374
Total Volume	136	621	95	852	230	711	103	1044	224	841	111	1176	290	915	287	1492
% App. Total	16	72.9	11.2		22	68.1	9.9		19	71.5	9.4		19.4	61.3	19.2	
PHF	.872	.858	.913	.906	.858	.945	.736	.900	.862	.939	.895	.970	.918	.908	.815	.914

City of Cypress
 N/S: Valley View Street
 E/W: Orangewood Avenue
 Weather: Clear

File Name : 25_CYP_Valley_OW AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Valley View Street Southbound				Orangewood Avenue Westbound				Valley View Street Northbound				Orangewood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	25	328	4	357	23	2	80	105	7	257	9	273	20	1	2	23	758
07:15 AM	37	376	5	418	21	1	88	110	3	400	7	410	20	5	2	27	965
07:30 AM	29	364	8	401	26	4	86	116	9	389	14	412	35	18	5	58	987
07:45 AM	49	423	8	480	23	8	115	146	8	484	21	513	24	8	4	36	1175
Total	140	1491	25	1656	93	15	369	477	27	1530	51	1608	99	32	13	144	3885
08:00 AM	44	321	10	375	18	6	98	122	0	443	16	459	24	1	4	29	985
08:15 AM	56	410	9	475	24	0	71	95	1	385	22	408	17	7	4	28	1006
08:30 AM	41	329	11	381	16	3	64	83	4	358	13	375	24	5	3	32	871
08:45 AM	37	340	12	389	16	0	79	95	6	361	15	382	22	4	6	32	898
Total	178	1400	42	1620	74	9	312	395	11	1547	66	1624	87	17	17	121	3760
Grand Total	318	2891	67	3276	167	24	681	872	38	3077	117	3232	186	49	30	265	7645
Apprch %	9.7	88.2	2		19.2	2.8	78.1		1.2	95.2	3.6		70.2	18.5	11.3		
Total %	4.2	37.8	0.9	42.9	2.2	0.3	8.9	11.4	0.5	40.2	1.5	42.3	2.4	0.6	0.4	3.5	

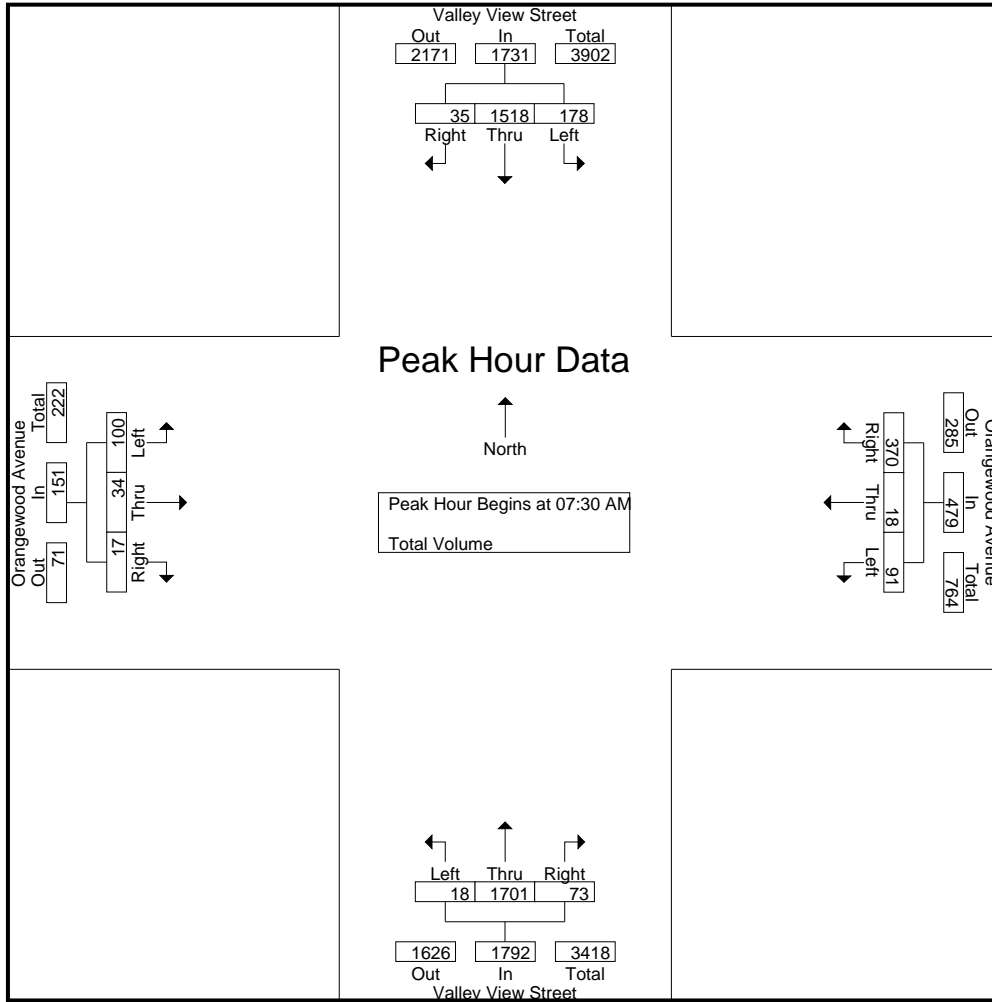
Start Time	Valley View Street Southbound				Orangewood Avenue Westbound				Valley View Street Northbound				Orangewood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	29	364	8	401	26	4	86	116	9	389	14	412	35	18	5	58	987
07:45 AM	49	423	8	480	23	8	115	146	8	484	21	513	24	8	4	36	1175
08:00 AM	44	321	10	375	18	6	98	122	0	443	16	459	24	1	4	29	985
08:15 AM	56	410	9	475	24	0	71	95	1	385	22	408	17	7	4	28	1006
Total Volume	178	1518	35	1731	91	18	370	479	18	1701	73	1792	100	34	17	151	4153
% App. Total	10.3	87.7	2		19	3.8	77.2		1	94.9	4.1		66.2	22.5	11.3		
PHF	.795	.897	.875	.902	.875	.563	.804	.820	.500	.879	.830	.873	.714	.472	.850	.651	.884

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

City of Cypress
 N/S: Valley View Street
 E/W: Orangewood Avenue
 Weather: Clear

File Name : 25_CYP_Valley_OW AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:30 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	29	364	8	401	21	1	88	110	3	400	7	410	35	18	5	58
+15 mins.	49	423	8	480	26	4	86	116	9	389	14	412	24	8	4	36
+30 mins.	44	321	10	375	23	8	115	146	8	484	21	513	24	1	4	29
+45 mins.	56	410	9	475	18	6	98	122	0	443	16	459	17	7	4	28
Total Volume	178	1518	35	1731	88	19	387	494	20	1716	58	1794	100	34	17	151
% App. Total	10.3	87.7	2		17.8	3.8	78.3		1.1	95.7	3.2		66.2	22.5	11.3	
PHF	.795	.897	.875	.902	.846	.594	.841	.846	.556	.886	.690	.874	.714	.472	.850	.651

City of Cypress
 N/S: Valley View Street
 E/W: Orangewood Avenue
 Weather: Clear

File Name : 25_CYP_Valley_OW PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Valley View Street Southbound				Orangewood Avenue Westbound				Valley View Street Northbound				Orangewood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	76	429	17	522	20	3	54	77	2	376	25	403	22	3	6	31	1033
04:15 PM	66	434	14	514	20	5	73	98	6	429	16	451	31	3	4	38	1101
04:30 PM	62	432	12	506	30	3	70	103	2	388	26	416	24	8	9	41	1066
04:45 PM	86	460	21	567	19	3	64	86	2	445	22	469	19	6	3	28	1150
Total	290	1755	64	2109	89	14	261	364	12	1638	89	1739	96	20	22	138	4350
05:00 PM	91	465	14	570	18	4	71	93	1	365	23	389	16	4	3	23	1075
05:15 PM	72	465	16	553	19	3	69	91	1	446	27	474	20	7	8	35	1153
05:30 PM	87	456	13	556	18	1	57	76	0	448	19	467	21	3	3	27	1126
05:45 PM	92	372	18	482	17	2	59	78	0	445	25	470	31	4	4	39	1069
Total	342	1758	61	2161	72	10	256	338	2	1704	94	1800	88	18	18	124	4423
Grand Total	632	3513	125	4270	161	24	517	702	14	3342	183	3539	184	38	40	262	8773
Apprch %	14.8	82.3	2.9		22.9	3.4	73.6		0.4	94.4	5.2		70.2	14.5	15.3		
Total %	7.2	40	1.4	48.7	1.8	0.3	5.9	8	0.2	38.1	2.1	40.3	2.1	0.4	0.5	3	

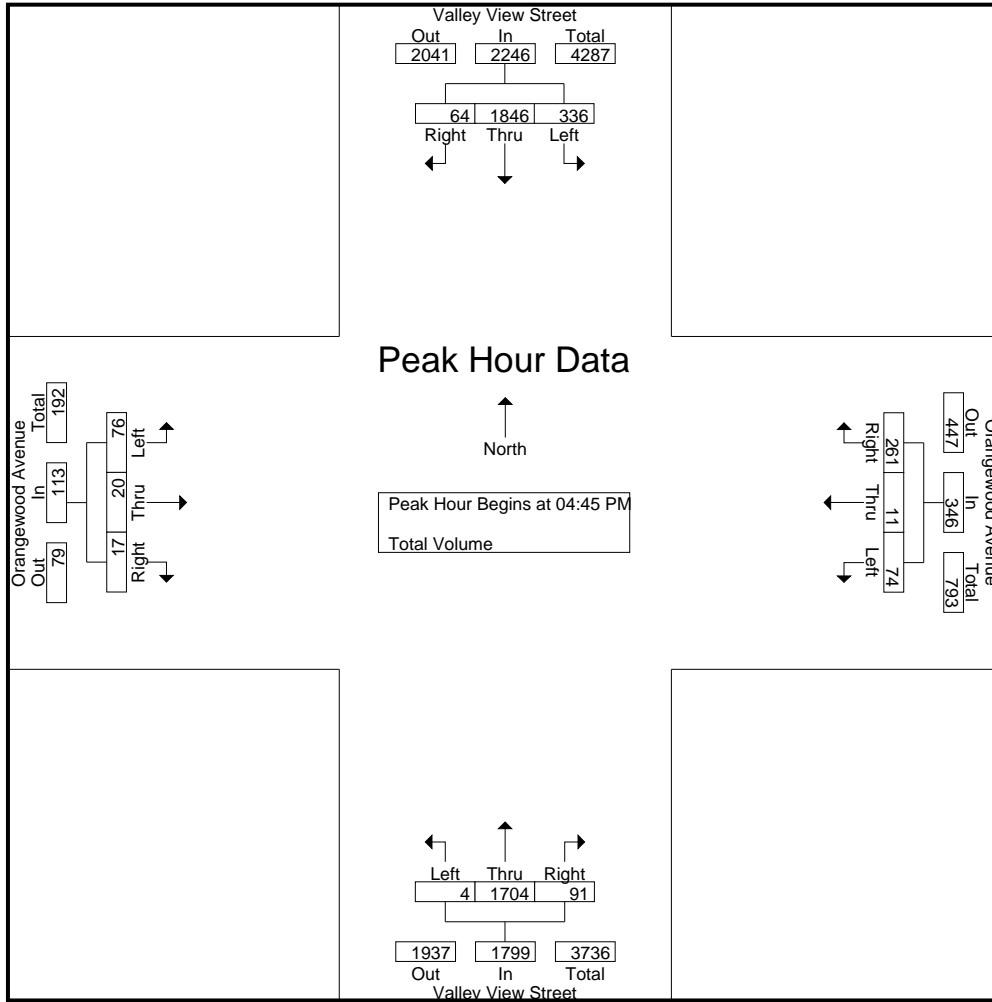
Start Time	Valley View Street Southbound				Orangewood Avenue Westbound				Valley View Street Northbound				Orangewood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	86	460	21	567	19	3	64	86	2	445	22	469	19	6	3	28	1150
05:00 PM	91	465	14	570	18	4	71	93	1	365	23	389	16	4	3	23	1075
05:15 PM	72	465	16	553	19	3	69	91	1	446	27	474	20	7	8	35	1153
05:30 PM	87	456	13	556	18	1	57	76	0	448	19	467	21	3	3	27	1126
Total Volume	336	1846	64	2246	74	11	261	346	4	1704	91	1799	76	20	17	113	4504
% App. Total	15	82.2	2.8		21.4	3.2	75.4		0.2	94.7	5.1		67.3	17.7	15		
PHF	.923	.992	.762	.985	.974	.688	.919	.930	.500	.951	.843	.949	.905	.714	.531	.807	.977

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of Cypress
 N/S: Valley View Street
 E/W: Orangewood Avenue
 Weather: Clear

File Name : 25_CYP_Valley_OW PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:45 PM				04:15 PM				05:00 PM				04:00 PM			
+0 mins.	86	460	21	567	20	5	73	98	1	365	23	389	22	3	6	31
+15 mins.	91	465	14	570	30	3	70	103	1	446	27	474	31	3	4	38
+30 mins.	72	465	16	553	19	3	64	86	0	448	19	467	24	8	9	41
+45 mins.	87	456	13	556	18	4	71	93	0	445	25	470	19	6	3	28
Total Volume	336	1846	64	2246	87	15	278	380	2	1704	94	1800	96	20	22	138
% App. Total	15	82.2	2.8		22.9	3.9	73.2		0.1	94.7	5.2		69.6	14.5	15.9	
PHF	.923	.992	.762	.985	.725	.750	.952	.922	.500	.951	.870	.949	.774	.625	.611	.841

City of Cypress
 N/S: Knott Street
 E/W: Orangewood Avenue
 Weather: Clear

File Name : 26_CYP_Knott_OW AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Knott Street Southbound				Orangewood Avenue Westbound				Knott Street Northbound				Orangewood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	210	7	222	11	5	5	21	4	96	14	114	18	18	16	52	409
07:15 AM	7	237	5	249	8	5	12	25	6	155	24	185	17	15	14	46	505
07:30 AM	12	293	16	321	17	4	7	28	3	134	20	157	28	15	41	84	590
07:45 AM	14	279	9	302	10	6	11	27	10	198	35	243	29	30	27	86	658
Total	38	1019	37	1094	46	20	35	101	23	583	93	699	92	78	98	268	2162
08:00 AM	8	193	10	211	7	5	7	19	4	186	37	227	29	21	16	66	523
08:15 AM	11	195	17	223	8	4	12	24	3	153	18	174	31	23	9	63	484
08:30 AM	11	224	15	250	13	3	12	28	6	191	16	213	27	16	12	55	546
08:45 AM	5	178	6	189	6	8	11	25	5	170	15	190	18	15	15	48	452
Total	35	790	48	873	34	20	42	96	18	700	86	804	105	75	52	232	2005
Grand Total	73	1809	85	1967	80	40	77	197	41	1283	179	1503	197	153	150	500	4167
Apprch %	3.7	92	4.3		40.6	20.3	39.1		2.7	85.4	11.9		39.4	30.6	30		
Total %	1.8	43.4	2	47.2	1.9	1	1.8	4.7	1	30.8	4.3	36.1	4.7	3.7	3.6	12	

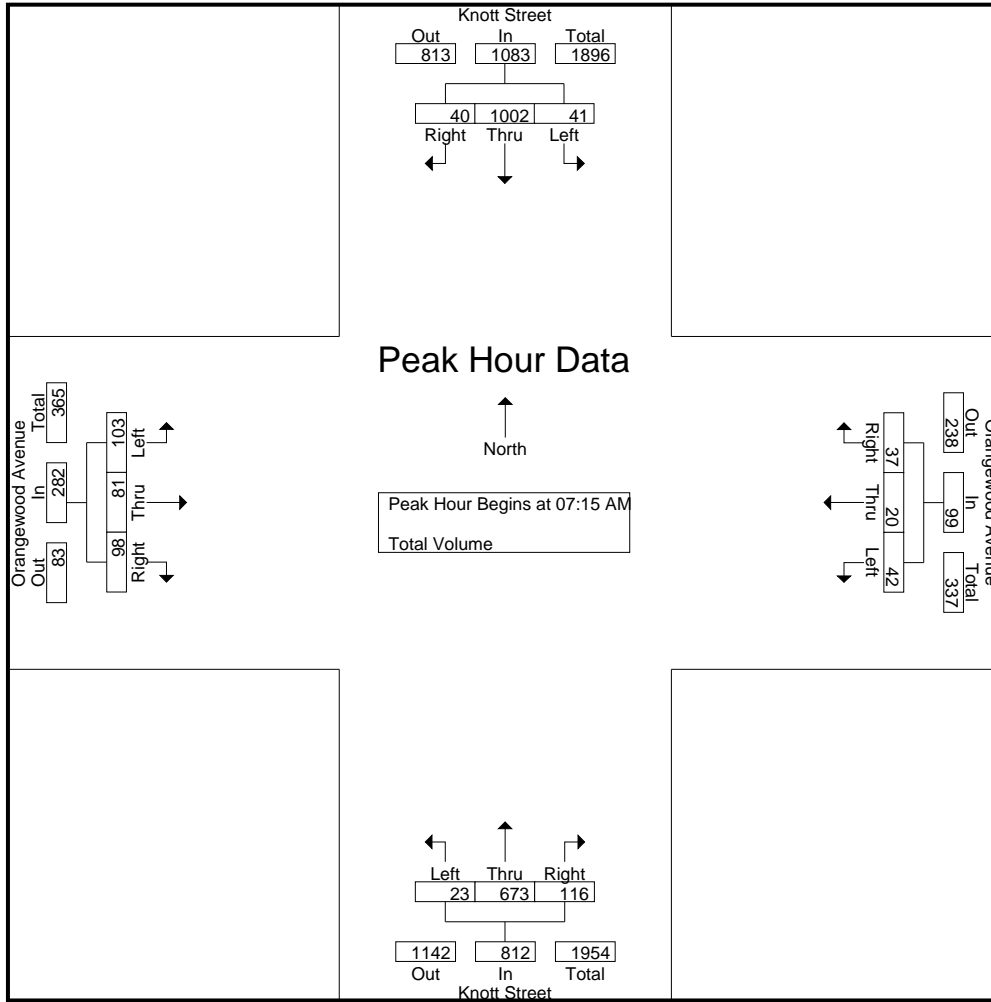
Start Time	Knott Street Southbound				Orangewood Avenue Westbound				Knott Street Northbound				Orangewood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	7	237	5	249	8	5	12	25	6	155	24	185	17	15	14	46	505
07:30 AM	12	293	16	321	17	4	7	28	3	134	20	157	28	15	41	84	590
07:45 AM	14	279	9	302	10	6	11	27	10	198	35	243	29	30	27	86	658
08:00 AM	8	193	10	211	7	5	7	19	4	186	37	227	29	21	16	66	523
Total Volume	41	1002	40	1083	42	20	37	99	23	673	116	812	103	81	98	282	2276
% App. Total	3.8	92.5	3.7		42.4	20.2	37.4		2.8	82.9	14.3		36.5	28.7	34.8		
PHF	.732	.855	.625	.843	.618	.833	.771	.884	.575	.850	.784	.835	.888	.675	.598	.820	.865

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Cypress
 N/S: Knott Street
 E/W: Orangewood Avenue
 Weather: Clear

File Name : 26_CYP_Knott_OW AM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	07:00 AM				07:00 AM				07:45 AM				07:30 AM			
+0 mins.	5	210	7	222	11	5	5	21	10	198	35	243	28	15	41	84
+15 mins.	7	237	5	249	8	5	12	25	4	186	37	227	29	30	27	86
+30 mins.	12	293	16	321	17	4	7	28	3	153	18	174	29	21	16	66
+45 mins.	14	279	9	302	10	6	11	27	6	191	16	213	31	23	9	63
Total Volume	38	1019	37	1094	46	20	35	101	23	728	106	857	117	89	93	299
% App. Total	3.5	93.1	3.4		45.5	19.8	34.7		2.7	84.9	12.4		39.1	29.8	31.1	
PHF	.679	.869	.578	.852	.676	.833	.729	.902	.575	.919	.716	.882	.944	.742	.567	.869

City of Cypress
 N/S: Knott Street
 E/W: Orangewood Avenue
 Weather: Clear

File Name : 26_CYP_Knott_OW PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 1

Groups Printed- Total Volume

Start Time	Knott Street Southbound				Orangewood Avenue Westbound				Knott Street Northbound				Orangewood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	10	169	22	201	22	24	19	65	10	261	7	278	21	10	16	47	591
04:15 PM	8	234	27	269	20	25	23	68	12	213	15	240	23	8	16	47	624
04:30 PM	7	222	20	249	30	36	29	95	12	251	10	273	24	11	16	51	668
04:45 PM	7	183	22	212	17	22	20	59	11	264	13	288	27	8	20	55	614
Total	32	808	91	931	89	107	91	287	45	989	45	1079	95	37	68	200	2497
05:00 PM	9	210	29	248	25	28	28	81	11	244	18	273	28	14	13	55	657
05:15 PM	8	276	25	309	17	22	15	54	14	261	9	284	20	8	15	43	690
05:30 PM	2	210	20	232	23	14	12	49	9	238	11	258	24	10	21	55	594
05:45 PM	3	198	25	226	18	12	10	40	5	254	20	279	21	8	18	47	592
Total	22	894	99	1015	83	76	65	224	39	997	58	1094	93	40	67	200	2533
Grand Total	54	1702	190	1946	172	183	156	511	84	1986	103	2173	188	77	135	400	5030
Apprch %	2.8	87.5	9.8		33.7	35.8	30.5		3.9	91.4	4.7		47	19.2	33.8		
Total %	1.1	33.8	3.8	38.7	3.4	3.6	3.1	10.2	1.7	39.5	2	43.2	3.7	1.5	2.7	8	

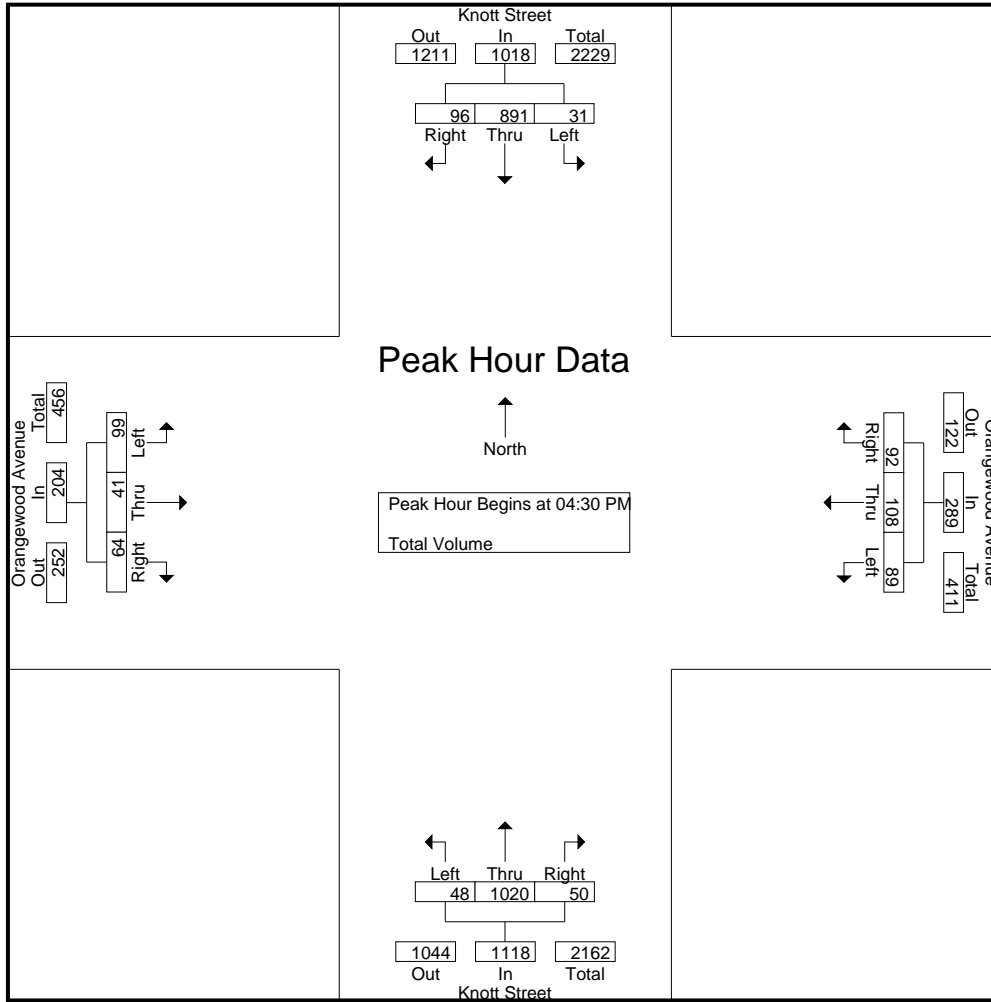
Start Time	Knott Street Southbound				Orangewood Avenue Westbound				Knott Street Northbound				Orangewood Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	7	222	20	249	30	36	29	95	12	251	10	273	24	11	16	51	668
04:45 PM	7	183	22	212	17	22	20	59	11	264	13	288	27	8	20	55	614
05:00 PM	9	210	29	248	25	28	28	81	11	244	18	273	28	14	13	55	657
05:15 PM	8	276	25	309	17	22	15	54	14	261	9	284	20	8	15	43	690
Total Volume	31	891	96	1018	89	108	92	289	48	1020	50	1118	99	41	64	204	2629
% App. Total	3	87.5	9.4		30.8	37.4	31.8		4.3	91.2	4.5		48.5	20.1	31.4		
PHF	.861	.807	.828	.824	.742	.750	.793	.761	.857	.966	.694	.970	.884	.732	.800	.927	.953

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Cypress
 N/S: Knott Street
 E/W: Orangewood Avenue
 Weather: Clear

File Name : 26_CYP_Knott_OW PM
 Site Code : 00322257
 Start Date : 3/31/2022
 Page No : 2



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

	04:30 PM				04:15 PM				04:30 PM				04:15 PM			
+0 mins.	7	222	20	249	20	25	23	68	12	251	10	273	23	8	16	47
+15 mins.	7	183	22	212	30	36	29	95	11	264	13	288	24	11	16	51
+30 mins.	9	210	29	248	17	22	20	59	11	244	18	273	27	8	20	55
+45 mins.	8	276	25	309	25	28	28	81	14	261	9	284	28	14	13	55
Total Volume	31	891	96	1018	92	111	100	303	48	1020	50	1118	102	41	65	208
% App. Total	3	87.5	9.4		30.4	36.6	33		4.3	91.2	4.5		49	19.7	31.2	
PHF	.861	.807	.828	.824	.767	.771	.862	.797	.857	.966	.694	.970	.911	.732	.813	.945

APPENDIX B

VOLUME DEVELOPMENT WORKSHEETS



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
1 Bloomfield Street /Lincoln Avenue		
NBL	385	443
NBT	0	0
NBR	193	190
SBL	0	0
SBT	0	0
SBR	0	0
EBL	0	0
EBT	582	736
EBR	339	366
WBL	133	135
WBT	697	786
WBR	0	0
North Leg		
Approach	0	0
Departure	0	0
Total	0	0
South Leg		
Approach	578	633
Departure	472	501
Total	1,050	1,134
East Leg		
Approach	830	921
Departure	775	926
Total	1,605	1,847
West Leg		
Approach	921	1,102
Departure	1,082	1,229
Total	2,003	2,331
Total Approaches		
Approach	2,329	2,656
Departure	2,329	2,656
Total	4,658	5,312



Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)

	<u>AM</u> <u>Peak Hour</u>	<u>PM</u> <u>Peak Hour</u>
	<u>Total</u> <u>Vehicles</u>	<u>Total</u> <u>Vehicles</u>
2	Lexington Drive-Denni /Lincoln Avenue	
NBL	173	158
NBT	9	6
NBR	198	121
SBL	18	58
SBT	4	20
SBR	13	181
EBL	66	41
EBT	556	735
EBR	136	141
WBL	276	102
WBT	658	610
WBR	32	26
North Leg		
Approach	35	259
Departure	107	73
Total	142	332
South Leg		
Approach	380	285
Departure	416	263
Total	796	548
East Leg		
Approach	966	738
Departure	772	914
Total	1,738	1,652
West Leg		
Approach	758	917
Departure	844	949
Total	1,602	1,866
Total Approaches		
Approach	2,139	2,199
Departure	2,139	2,199
Total	4,278	4,398



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
3 Moody Street /Lincoln Avenue		
NBL	156	109
NBT	526	516
NBR	103	83
SBL	171	148
SBT	721	632
SBR	191	167
EBL	133	159
EBT	471	601
EBR	114	102
WBL	61	75
WBT	538	551
WBR	182	166
North Leg		
Approach	1,083	947
Departure	841	841
Total	1,924	1,788
South Leg		
Approach	785	708
Departure	896	809
Total	1,681	1,517
East Leg		
Approach	781	792
Departure	745	832
Total	1,526	1,624
West Leg		
Approach	718	862
Departure	885	827
Total	1,603	1,689
Total Approaches		
Approach	3,367	3,309
Departure	3,367	3,309
Total	6,734	6,618



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
4 Walker Street /Lincoln Avenue		
NBL	82	65
NBT	437	616
NBR	130	143
SBL	111	143
SBT	539	559
SBR	125	100
EBL	89	100
EBT	627	649
EBR	62	75
WBL	111	119
WBT	589	621
WBR	106	156
North Leg		
Approach	775	802
Departure	632	872
Total	1,407	1,674
South Leg		
Approach	649	824
Departure	712	753
Total	1,361	1,577
East Leg		
Approach	806	896
Departure	868	935
Total	1,674	1,831
West Leg		
Approach	778	824
Departure	796	786
Total	1,574	1,610
Total Approaches		
Approach	3,008	3,346
Departure	3,008	3,346
Total	6,016	6,692



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
5 Valley View Street/Lincoln Avenue		
NBL	131	221
NBT	792	1,256
NBR	91	155
SBL	108	227
SBT	1,196	1,081
SBR	131	145
EBL	162	231
EBT	371	498
EBR	144	190
WBL	173	213
WBT	505	496
WBR	114	142
North Leg		
Approach	1,435	1,453
Departure	1,068	1,629
Total	2,503	3,082
South Leg		
Approach	1,014	1,632
Departure	1,513	1,484
Total	2,527	3,116
East Leg		
Approach	792	851
Departure	570	880
Total	1,362	1,731
West Leg		
Approach	677	919
Departure	767	862
Total	1,444	1,781
Total Approaches		
Approach	3,918	4,855
Departure	3,918	4,855
Total	7,836	9,710



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
6 Moody Street /Orange Avenue		
NBL	102	42
NBT	368	513
NBR	129	65
SBL	158	133
SBT	508	516
SBR	109	75
EBL	132	63
EBT	483	250
EBR	113	33
WBL	64	60
WBT	405	285
WBR	97	102
North Leg		
Approach	775	724
Departure	597	678
Total	1,372	1,402
South Leg		
Approach	599	620
Departure	685	609
Total	1,284	1,229
East Leg		
Approach	566	447
Departure	770	448
Total	1,336	895
West Leg		
Approach	728	346
Departure	616	402
Total	1,344	748
Total Approaches		
Approach	2,668	2,137
Departure	2,668	2,137
Total	5,336	4,274



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
7 Walker Street /Orange Avenue		
NBL	147	78
NBT	459	680
NBR	125	135
SBL	64	87
SBT	600	598
SBR	113	50
EBL	108	73
EBT	450	390
EBR	109	99
WBL	102	110
WBT	538	360
WBR	88	81
North Leg		
Approach	777	735
Departure	655	834
Total	1,432	1,569
South Leg		
Approach	731	893
Departure	811	807
Total	1,542	1,700
East Leg		
Approach	728	551
Departure	639	612
Total	1,367	1,163
West Leg		
Approach	667	562
Departure	798	488
Total	1,465	1,050
Total Approaches		
Approach	2,903	2,741
Departure	2,903	2,741
Total	5,806	5,482



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
8 Valley View Street/Orange Avenue		
NBL	118	167
NBT	902	1,537
NBR	99	136
SBL	75	127
SBT	1,255	1,303
SBR	97	127
EBL	123	124
EBT	369	355
EBR	239	127
WBL	131	152
WBT	405	288
WBR	103	134
North Leg		
Approach	1,427	1,557
Departure	1,128	1,795
Total	2,555	3,352
South Leg		
Approach	1,119	1,840
Departure	1,625	1,582
Total	2,744	3,422
East Leg		
Approach	639	574
Departure	543	618
Total	1,182	1,192
West Leg		
Approach	731	606
Departure	620	582
Total	1,351	1,188
Total Approaches		
Approach	3,916	4,577
Departure	3,916	4,577
Total	7,832	9,154



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
9 Holder Street /Orange Avenue		
NBL	53	54
NBT	78	174
NBR	30	33
SBL	58	51
SBT	119	109
SBR	94	114
EBL	74	96
EBT	336	351
EBR	48	57
WBL	70	30
WBT	435	344
WBR	103	59
North Leg		
Approach	271	274
Departure	255	329
Total	526	603
South Leg		
Approach	161	261
Departure	237	196
Total	398	457
East Leg		
Approach	608	433
Departure	424	435
Total	1,032	868
West Leg		
Approach	458	504
Departure	582	512
Total	1,040	1,016
Total Approaches		
Approach	1,498	1,472
Departure	1,498	1,472
Total	2,996	2,944



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
10 Bloomfield Street /Ball Road		
NBL	102	115
NBT	612	661
NBR	75	86
SBL	112	191
SBT	550	686
SBR	259	84
EBL	135	150
EBT	193	397
EBR	54	108
WBL	68	65
WBT	325	226
WBR	135	116
North Leg		
Approach	921	961
Departure	882	927
Total	1,803	1,888
South Leg		
Approach	789	862
Departure	672	859
Total	1,461	1,721
East Leg		
Approach	528	407
Departure	380	674
Total	908	1,081
West Leg		
Approach	382	655
Departure	686	425
Total	1,068	1,080
Total Approaches		
Approach	2,620	2,885
Departure	2,620	2,885
Total	5,240	5,770



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
11 Moody Street /Ball Road		
NBL	87	74
NBT	252	350
NBR	67	61
SBL	149	104
SBT	476	329
SBR	138	112
EBL	78	128
EBT	816	682
EBR	99	61
WBL	73	72
WBT	814	673
WBR	166	109
North Leg		
Approach	763	545
Departure	496	587
Total	1,259	1,132
South Leg		
Approach	406	485
Departure	648	462
Total	1,054	947
East Leg		
Approach	1,053	854
Departure	1,032	847
Total	2,085	1,701
West Leg		
Approach	993	871
Departure	1,039	859
Total	2,032	1,730
Total Approaches		
Approach	3,215	2,755
Departure	3,215	2,755
Total	6,430	5,510



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
12 Walker Street /Ball Road		
NBL	102	85
NBT	339	652
NBR	72	84
SBL	124	142
SBT	579	523
SBR	59	83
EBL	77	92
EBT	732	642
EBR	168	76
WBL	104	89
WBT	770	697
WBR	144	142
North Leg		
Approach	762	748
Departure	560	886
Total	1,322	1,634
South Leg		
Approach	513	821
Departure	851	688
Total	1,364	1,509
East Leg		
Approach	1,018	928
Departure	928	868
Total	1,946	1,796
West Leg		
Approach	977	810
Departure	931	865
Total	1,908	1,675
Total Approaches		
Approach	3,270	3,307
Departure	3,270	3,307
Total	6,540	6,614



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
13 Valley View Street/Ball Road		
NBL	205	262
NBT	894	1,508
NBR	81	162
SBL	111	171
SBT	1,238	1,136
SBR	126	203
EBL	172	202
EBT	556	611
EBR	186	177
WBL	264	169
WBT	678	458
WBR	91	129
North Leg		
Approach	1,475	1,510
Departure	1,157	1,839
Total	2,632	3,349
South Leg		
Approach	1,180	1,932
Departure	1,688	1,482
Total	2,868	3,414
East Leg		
Approach	1,033	756
Departure	748	944
Total	1,781	1,700
West Leg		
Approach	914	990
Departure	1,009	923
Total	1,923	1,913
Total Approaches		
Approach	4,602	5,188
Departure	4,602	5,188
Total	9,204	10,376



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
14 Bloomfield Street /Cerritos Avenue		
NBL	171	81
NBT	332	424
NBR	173	124
SBL	99	72
SBT	520	269
SBR	110	117
EBL	45	140
EBT	689	851
EBR	166	91
WBL	194	90
WBT	648	702
WBR	65	125
North Leg		
Approach	729	458
Departure	442	689
Total	1,171	1,147
South Leg		
Approach	676	629
Departure	880	450
Total	1,556	1,079
East Leg		
Approach	907	917
Departure	961	1,047
Total	1,868	1,964
West Leg		
Approach	900	1,082
Departure	929	900
Total	1,829	1,982
Total Approaches		
Approach	3,212	3,086
Departure	3,212	3,086
Total	6,424	6,172



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
15 Lexington Drive-Denni /Cerritos Avenue		
NBL	37	37
NBT	68	124
NBR	33	81
SBL	122	87
SBT	94	48
SBR	139	77
EBL	77	103
EBT	633	880
EBR	59	34
WBL	86	48
WBT	700	743
WBR	130	113
North Leg		
Approach	355	212
Departure	275	340
Total	630	552
South Leg		
Approach	138	242
Departure	239	130
Total	377	372
East Leg		
Approach	916	904
Departure	788	1,048
Total	1,704	1,952
West Leg		
Approach	769	1,017
Departure	876	857
Total	1,645	1,874
Total Approaches		
Approach	2,178	2,375
Departure	2,178	2,375
Total	4,356	4,750



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
16 Moody Street /Cerritos Avenue		
NBL	0	2
NBT	1	1
NBR	0	0
SBL	391	228
SBT	1	0
SBR	217	142
EBL	68	180
EBT	713	918
EBR	1	1
WBL	1	1
WBT	698	774
WBR	160	304
North Leg		
Approach	609	370
Departure	229	485
Total	838	855
South Leg		
Approach	1	3
Departure	3	2
Total	4	5
East Leg		
Approach	859	1,079
Departure	1,104	1,146
Total	1,963	2,225
West Leg		
Approach	782	1,099
Departure	915	918
Total	1,697	2,017
Total Approaches		
Approach	2,251	2,551
Departure	2,251	2,551
Total	4,502	5,102



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
17 Walker Street /Cerritos Avenue		
NBL	98	258
NBT	238	567
NBR	61	160
SBL	130	110
SBT	564	428
SBR	41	68
EBL	27	77
EBT	767	824
EBR	287	214
WBL	85	94
WBT	734	770
WBR	109	148
North Leg		
Approach	735	606
Departure	374	792
Total	1,109	1,398
South Leg		
Approach	397	985
Departure	936	736
Total	1,333	1,721
East Leg		
Approach	928	1,012
Departure	958	1,094
Total	1,886	2,106
West Leg		
Approach	1,081	1,115
Departure	873	1,096
Total	1,954	2,211
Total Approaches		
Approach	3,141	3,718
Departure	3,141	3,718
Total	6,282	7,436



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
18 Valley View Street/Cerritos Avenue		
NBL	199	283
NBT	955	1,599
NBR	46	163
SBL	267	140
SBT	1,267	1,168
SBR	105	224
EBL	117	238
EBT	404	599
EBR	289	220
WBL	121	94
WBT	512	459
WBR	107	109
North Leg		
Approach	1,639	1,532
Departure	1,179	1,946
Total	2,818	3,478
South Leg		
Approach	1,200	2,045
Departure	1,677	1,482
Total	2,877	3,527
East Leg		
Approach	740	662
Departure	717	902
Total	1,457	1,564
West Leg		
Approach	810	1,057
Departure	816	966
Total	1,626	2,023
Total Approaches		
Approach	4,389	5,296
Departure	4,389	5,296
Total	8,778	10,592



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
19 Lexington Drive /Katella Avenue		
NBL	66	113
NBT	36	39
NBR	88	194
SBL	80	82
SBT	13	11
SBR	97	82
EBL	104	93
EBT	1,120	1,363
EBR	135	49
WBL	126	78
WBT	1,090	1,263
WBR	74	79
North Leg		
Approach	190	175
Departure	214	211
Total	404	386
South Leg		
Approach	190	346
Departure	274	138
Total	464	484
East Leg		
Approach	1,290	1,420
Departure	1,288	1,639
Total	2,578	3,059
West Leg		
Approach	1,359	1,505
Departure	1,253	1,458
Total	2,612	2,963
Total Approaches		
Approach	3,029	3,446
Departure	3,029	3,446
Total	6,058	6,892



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
20 Siboney Street-Race Track/Katella Avenue		
NBL	29	54
NBT	2	2
NBR	30	35
SBL	35	80
SBT	2	2
SBR	7	41
EBL	91	130
EBT	1,229	1,489
EBR	34	33
WBL	35	54
WBT	1,329	1,373
WBR	31	37
North Leg		
Approach	44	123
Departure	124	169
Total	168	292
South Leg		
Approach	61	91
Departure	71	89
Total	132	180
East Leg		
Approach	1,395	1,464
Departure	1,294	1,604
Total	2,689	3,068
West Leg		
Approach	1,354	1,652
Departure	1,365	1,468
Total	2,719	3,120
Total Approaches		
Approach	2,854	3,330
Departure	2,854	3,330
Total	5,708	6,660



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
21 Walker Street /Katella Avenue		
NBL	1	8
NBT	0	4
NBR	3	2
SBL	509	490
SBT	0	2
SBR	218	246
EBL	221	343
EBT	1,051	1,382
EBR	4	2
WBL	9	1
WBT	1,193	1,354
WBR	303	322
North Leg		
Approach	727	738
Departure	524	669
Total	1,251	1,407
South Leg		
Approach	4	14
Departure	13	5
Total	17	19
East Leg		
Approach	1,505	1,677
Departure	1,563	1,874
Total	3,068	3,551
West Leg		
Approach	1,276	1,727
Departure	1,412	1,608
Total	2,688	3,335
Total Approaches		
Approach	3,512	4,156
Departure	3,512	4,156
Total	7,024	8,312



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
22 Valley View Street/Katella Avenue		
NBL	639	510
NBT	1,239	1,406
NBR	169	168
SBL	177	161
SBT	1,059	1,156
SBR	198	209
EBL	153	279
EBT	652	796
EBR	470	661
WBL	131	275
WBT	710	743
WBR	109	201
North Leg		
Approach	1,434	1,526
Departure	1,501	1,886
Total	2,935	3,412
South Leg		
Approach	2,047	2,084
Departure	1,660	2,092
Total	3,707	4,176
East Leg		
Approach	950	1,219
Departure	998	1,125
Total	1,948	2,344
West Leg		
Approach	1,275	1,736
Departure	1,547	1,462
Total	2,822	3,198
Total Approaches		
Approach	5,706	6,565
Departure	5,706	6,565
Total	11,412	13,130



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
23 Holder Street /Katella Avenue		
NBL	1	37
NBT	0	8
NBR	2	22
SBL	87	123
SBT	5	3
SBR	108	92
EBL	30	57
EBT	791	1,123
EBR	24	7
WBL	30	11
WBT	943	986
WBR	97	145
North Leg		
Approach	200	218
Departure	127	210
Total	327	428
South Leg		
Approach	3	67
Departure	59	21
Total	62	88
East Leg		
Approach	1,070	1,142
Departure	880	1,268
Total	1,950	2,410
West Leg		
Approach	845	1,187
Departure	1,052	1,115
Total	1,897	2,302
Total Approaches		
Approach	2,118	2,614
Departure	2,118	2,614
Total	4,236	5,228



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
24 Knott Avenue /Katella Avenue		
NBL	224	221
NBT	445	847
NBR	108	103
SBL	81	144
SBT	770	606
SBR	129	94
EBL	57	290
EBT	502	915
EBR	180	287
WBL	178	230
WBT	781	711
WBR	64	103
North Leg		
Approach	980	844
Departure	566	1,240
Total	1,546	2,084
South Leg		
Approach	777	1,171
Departure	1,128	1,123
Total	1,905	2,294
East Leg		
Approach	1,023	1,044
Departure	691	1,162
Total	1,714	2,206
West Leg		
Approach	739	1,492
Departure	1,134	1,026
Total	1,873	2,518
Total Approaches		
Approach	3,519	4,551
Departure	3,519	4,551
Total	7,038	9,102



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
25 Valley View Street/Orangewood Avenue		
NBL	18	4
NBT	1,701	1,704
NBR	73	91
SBL	178	336
SBT	1,518	1,846
SBR	35	64
EBL	100	76
EBT	34	20
EBR	17	17
WBL	91	74
WBT	18	11
WBR	370	261
North Leg		
Approach	1,731	2,246
Departure	2,171	2,041
Total	3,902	4,287
South Leg		
Approach	1,792	1,799
Departure	1,626	1,937
Total	3,418	3,736
East Leg		
Approach	479	346
Departure	285	447
Total	764	793
West Leg		
Approach	151	113
Departure	71	79
Total	222	192
Total Approaches		
Approach	4,153	4,504
Departure	4,153	4,504
Total	8,306	9,008



**Table B-1 - Existing Peak Hour Volumes
(Intersections Without Classification Counts)**

	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
	<u>Total Vehicles</u>	<u>Total Vehicles</u>
26 Knott Avenue /Orangewood Avenue		
NBL	23	48
NBT	673	1,020
NBR	116	50
SBL	41	31
SBT	1,002	891
SBR	40	96
EBL	103	99
EBT	81	41
EBR	98	64
WBL	42	89
WBT	20	108
WBR	37	92
North Leg		
Approach	1,083	1,018
Departure	813	1,211
Total	1,896	2,229
South Leg		
Approach	812	1,118
Departure	1,142	1,044
Total	1,954	2,162
East Leg		
Approach	99	289
Departure	238	122
Total	337	411
West Leg		
Approach	282	204
Departure	83	252
Total	365	456
Total Approaches		
Approach	2,276	2,629
Departure	2,276	2,629
Total	4,552	5,258

Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
1 Bloomfield Street /Lincoln Avenue								
NBL	385	404	404	0	443	463	461	-2
NBT	0	0	0	0	0	0	0	0
NBR	193	365	357	-8	190	305	304	-1
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	582	1,069	1,045	-24	736	865	914	49
EBR	339	432	428	-4	366	384	384	0
WBL	133	275	275	0	135	243	240	-3
WBT	697	798	856	58	786	1,200	1,190	-10
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	0	0	0		0	0	0	
Departure	0	0	0		0	0	0	
Total	0	0	0		0	0	0	
South Leg								
Approach	578	769	761		633	768	765	
Departure	472	707	703		501	627	624	
Total	1,050	1,476	1,464		1,134	1,395	1,389	
East Leg								
Approach	830	1,073	1,131		921	1,443	1,430	
Departure	775	1,434	1,402		926	1,170	1,218	
Total	1,605	2,507	2,533		1,847	2,613	2,648	
West Leg								
Approach	921	1,501	1,473		1,102	1,249	1,298	
Departure	1,082	1,202	1,260		1,229	1,663	1,651	
Total	2,003	2,703	2,733		2,331	2,912	2,949	
Total Approaches								
Approach	2,329	3,343	3,365		2,656	3,460	3,493	
Departure	2,329	3,343	3,365		2,656	3,460	3,493	
Total	4,658	6,687	6,731		5,312	6,921	6,987	



Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
2 Lexington Drive-Denni /Lincoln Avenue								
NBL	173	182	184	2	158	166	166	0
NBT	9	9	9	0	6	6	6	0
NBR	198	230	260	30	121	127	127	0
SBL	18	21	21	0	58	61	61	0
SBT	4	4	4	0	20	21	21	0
SBR	13	14	14	0	181	188	186	-2
EBL	66	72	71	-1	41	43	43	0
EBT	556	1,184	1,165	-19	735	980	1,006	26
EBR	136	165	153	-12	141	141	163	22
WBL	276	280	290	10	102	132	151	19
WBT	658	922	955	33	610	1,130	1,128	-2
WBR	32	34	34	0	26	31	31	0
North Leg								
Approach	35	39	39		259	270	268	
Departure	107	115	114		73	80	80	
Total	142	154	153		332	350	348	
South Leg								
Approach	380	421	453		285	299	299	
Departure	416	449	447		263	294	335	
Total	796	870	900		548	593	634	
East Leg								
Approach	966	1,236	1,278		738	1,293	1,310	
Departure	772	1,435	1,446		914	1,168	1,194	
Total	1,738	2,671	2,724		1,652	2,461	2,504	
West Leg								
Approach	758	1,421	1,389		917	1,164	1,212	
Departure	844	1,117	1,153		949	1,484	1,480	
Total	1,602	2,538	2,542		1,866	2,648	2,692	
Total Approaches								
Approach	2,139	3,117	3,160		2,199	3,026	3,089	
Departure	2,139	3,117	3,160		2,199	3,026	3,089	
Total	4,278	6,233	6,319		4,398	6,052	6,178	

Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
3 Moody Street /Lincoln Avenue								
NBL	156	199	201	2	109	178	174	-4
NBT	526	552	552	0	516	518	532	14
NBR	103	210	227	17	83	142	153	11
SBL	171	210	229	19	148	155	152	-3
SBT	721	769	783	14	632	664	664	0
SBR	191	201	201	0	167	175	175	0
EBL	133	140	140	0	159	167	167	0
EBT	471	1,055	1,082	27	601	843	863	20
EBR	114	221	213	-8	102	122	126	4
WBL	61	127	129	2	75	128	147	19
WBT	538	807	817	10	551	1,055	1,091	36
WBR	182	191	186	-5	166	195	212	17
North Leg								
Approach	1,083	1,180	1,213		947	994	991	
Departure	841	883	878		841	880	911	
Total	1,924	2,063	2,091		1,788	1,874	1,902	
South Leg								
Approach	785	961	980		708	838	859	
Departure	896	1,117	1,125		809	914	937	
Total	1,681	2,078	2,105		1,517	1,752	1,796	
East Leg								
Approach	781	1,125	1,132		792	1,378	1,450	
Departure	745	1,475	1,538		832	1,140	1,168	
Total	1,526	2,600	2,670		1,624	2,518	2,618	
West Leg								
Approach	718	1,416	1,435		862	1,132	1,156	
Departure	885	1,207	1,219		827	1,408	1,440	
Total	1,603	2,622	2,653		1,689	2,540	2,596	
Total Approaches								
Approach	3,367	4,682	4,760		3,309	4,342	4,456	
Departure	3,367	4,682	4,760		3,309	4,342	4,456	
Total	6,734	9,363	9,519		6,618	8,685	8,912	



Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
4 Walker Street /Lincoln Avenue								
NBL	82	88	94	6	65	102	103	1
NBT	437	459	459	0	616	647	647	0
NBR	130	193	203	10	143	171	169	-2
SBL	111	158	158	0	143	150	148	-2
SBT	539	576	575	-1	559	587	587	0
SBR	125	129	130	1	100	130	139	9
EBL	89	120	122	2	100	107	112	5
EBT	627	1,291	1,349	58	649	844	867	23
EBR	62	96	100	4	75	91	92	1
WBL	111	163	164	1	119	155	157	2
WBT	589	837	844	7	621	1,138	1,201	63
WBR	106	136	132	-4	156	179	188	9
North Leg								
Approach	775	863	863		802	867	874	
Departure	632	715	713		872	933	947	
Total	1,407	1,578	1,576		1,674	1,800	1,821	
South Leg								
Approach	649	740	756		824	920	919	
Departure	712	835	839		753	833	836	
Total	1,361	1,575	1,595		1,577	1,753	1,755	
East Leg								
Approach	806	1,136	1,140		896	1,472	1,546	
Departure	868	1,642	1,710		935	1,165	1,184	
Total	1,674	2,778	2,850		1,831	2,637	2,730	
West Leg								
Approach	778	1,507	1,571		824	1,042	1,071	
Departure	796	1,054	1,068		786	1,370	1,443	
Total	1,574	2,561	2,639		1,610	2,412	2,514	
Total Approaches								
Approach	3,008	4,246	4,330		3,346	4,301	4,410	
Departure	3,008	4,246	4,330		3,346	4,301	4,410	
Total	6,016	8,492	8,660		6,692	8,602	8,820	

Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
5 Valley View Street/Lincoln Avenue								
NBL	131	142	141	-1	221	286	310	24
NBT	792	832	832	0	1,256	1,319	1,319	0
NBR	91	116	123	7	155	180	180	0
SBL	108	172	189	17	227	304	296	-8
SBT	1,196	1,314	1,334	20	1,081	1,135	1,135	0
SBR	131	177	183	6	145	216	229	13
EBL	162	282	282	0	231	269	273	4
EBT	371	929	973	44	498	675	688	13
EBR	144	248	240	-8	190	200	195	-5
WBL	173	213	207	-6	213	261	263	2
WBT	505	762	758	-4	496	939	1,001	62
WBR	114	141	142	1	142	207	203	-4
North Leg								
Approach	1,435	1,663	1,706		1,453	1,655	1,660	
Departure	1,068	1,255	1,256		1,629	1,795	1,795	
Total	2,503	2,918	2,962		3,082	3,450	3,455	
South Leg								
Approach	1,014	1,090	1,096		1,632	1,785	1,809	
Departure	1,513	1,775	1,781		1,484	1,596	1,593	
Total	2,527	2,865	2,877		3,116	3,380	3,402	
East Leg								
Approach	792	1,116	1,107		851	1,407	1,467	
Departure	570	1,217	1,285		880	1,159	1,164	
Total	1,362	2,333	2,392		1,731	2,566	2,631	
West Leg								
Approach	677	1,459	1,495		919	1,144	1,156	
Departure	767	1,081	1,082		862	1,441	1,540	
Total	1,444	2,540	2,577		1,781	2,585	2,696	
Total Approaches								
Approach	3,918	5,328	5,404		4,855	5,990	6,092	
Departure	3,918	5,328	5,404		4,855	5,990	6,092	
Total	7,836	10,655	10,807		9,710	11,981	12,184	

Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
6 Moody Street /Orange Avenue								
NBL	102	107	107	0	42	53	61	8
NBT	368	386	386	0	513	623	637	14
NBR	129	135	135	0	65	68	68	0
SBL	158	218	206	-12	133	137	140	3
SBT	508	624	646	22	516	542	542	0
SBR	109	146	137	-9	75	125	122	-3
EBL	132	228	226	-2	63	66	66	0
EBT	483	547	560	13	250	263	263	0
EBR	113	114	128	14	33	35	35	0
WBL	64	67	67	0	60	63	63	0
WBT	405	425	425	0	285	316	333	17
WBR	97	113	111	-2	102	109	103	-6
North Leg								
Approach	775	988	989		724	804	803	
Departure	597	727	723		678	798	806	
Total	1,372	1,715	1,712		1,402	1,602	1,610	
South Leg								
Approach	599	629	629		620	744	766	
Departure	685	805	841		609	639	639	
Total	1,284	1,434	1,470		1,229	1,384	1,406	
East Leg								
Approach	566	605	603		447	488	499	
Departure	770	900	901		448	468	470	
Total	1,336	1,506	1,505		895	956	969	
West Leg								
Approach	728	889	914		346	363	363	
Departure	616	678	669		402	494	516	
Total	1,344	1,567	1,583		748	857	879	
Total Approaches								
Approach	2,668	3,111	3,135		2,137	2,399	2,432	
Departure	2,668	3,111	3,135		2,137	2,399	2,432	
Total	5,336	6,223	6,271		4,274	4,799	4,864	



Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
7 Walker Street /Orange Avenue								
NBL	147	154	154	0	78	78	85	7
NBT	459	503	522	19	680	728	727	-1
NBR	125	158	172	14	135	144	149	5
SBL	64	86	90	4	87	91	91	0
SBT	600	706	705	-1	598	610	615	5
SBR	113	119	119	0	50	53	53	0
EBL	108	114	114	0	73	77	77	0
EBT	450	548	575	27	390	410	410	0
EBR	109	116	117	1	99	104	104	0
WBL	102	105	104	-1	110	147	154	7
WBT	538	565	565	0	360	421	453	32
WBR	88	90	89	-1	81	102	100	-2
North Leg								
Approach	777	911	914		735	754	759	
Departure	655	707	725		834	907	904	
Total	1,432	1,618	1,639		1,569	1,661	1,663	
South Leg								
Approach	731	815	848		893	950	961	
Departure	811	927	926		807	861	873	
Total	1,542	1,742	1,774		1,700	1,811	1,834	
East Leg								
Approach	728	760	758		551	670	707	
Departure	639	792	837		612	645	650	
Total	1,367	1,552	1,595		1,163	1,315	1,357	
West Leg								
Approach	667	778	806		562	590	590	
Departure	798	838	838		488	552	591	
Total	1,465	1,616	1,644		1,050	1,142	1,181	
Total Approaches								
Approach	2,903	3,264	3,326		2,741	2,964	3,017	
Departure	2,903	3,264	3,326		2,741	2,964	3,017	
Total	5,806	6,528	6,652		5,482	5,928	6,034	



Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
8 Valley View Street/Orange Avenue								
NBL	118	124	124	0	167	215	224	9
NBT	902	947	947	0	1,537	1,615	1,633	18
NBR	99	141	144	3	136	137	143	6
SBL	75	98	103	5	127	133	133	0
SBT	1,255	1,500	1,509	9	1,303	1,368	1,368	0
SBR	97	102	102	0	127	140	152	12
EBL	123	129	129	0	124	130	130	0
EBT	369	488	524	36	355	373	373	0
EBR	239	290	298	8	127	133	133	0
WBL	131	145	140	-5	152	163	160	-3
WBT	405	425	425	0	288	344	363	19
WBR	103	108	108	0	134	141	134	-7
North Leg								
Approach	1,427	1,700	1,714		1,557	1,642	1,654	
Departure	1,128	1,184	1,184		1,795	1,886	1,897	
Total	2,555	2,884	2,898		3,352	3,527	3,551	
South Leg								
Approach	1,119	1,212	1,215		1,840	1,967	2,000	
Departure	1,625	1,935	1,947		1,582	1,665	1,662	
Total	2,744	3,147	3,162		3,422	3,632	3,661	
East Leg								
Approach	639	678	673		574	648	657	
Departure	543	727	771		618	643	649	
Total	1,182	1,405	1,444		1,192	1,291	1,306	
West Leg								
Approach	731	907	951		606	636	636	
Departure	620	651	651		582	699	739	
Total	1,351	1,558	1,602		1,188	1,335	1,375	
Total Approaches								
Approach	3,916	4,497	4,553		4,577	4,893	4,947	
Departure	3,916	4,497	4,553		4,577	4,893	4,947	
Total	7,832	8,995	9,107		9,154	9,785	9,893	

Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
9 Holder Street /Orange Avenue								
NBL	53	179	175	-4	54	168	174	6
NBT	78	255	253	-2	174	411	422	11
NBR	30	125	126	1	33	86	86	0
SBL	58	61	61	0	51	54	54	0
SBT	119	320	339	19	109	296	297	1
SBR	94	99	99	0	114	120	120	0
EBL	74	78	78	0	96	101	101	0
EBT	336	380	406	26	351	369	369	0
EBR	48	196	212	16	57	151	150	-1
WBL	70	183	180	-3	30	105	108	3
WBT	435	457	457	0	344	361	361	0
WBR	103	108	108	0	59	62	62	0
North Leg								
Approach	271	480	499		274	469	470	
Departure	255	441	439		329	574	585	
Total	526	920	937		603	1,043	1,055	
South Leg								
Approach	161	559	554		261	665	682	
Departure	237	699	731		196	552	555	
Total	398	1,258	1,285		457	1,217	1,237	
East Leg								
Approach	608	748	745		433	528	531	
Departure	424	566	593		435	508	508	
Total	1,032	1,314	1,338		868	1,036	1,039	
West Leg								
Approach	458	654	696		504	620	619	
Departure	582	734	730		512	649	655	
Total	1,040	1,388	1,426		1,016	1,269	1,274	
Total Approaches								
Approach	1,498	2,440	2,493		1,472	2,283	2,303	
Departure	1,498	2,440	2,493		1,472	2,283	2,303	
Total	2,996	4,880	4,986		2,944	4,566	4,606	



Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
10 Bloomfield Street /Ball Road								
NBL	102	107	105	-2	115	125	131	6
NBT	612	704	704	0	661	694	694	0
NBR	75	96	98	2	86	90	90	0
SBL	112	139	138	-1	191	201	198	-3
SBT	550	589	605	16	686	757	756	-1
SBR	259	272	272	0	84	127	123	-4
EBL	135	198	187	-11	150	164	161	-3
EBT	193	315	304	-11	397	417	417	0
EBR	54	76	76	0	108	113	113	0
WBL	68	71	73	2	65	68	68	0
WBT	325	341	341	0	226	301	296	-5
WBR	135	137	143	6	116	136	133	-3
North Leg								
Approach	921	1,000	1,015		961	1,085	1,077	
Departure	882	1,039	1,034		927	994	988	
Total	1,803	2,039	2,049		1,888	2,079	2,065	
South Leg								
Approach	789	907	907		862	909	915	
Departure	672	736	754		859	939	938	
Total	1,461	1,644	1,661		1,721	1,848	1,853	
East Leg								
Approach	528	550	557		407	505	497	
Departure	380	550	540		674	708	705	
Total	908	1,100	1,097		1,081	1,213	1,202	
West Leg								
Approach	382	589	567		655	694	691	
Departure	686	720	718		425	553	550	
Total	1,068	1,309	1,285		1,080	1,247	1,241	
Total Approaches								
Approach	2,620	3,046	3,046		2,885	3,193	3,181	
Departure	2,620	3,046	3,046		2,885	3,193	3,181	
Total	5,240	6,091	6,092		5,770	6,387	6,362	



Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
11 Moody Street /Ball Road								
NBL	87	91	92	1	74	99	84	-15
NBT	252	265	265	0	350	397	387	-10
NBR	67	76	71	-5	61	64	64	0
SBL	149	168	182	14	104	109	109	0
SBT	476	516	517	1	329	345	329	-16
SBR	138	142	168	26	112	118	122	4
EBL	78	82	83	1	128	144	160	16
EBT	816	990	993	3	682	716	716	0
EBR	99	116	107	-9	61	79	72	-7
WBL	73	77	77	0	72	81	77	-4
WBT	814	855	855	0	673	777	784	7
WBR	166	174	174	0	109	114	123	9
North Leg								
Approach	763	826	867		545	572	560	
Departure	496	521	522		587	655	670	
Total	1,259	1,347	1,389		1,132	1,228	1,230	
South Leg								
Approach	406	432	428		485	560	535	
Departure	648	709	701		462	505	478	
Total	1,054	1,140	1,128		947	1,066	1,013	
East Leg								
Approach	1,053	1,106	1,106		854	972	984	
Departure	1,032	1,234	1,246		847	889	889	
Total	2,085	2,340	2,352		1,701	1,862	1,873	
West Leg								
Approach	993	1,188	1,183		871	939	948	
Departure	1,039	1,088	1,115		859	994	990	
Total	2,032	2,276	2,298		1,730	1,933	1,938	
Total Approaches								
Approach	3,215	3,551	3,583		2,755	3,044	3,027	
Departure	3,215	3,551	3,583		2,755	3,044	3,027	
Total	6,430	7,102	7,167		5,510	6,088	6,055	

Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
12 Walker Street /Ball Road								
NBL	102	107	107	0	85	89	89	0
NBT	339	382	424	42	652	688	696	8
NBR	72	91	103	12	84	88	88	0
SBL	124	200	203	3	142	149	149	0
SBT	579	709	709	0	523	549	570	21
SBR	59	66	67	1	83	90	86	-4
EBL	77	81	80	-1	92	93	98	5
EBT	732	862	872	10	642	674	674	0
EBR	168	176	176	0	76	80	80	0
WBL	104	109	109	0	89	96	106	10
WBT	770	809	809	0	697	778	790	12
WBR	144	160	158	-2	142	180	194	14
North Leg								
Approach	762	975	979		748	788	805	
Departure	560	623	662		886	961	988	
Total	1,322	1,598	1,641		1,634	1,749	1,793	
South Leg								
Approach	513	580	634		821	865	873	
Departure	851	995	995		688	725	756	
Total	1,364	1,575	1,629		1,509	1,590	1,629	
East Leg								
Approach	1,018	1,078	1,076		928	1,054	1,090	
Departure	928	1,153	1,178		868	911	911	
Total	1,946	2,231	2,254		1,796	1,965	2,001	
West Leg								
Approach	977	1,119	1,128		810	847	852	
Departure	931	982	983		865	957	965	
Total	1,908	2,101	2,111		1,675	1,804	1,817	
Total Approaches								
Approach	3,270	3,752	3,817		3,307	3,554	3,620	
Departure	3,270	3,752	3,817		3,307	3,554	3,620	
Total	6,540	7,504	7,634		6,614	7,109	7,241	

Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
13 Valley View Street/Ball Road								
NBL	205	215	215	0	262	292	298	6
NBT	894	939	939	0	1,508	1,592	1,602	10
NBR	81	87	88	1	162	170	170	0
SBL	111	150	154	4	171	180	180	0
SBT	1,238	1,470	1,473	3	1,136	1,193	1,193	0
SBR	126	132	133	1	203	226	233	7
EBL	172	202	207	5	202	212	212	0
EBT	556	732	751	19	611	642	642	0
EBR	186	215	215	0	177	186	186	0
WBL	264	264	277	13	169	170	172	2
WBT	678	712	712	0	458	535	559	24
WBR	91	93	92	-1	129	143	147	4
North Leg								
Approach	1,475	1,752	1,760		1,510	1,598	1,605	
Departure	1,157	1,234	1,238		1,839	1,947	1,961	
Total	2,632	2,986	2,998		3,349	3,545	3,566	
South Leg								
Approach	1,180	1,241	1,242		1,932	2,054	2,070	
Departure	1,688	1,949	1,965		1,482	1,549	1,551	
Total	2,868	3,190	3,207		3,414	3,603	3,621	
East Leg								
Approach	1,033	1,069	1,081		756	848	878	
Departure	748	969	993		944	991	991	
Total	1,781	2,038	2,074		1,700	1,839	1,869	
West Leg								
Approach	914	1,149	1,173		990	1,040	1,040	
Departure	1,009	1,059	1,060		923	1,053	1,090	
Total	1,923	2,208	2,233		1,913	2,093	2,130	
Total Approaches								
Approach	4,602	5,211	5,256		5,188	5,540	5,593	
Departure	4,602	5,211	5,256		5,188	5,540	5,593	
Total	9,204	10,422	10,512		10,376	11,080	11,186	



Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
14 Bloomfield Street /Cerritos Avenue								
NBL	171	176	189	13	81	87	89	2
NBT	332	421	427	6	424	445	445	0
NBR	173	185	190	5	124	130	130	0
SBL	99	115	118	3	72	77	77	0
SBT	520	547	561	14	269	315	311	-4
SBR	110	123	133	10	117	142	146	4
EBL	45	69	68	-1	140	147	147	0
EBT	689	894	883	-11	851	894	894	0
EBR	166	194	192	-2	91	93	93	0
WBL	194	204	204	0	90	104	99	-5
WBT	648	680	652	-28	702	843	835	-8
WBR	65	77	76	-1	125	128	131	3
North Leg								
Approach	729	785	812		458	534	534	
Departure	442	567	571		689	720	723	
Total	1,171	1,352	1,383		1,147	1,254	1,257	
South Leg								
Approach	676	782	806		629	662	664	
Departure	880	945	957		450	512	503	
Total	1,556	1,727	1,763		1,079	1,174	1,167	
East Leg								
Approach	907	961	932		917	1,075	1,065	
Departure	961	1,194	1,191		1,047	1,101	1,101	
Total	1,868	2,155	2,123		1,964	2,176	2,166	
West Leg								
Approach	900	1,157	1,143		1,082	1,134	1,134	
Departure	929	979	974		900	1,072	1,070	
Total	1,829	2,136	2,117		1,982	2,206	2,204	
Total Approaches								
Approach	3,212	3,685	3,693		3,086	3,405	3,397	
Departure	3,212	3,685	3,693		3,086	3,405	3,397	
Total	6,424	7,370	7,385		6,172	6,810	6,794	



Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
15 Lexington Drive-Denni /Cerritos Avenue								
NBL	37	62	73	11	37	101	94	-7
NBT	68	98	116	18	124	207	197	-10
NBR	33	57	64	7	81	166	161	-5
SBL	122	128	123	-5	87	91	91	0
SBT	94	172	170	-2	48	91	105	14
SBR	139	146	143	-3	77	87	88	1
EBL	77	81	85	4	103	108	108	0
EBT	633	790	793	3	880	924	924	0
EBR	59	136	133	-3	34	70	78	8
WBL	86	155	144	-11	48	90	103	13
WBT	700	735	735	0	743	833	833	0
WBR	130	137	137	0	113	119	119	0
North Leg								
Approach	355	446	436		212	269	284	
Departure	275	316	338		340	434	424	
Total	630	762	774		552	703	708	
South Leg								
Approach	138	217	253		242	474	452	
Departure	239	463	447		130	251	286	
Total	377	680	700		372	725	738	
East Leg								
Approach	916	1,027	1,016		904	1,042	1,055	
Departure	788	975	980		1,048	1,181	1,176	
Total	1,704	2,002	1,996		1,952	2,223	2,231	
West Leg								
Approach	769	1,007	1,011		1,017	1,102	1,110	
Departure	876	943	951		857	1,021	1,015	
Total	1,645	1,950	1,962		1,874	2,123	2,125	
Total Approaches								
Approach	2,178	2,697	2,716		2,375	2,887	2,901	
Departure	2,178	2,697	2,716		2,375	2,887	2,901	
Total	4,356	5,393	5,431		4,750	5,774	5,802	

Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
16 Moody Street /Cerritos Avenue								
NBL	0	0	0	0	2	2	2	0
NBT	1	1	1	0	1	1	1	0
NBR	0	0	0	0	0	0	0	0
SBL	391	399	393	-6	228	239	239	0
SBT	1	1	1	0	0	0	0	0
SBR	217	256	243	-13	142	171	171	0
EBL	68	84	83	-1	180	220	205	-15
EBT	713	874	887	13	918	964	964	0
EBR	1	1	1	0	1	1	1	0
WBL	1	1	1	0	1	1	1	0
WBT	698	733	733	0	774	839	853	14
WBR	160	168	168	0	304	319	319	0
North Leg								
Approach	609	656	637		370	410	410	
Departure	229	253	252		485	540	525	
Total	838	909	889		855	950	936	
South Leg								
Approach	1	1	1		3	3	3	
Departure	3	3	3		2	2	2	
Total	4	4	4		5	5	5	
East Leg								
Approach	859	902	902		1,079	1,159	1,173	
Departure	1,104	1,273	1,280		1,146	1,203	1,203	
Total	1,963	2,175	2,182		2,225	2,362	2,377	
West Leg								
Approach	782	959	971		1,099	1,185	1,170	
Departure	915	989	976		918	1,012	1,026	
Total	1,697	1,948	1,947		2,017	2,197	2,196	
Total Approaches								
Approach	2,251	2,518	2,511		2,551	2,757	2,757	
Departure	2,251	2,518	2,511		2,551	2,757	2,757	
Total	4,502	5,036	5,022		5,102	5,515	5,513	

Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
17 Walker Street /Cerritos Avenue								
NBL	98	102	107	5	258	271	271	0
NBT	238	318	369	51	567	595	595	0
NBR	61	72	70	-2	160	168	168	0
SBL	130	182	198	16	110	124	125	1
SBT	564	603	575	-28	428	465	499	34
SBR	41	51	59	8	68	81	84	3
EBL	27	38	46	8	77	79	85	6
EBT	767	943	965	22	824	865	865	0
EBR	287	301	301	0	214	225	225	0
WBL	85	89	89	0	94	99	98	-1
WBT	734	771	771	0	770	843	848	5
WBR	109	125	139	14	148	167	172	5
North Leg								
Approach	735	836	832		606	670	708	
Departure	374	481	554		792	841	852	
Total	1,109	1,317	1,386		1,398	1,511	1,560	
South Leg								
Approach	397	492	546		985	1,034	1,034	
Departure	936	994	966		736	788	822	
Total	1,333	1,486	1,512		1,721	1,823	1,856	
East Leg								
Approach	928	985	999		1,012	1,109	1,118	
Departure	958	1,197	1,233		1,094	1,157	1,158	
Total	1,886	2,182	2,232		2,106	2,266	2,276	
West Leg								
Approach	1,081	1,282	1,312		1,115	1,169	1,175	
Departure	873	924	937		1,096	1,195	1,203	
Total	1,954	2,206	2,249		2,211	2,364	2,378	
Total Approaches								
Approach	3,141	3,595	3,689		3,718	3,982	4,035	
Departure	3,141	3,595	3,689		3,718	3,982	4,035	
Total	6,282	7,191	7,379		7,436	7,964	8,070	



Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
18 Valley View Street/Cerritos Avenue								
NBL	199	208	216	8	283	397	402	5
NBT	955	1,003	1,003	0	1,599	1,739	1,748	9
NBR	46	49	51	2	163	167	171	4
SBL	267	271	277	6	140	147	147	0
SBT	1,267	1,531	1,521	-10	1,168	1,226	1,226	0
SBR	105	105	106	1	224	235	235	0
EBL	117	128	131	3	238	250	250	0
EBT	404	502	532	30	599	629	629	0
EBR	289	428	440	12	220	270	276	6
WBL	121	128	124	-4	94	98	99	1
WBT	512	538	538	0	459	480	487	7
WBR	107	112	112	0	109	114	114	0
North Leg								
Approach	1,639	1,907	1,904		1,532	1,609	1,609	
Departure	1,179	1,243	1,246		1,946	2,103	2,112	
Total	2,818	3,150	3,150		3,478	3,712	3,721	
South Leg								
Approach	1,200	1,260	1,270		2,045	2,303	2,321	
Departure	1,677	2,087	2,085		1,482	1,594	1,601	
Total	2,877	3,347	3,355		3,527	3,897	3,923	
East Leg								
Approach	740	778	774		662	692	700	
Departure	717	822	860		902	943	947	
Total	1,457	1,600	1,634		1,564	1,635	1,648	
West Leg								
Approach	810	1,058	1,103		1,057	1,149	1,155	
Departure	816	851	860		966	1,112	1,124	
Total	1,626	1,909	1,963		2,023	2,261	2,279	
Total Approaches								
Approach	4,389	5,003	5,051		5,296	5,753	5,785	
Departure	4,389	5,003	5,051		5,296	5,753	5,785	
Total	8,778	10,005	10,101		10,592	11,506	11,570	



Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
19 Lexington Drive /Katella Avenue								
NBL	66	68	66	-2	113	117	117	0
NBT	36	39	43	4	39	65	62	-3
NBR	88	92	92	0	194	204	204	0
SBL	80	169	163	-6	82	127	142	15
SBT	13	21	21	0	11	15	17	2
SBR	97	224	214	-10	82	154	172	18
EBL	104	156	170	14	93	217	209	-8
EBT	1,120	1,480	1,429	-51	1,363	1,612	1,650	38
EBR	135	138	142	4	49	51	52	1
WBL	126	132	132	0	78	82	82	0
WBT	1,090	1,392	1,441	49	1,263	1,597	1,567	-30
WBR	74	98	116	18	79	161	150	-11
North Leg								
Approach	190	414	398		175	296	331	
Departure	214	293	329		211	443	421	
Total	404	707	727		386	739	752	
South Leg								
Approach	190	199	201		346	386	383	
Departure	274	291	295		138	148	151	
Total	464	491	496		484	534	534	
East Leg								
Approach	1,290	1,622	1,689		1,420	1,840	1,799	
Departure	1,288	1,741	1,684		1,639	1,943	1,996	
Total	2,578	3,364	3,374		3,059	3,783	3,795	
West Leg								
Approach	1,359	1,774	1,741		1,505	1,880	1,911	
Departure	1,253	1,684	1,721		1,458	1,868	1,856	
Total	2,612	3,458	3,462		2,963	3,748	3,767	
Total Approaches								
Approach	3,029	4,010	4,029		3,446	4,402	4,424	
Departure	3,029	4,010	4,029		3,446	4,402	4,424	
Total	6,058	8,019	8,059		6,892	8,803	8,847	

Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
20 Siboney Street-Race Track/Katella Avenue								
NBL	29	36	38	2	54	57	57	0
NBT	2	3	3	0	2	7	10	3
NBR	30	33	30	-3	35	56	57	1
SBL	35	309	451	142	80	177	225	48
SBT	2	17	24	7	2	3	4	1
SBR	7	70	116	46	41	55	61	6
EBL	91	142	163	21	130	298	379	81
EBT	1,229	1,552	1,455	-97	1,489	1,493	1,563	70
EBR	34	42	38	-4	33	35	35	0
WBL	35	37	37	0	54	81	83	2
WBT	1,329	1,423	1,368	-55	1,373	1,681	1,618	-63
WBR	31	36	38	2	37	171	257	86
North Leg								
Approach	44	396	591		123	235	290	
Departure	124	181	204		169	476	646	
Total	168	577	795		292	711	936	
South Leg								
Approach	61	72	71		91	120	124	
Departure	71	96	99		89	119	122	
Total	132	168	170		180	238	245	
East Leg								
Approach	1,395	1,496	1,443		1,464	1,933	1,958	
Departure	1,294	1,894	1,936		1,604	1,726	1,845	
Total	2,689	3,390	3,379		3,068	3,659	3,803	
West Leg								
Approach	1,354	1,736	1,656		1,652	1,826	1,977	
Departure	1,365	1,529	1,522		1,468	1,793	1,736	
Total	2,719	3,265	3,178		3,120	3,618	3,713	
Total Approaches								
Approach	2,854	3,700	3,761		3,330	4,113	4,349	
Departure	2,854	3,700	3,761		3,330	4,113	4,349	
Total	5,708	7,400	7,522		6,660	8,227	8,698	

Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
21 Walker Street /Katella Avenue								
NBL	1	1	1	0	8	10	10	0
NBT	0	0	0	0	4	4	4	0
NBR	3	3	3	0	2	2	2	0
SBL	509	517	534	17	490	515	515	0
SBT	0	0	0	0	2	2	2	0
SBR	218	229	229	0	246	338	381	43
EBL	221	326	372	46	343	360	352	-8
EBT	1,051	1,763	1,876	113	1,382	1,526	1,521	-5
EBR	4	5	5	0	2	2	2	0
WBL	9	9	9	0	1	1	1	0
WBT	1,193	1,307	1,267	-40	1,354	1,959	2,041	82
WBR	303	318	313	-5	322	338	338	0
North Leg								
Approach	727	746	763		738	855	898	
Departure	524	644	685		669	702	694	
Total	1,251	1,390	1,448		1,407	1,557	1,592	
South Leg								
Approach	4	4	4		14	16	16	
Departure	13	14	14		5	5	5	
Total	17	18	18		19	21	21	
East Leg								
Approach	1,505	1,635	1,589		1,677	2,298	2,380	
Departure	1,563	2,283	2,413		1,874	2,043	2,038	
Total	3,068	3,918	4,003		3,551	4,341	4,418	
West Leg								
Approach	1,276	2,094	2,253		1,727	1,888	1,875	
Departure	1,412	1,537	1,497		1,608	2,307	2,432	
Total	2,688	3,631	3,750		3,335	4,195	4,307	
Total Approaches								
Approach	3,512	4,479	4,610		4,156	5,057	5,169	
Departure	3,512	4,479	4,610		4,156	5,057	5,169	
Total	7,024	8,957	9,220		8,312	10,114	10,338	



Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
22 Valley View Street/Katella Avenue								
NBL	639	671	671	0	510	536	536	0
NBT	1,239	1,301	1,301	0	1,406	1,476	1,476	0
NBR	169	190	179	-11	168	170	176	6
SBL	177	388	385	-3	161	255	256	1
SBT	1,059	1,068	1,062	-6	1,156	1,214	1,214	0
SBR	198	297	311	14	209	270	277	7
EBL	153	231	246	15	279	343	350	7
EBT	652	1,284	1,295	11	796	1,037	1,033	-4
EBR	470	494	494	0	661	694	694	0
WBL	131	138	138	0	275	313	309	-4
WBT	710	965	957	-8	743	1,250	1,261	11
WBR	109	165	165	0	201	391	396	5
North Leg								
Approach	1,434	1,753	1,758		1,526	1,739	1,747	
Departure	1,501	1,697	1,712		1,886	2,210	2,222	
Total	2,935	3,450	3,470		3,412	3,949	3,969	
South Leg								
Approach	2,047	2,162	2,151		2,084	2,182	2,188	
Departure	1,660	1,699	1,693		2,092	2,221	2,217	
Total	3,707	3,861	3,844		4,176	4,403	4,405	
East Leg								
Approach	950	1,268	1,260		1,219	1,954	1,966	
Departure	998	1,862	1,859		1,125	1,462	1,465	
Total	1,948	3,130	3,119		2,344	3,416	3,431	
West Leg								
Approach	1,275	2,009	2,035		1,736	2,074	2,077	
Departure	1,547	1,933	1,939		1,462	2,056	2,074	
Total	2,822	3,941	3,973		3,198	4,130	4,151	
Total Approaches								
Approach	5,706	7,191	7,203		6,565	7,949	7,978	
Departure	5,706	7,191	7,203		6,565	7,949	7,978	
Total	11,412	14,382	14,406		13,130	15,897	15,956	



Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
23 Holder Street /Katella Avenue								
NBL	1	170	163	-7	37	342	348	6
NBT	0	198	192	-6	8	273	287	14
NBR	2	71	73	2	22	132	137	5
SBL	87	91	91	0	123	129	129	0
SBT	5	258	281	23	3	224	220	-4
SBR	108	111	119	8	92	97	97	0
EBL	30	107	101	-6	57	100	100	0
EBT	791	1,388	1,406	18	1,123	1,253	1,249	-4
EBR	24	224	212	-12	7	211	206	-5
WBL	30	98	98	0	11	208	211	3
WBT	943	1,110	1,093	-17	986	1,451	1,457	6
WBR	97	102	102	0	145	152	152	0
North Leg								
Approach	200	460	491		218	450	446	
Departure	127	407	395		210	525	539	
Total	327	867	886		428	975	985	
South Leg								
Approach	3	439	428		67	747	772	
Departure	59	580	591		21	643	637	
Total	62	1,019	1,019		88	1,390	1,409	
East Leg								
Approach	1,070	1,310	1,293		1,142	1,811	1,820	
Departure	880	1,550	1,570		1,268	1,514	1,515	
Total	1,950	2,860	2,863		2,410	3,325	3,335	
West Leg								
Approach	845	1,719	1,719		1,187	1,564	1,555	
Departure	1,052	1,391	1,375		1,115	1,890	1,902	
Total	1,897	3,110	3,094		2,302	3,454	3,457	
Total Approaches								
Approach	2,118	3,928	3,931		2,614	4,572	4,593	
Departure	2,118	3,928	3,931		2,614	4,572	4,593	
Total	4,236	7,856	7,862		5,228	9,144	9,186	



Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
24 Knott Avenue /Katella Avenue								
NBL	224	235	235	0	221	232	232	0
NBT	445	467	467	0	847	889	889	0
NBR	108	131	131	0	103	124	123	-1
SBL	81	219	221	2	144	226	227	1
SBT	770	771	775	4	606	636	636	0
SBR	129	145	143	-2	94	101	101	0
EBL	57	76	76	0	290	300	304	4
EBT	502	1,107	1,130	23	915	1,206	1,199	-7
EBR	180	189	189	0	287	301	301	0
WBL	178	211	212	1	230	285	287	2
WBT	781	1,039	1,025	-14	711	1,236	1,244	8
WBR	64	124	123	-1	103	206	212	6
North Leg								
Approach	980	1,135	1,139		844	963	964	
Departure	566	667	666		1,240	1,395	1,405	
Total	1,546	1,802	1,805		2,084	2,359	2,370	
South Leg								
Approach	777	833	833		1,171	1,245	1,244	
Departure	1,128	1,171	1,176		1,123	1,223	1,225	
Total	1,905	2,004	2,009		2,294	2,468	2,469	
East Leg								
Approach	1,023	1,374	1,360		1,044	1,727	1,743	
Departure	691	1,457	1,482		1,162	1,556	1,549	
Total	1,714	2,831	2,842		2,206	3,283	3,292	
West Leg								
Approach	739	1,372	1,395		1,492	1,807	1,804	
Departure	1,134	1,419	1,403		1,026	1,569	1,577	
Total	1,873	2,791	2,798		2,518	3,376	3,381	
Total Approaches								
Approach	3,519	4,714	4,727		4,551	5,743	5,756	
Departure	3,519	4,714	4,727		4,551	5,743	5,756	
Total	7,038	9,429	9,455		9,102	11,486	11,512	



Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
25 Valley View Street/Orangewood Avenue								
NBL	18	34	34	0	4	10	10	0
NBT	1,701	1,786	1,786	0	1,704	1,745	1,769	24
NBR	73	91	94	3	91	101	100	-1
SBL	178	187	187	0	336	353	353	0
SBT	1,518	1,756	1,795	39	1,846	1,938	1,938	0
SBR	35	37	37	0	64	67	67	0
EBL	100	105	105	0	76	80	80	0
EBT	34	36	34	-2	20	21	21	0
EBR	17	41	40	-1	17	35	35	0
WBL	91	107	98	-9	74	84	87	3
WBT	18	19	19	0	11	11	12	1
WBR	370	389	389	0	261	274	274	0
North Leg								
Approach	1,731	1,980	2,019		2,246	2,358	2,358	
Departure	2,171	2,280	2,280		2,041	2,099	2,123	
Total	3,902	4,259	4,298		4,287	4,457	4,481	
South Leg								
Approach	1,792	1,911	1,914		1,799	1,856	1,879	
Departure	1,626	1,904	1,933		1,937	2,057	2,060	
Total	3,418	3,815	3,847		3,736	3,913	3,939	
East Leg								
Approach	479	514	505		346	369	373	
Departure	285	314	315		447	475	474	
Total	764	828	820		793	844	847	
West Leg								
Approach	151	182	179		113	136	136	
Departure	71	90	90		79	88	89	
Total	222	271	269		192	224	225	
Total Approaches								
Approach	4,153	4,587	4,617		4,504	4,719	4,746	
Departure	4,153	4,587	4,617		4,504	4,719	4,746	
Total	8,306	9,174	9,234		9,008	9,438	9,492	



Table B-2 - Year 2045 Volume Summary (Proposed Project)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
26 Knott Avenue /Orangewood Avenue								
NBL	23	150	144	-6	48	182	201	19
NBT	673	707	707	0	1,020	1,030	1,037	7
NBR	116	276	281	5	50	189	194	5
SBL	41	43	43	0	31	33	33	0
SBT	1,002	1,053	1,063	10	891	936	936	0
SBR	40	44	44	0	96	101	101	0
EBL	103	108	108	0	99	104	104	0
EBT	81	108	110	2	41	103	103	0
EBR	98	339	332	-7	64	212	226	14
WBL	42	190	193	3	89	199	202	3
WBT	20	96	95	-1	108	184	189	5
WBR	37	39	39	0	92	97	97	0
North Leg								
Approach	1,083	1,140	1,150		1,018	1,069	1,069	
Departure	813	854	854		1,211	1,231	1,238	
Total	1,896	1,994	2,004		2,229	2,299	2,306	
South Leg								
Approach	812	1,133	1,132		1,118	1,401	1,432	
Departure	1,142	1,582	1,588		1,044	1,347	1,364	
Total	1,954	2,715	2,720		2,162	2,748	2,796	
East Leg								
Approach	99	325	327		289	480	488	
Departure	238	427	434		122	325	330	
Total	337	752	761		411	804	817	
West Leg								
Approach	282	555	550		204	419	433	
Departure	83	290	283		252	467	491	
Total	365	845	833		456	886	924	
Total Approaches								
Approach	2,276	3,153	3,159		2,629	3,368	3,421	
Departure	2,276	3,153	3,159		2,629	3,368	3,421	
Total	4,552	6,305	6,317		5,258	6,737	6,843	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
1 Bloomfield Street /Lincoln Avenue								
NBL	385	404	404	0	443	463	463	0
NBT	0	0	0	0	0	0	0	0
NBR	193	365	357	-8	190	305	314	9
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	582	1,069	1,045	-24	736	865	925	60
EBR	339	432	429	-3	366	384	384	0
WBL	133	275	280	5	135	243	243	0
WBT	697	798	875	77	786	1,200	1,185	-15
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	0	0	0		0	0	0	
Departure	0	0	0		0	0	0	
Total	0	0	0		0	0	0	
South Leg								
Approach	578	769	761		633	768	777	
Departure	472	707	709		501	627	627	
Total	1,050	1,476	1,470		1,134	1,395	1,404	
East Leg								
Approach	830	1,073	1,155		921	1,443	1,428	
Departure	775	1,434	1,402		926	1,170	1,239	
Total	1,605	2,507	2,557		1,847	2,613	2,667	
West Leg								
Approach	921	1,501	1,474		1,102	1,249	1,309	
Departure	1,082	1,202	1,279		1,229	1,663	1,648	
Total	2,003	2,703	2,753		2,331	2,912	2,957	
Total Approaches								
Approach	2,329	3,343	3,390		2,656	3,460	3,514	
Departure	2,329	3,343	3,390		2,656	3,460	3,514	
Total	4,658	6,687	6,781		5,312	6,921	7,029	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
2 Lexington Drive-Denni /Lincoln Avenue								
NBL	173	182	200	18	158	166	166	0
NBT	9	9	9	0	6	6	6	0
NBR	198	230	260	30	121	127	127	0
SBL	18	21	20	-1	58	61	61	0
SBT	4	4	4	0	20	21	21	0
SBR	13	14	13	-1	181	188	187	-1
EBL	66	72	72	0	41	43	43	0
EBT	556	1,184	1,144	-40	735	980	1,018	38
EBR	136	165	171	6	141	141	171	30
WBL	276	280	280	0	102	132	153	21
WBT	658	922	962	40	610	1,130	1,117	-13
WBR	32	34	34	0	26	31	30	-1
North Leg								
Approach	35	39	37		259	270	269	
Departure	107	115	115		73	80	79	
Total	142	154	152		332	350	348	
South Leg								
Approach	380	421	469		285	299	299	
Departure	416	449	455		263	294	345	
Total	796	870	925		548	593	644	
East Leg								
Approach	966	1,236	1,276		738	1,293	1,300	
Departure	772	1,435	1,424		914	1,168	1,206	
Total	1,738	2,671	2,700		1,652	2,461	2,506	
West Leg								
Approach	758	1,421	1,387		917	1,164	1,232	
Departure	844	1,117	1,175		949	1,484	1,470	
Total	1,602	2,538	2,562		1,866	2,648	2,702	
Total Approaches								
Approach	2,139	3,117	3,169		2,199	3,026	3,100	
Departure	2,139	3,117	3,169		2,199	3,026	3,100	
Total	4,278	6,233	6,339		4,398	6,052	6,200	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
3 Moody Street /Lincoln Avenue								
NBL	156	199	198	-1	109	178	170	-8
NBT	526	552	552	0	516	518	552	34
NBR	103	210	230	20	83	142	157	15
SBL	171	210	240	30	148	155	157	2
SBT	721	769	804	35	632	664	664	0
SBR	191	201	201	0	167	175	175	0
EBL	133	140	140	0	159	167	167	0
EBT	471	1,055	1,080	25	601	843	877	34
EBR	114	221	208	-13	102	122	122	0
WBL	61	127	132	5	75	128	148	20
WBT	538	807	834	27	551	1,055	1,094	39
WBR	182	191	188	-3	166	195	227	32
North Leg								
Approach	1,083	1,180	1,245		947	994	996	
Departure	841	883	880		841	880	946	
Total	1,924	2,063	2,125		1,788	1,874	1,942	
South Leg								
Approach	785	961	980		708	838	879	
Departure	896	1,117	1,144		809	914	934	
Total	1,681	2,078	2,124		1,517	1,752	1,813	
East Leg								
Approach	781	1,125	1,154		792	1,378	1,469	
Departure	745	1,475	1,550		832	1,140	1,191	
Total	1,526	2,600	2,704		1,624	2,518	2,660	
West Leg								
Approach	718	1,416	1,428		862	1,132	1,166	
Departure	885	1,207	1,233		827	1,408	1,439	
Total	1,603	2,622	2,660		1,689	2,540	2,605	
Total Approaches								
Approach	3,367	4,682	4,807		3,309	4,342	4,510	
Departure	3,367	4,682	4,807		3,309	4,342	4,510	
Total	6,734	9,363	9,613		6,618	8,685	9,020	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
4 Walker Street /Lincoln Avenue								
NBL	82	88	94	6	65	102	110	8
NBT	437	459	459	0	616	647	647	0
NBR	130	193	195	2	143	171	167	-4
SBL	111	158	157	-1	143	150	150	0
SBT	539	576	581	5	559	587	587	0
SBR	125	129	136	7	100	130	144	14
EBL	89	120	127	7	100	107	114	7
EBT	627	1,291	1,353	62	649	844	881	37
EBR	62	96	102	6	75	91	96	5
WBL	111	163	161	-2	119	155	152	-3
WBT	589	837	862	25	621	1,138	1,210	72
WBR	106	136	134	-2	156	179	178	-1
North Leg								
Approach	775	863	874		802	867	881	
Departure	632	715	720		872	933	939	
Total	1,407	1,578	1,594		1,674	1,800	1,820	
South Leg								
Approach	649	740	748		824	920	924	
Departure	712	835	844		753	833	835	
Total	1,361	1,575	1,592		1,577	1,753	1,759	
East Leg								
Approach	806	1,136	1,157		896	1,472	1,540	
Departure	868	1,642	1,705		935	1,165	1,198	
Total	1,674	2,778	2,862		1,831	2,637	2,738	
West Leg								
Approach	778	1,507	1,582		824	1,042	1,091	
Departure	796	1,054	1,092		786	1,370	1,464	
Total	1,574	2,561	2,674		1,610	2,412	2,555	
Total Approaches								
Approach	3,008	4,246	4,361		3,346	4,301	4,436	
Departure	3,008	4,246	4,361		3,346	4,301	4,436	
Total	6,016	8,492	8,722		6,692	8,602	8,872	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
5 Valley View Street/Lincoln Avenue								
NBL	131	142	140	-2	221	286	319	33
NBT	792	832	832	0	1,256	1,319	1,319	0
NBR	91	116	125	9	155	180	180	0
SBL	108	172	192	20	227	304	295	-9
SBT	1,196	1,314	1,350	36	1,081	1,135	1,135	0
SBR	131	177	181	4	145	216	234	18
EBL	162	282	280	-2	231	269	276	7
EBT	371	929	989	60	498	675	692	17
EBR	144	248	243	-5	190	200	197	-3
WBL	173	213	213	0	213	261	260	-1
WBT	505	762	761	-1	496	939	1,012	73
WBR	114	141	143	2	142	207	200	-7
North Leg								
Approach	1,435	1,663	1,723		1,453	1,655	1,664	
Departure	1,068	1,255	1,255		1,629	1,795	1,795	
Total	2,503	2,918	2,978		3,082	3,450	3,459	
South Leg								
Approach	1,014	1,090	1,097		1,632	1,785	1,818	
Departure	1,513	1,775	1,806		1,484	1,596	1,592	
Total	2,527	2,865	2,903		3,116	3,380	3,410	
East Leg								
Approach	792	1,116	1,117		851	1,407	1,472	
Departure	570	1,217	1,306		880	1,159	1,167	
Total	1,362	2,333	2,423		1,731	2,566	2,639	
West Leg								
Approach	677	1,459	1,512		919	1,144	1,165	
Departure	767	1,081	1,082		862	1,441	1,565	
Total	1,444	2,540	2,594		1,781	2,585	2,730	
Total Approaches								
Approach	3,918	5,328	5,449		4,855	5,990	6,119	
Departure	3,918	5,328	5,449		4,855	5,990	6,119	
Total	7,836	10,655	10,897		9,710	11,981	12,238	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
6 Moody Street /Orange Avenue								
NBL	102	107	107	0	42	53	68	15
NBT	368	386	386	0	513	623	664	41
NBR	129	135	135	0	65	68	68	0
SBL	158	218	200	-18	133	137	140	3
SBT	508	624	671	47	516	542	542	0
SBR	109	146	135	-11	75	125	113	-12
EBL	132	228	212	-16	63	66	66	0
EBT	483	547	565	18	250	263	263	0
EBR	113	114	138	24	33	35	35	0
WBL	64	67	67	0	60	63	63	0
WBT	405	425	425	0	285	316	337	21
WBR	97	113	105	-8	102	109	107	-2
North Leg								
Approach	775	988	1,006		724	804	794	
Departure	597	727	703		678	798	837	
Total	1,372	1,715	1,709		1,402	1,602	1,632	
South Leg								
Approach	599	629	629		620	744	800	
Departure	685	805	876		609	639	639	
Total	1,284	1,434	1,505		1,229	1,384	1,440	
East Leg								
Approach	566	605	597		447	488	507	
Departure	770	900	900		448	468	470	
Total	1,336	1,506	1,498		895	956	978	
West Leg								
Approach	728	889	915		346	363	363	
Departure	616	678	667		402	494	518	
Total	1,344	1,567	1,582		748	857	881	
Total Approaches								
Approach	2,668	3,111	3,147		2,137	2,399	2,465	
Departure	2,668	3,111	3,147		2,137	2,399	2,465	
Total	5,336	6,223	6,295		4,274	4,799	4,930	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
7 Walker Street /Orange Avenue								
NBL	147	154	154	0	78	78	86	8
NBT	459	503	505	2	680	728	731	3
NBR	125	158	162	4	135	144	150	6
SBL	64	86	89	3	87	91	91	0
SBT	600	706	708	2	598	610	606	-4
SBR	113	119	119	0	50	53	53	0
EBL	108	114	118	4	73	77	77	0
EBT	450	548	578	30	390	410	410	0
EBR	109	116	119	3	99	104	104	0
WBL	102	105	105	0	110	147	150	3
WBT	538	565	565	0	360	421	453	32
WBR	88	90	90	0	81	102	99	-3
North Leg								
Approach	777	911	916		735	754	750	
Departure	655	707	713		834	907	907	
Total	1,432	1,618	1,629		1,569	1,661	1,657	
South Leg								
Approach	731	815	821		893	950	967	
Departure	811	927	932		807	861	860	
Total	1,542	1,742	1,753		1,700	1,811	1,827	
East Leg								
Approach	728	760	760		551	670	702	
Departure	639	792	829		612	645	651	
Total	1,367	1,552	1,589		1,163	1,315	1,353	
West Leg								
Approach	667	778	815		562	590	590	
Departure	798	838	838		488	552	592	
Total	1,465	1,616	1,653		1,050	1,142	1,182	
Total Approaches								
Approach	2,903	3,264	3,312		2,741	2,964	3,009	
Departure	2,903	3,264	3,312		2,741	2,964	3,009	
Total	5,806	6,528	6,624		5,482	5,928	6,018	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
8 Valley View Street/Orange Avenue								
NBL	118	124	124	0	167	215	222	7
NBT	902	947	947	0	1,537	1,615	1,647	32
NBR	99	141	143	2	136	137	143	6
SBL	75	98	103	5	127	133	133	0
SBT	1,255	1,500	1,536	36	1,303	1,368	1,368	0
SBR	97	102	102	0	127	140	151	11
EBL	123	129	129	0	124	130	130	0
EBT	369	488	519	31	355	373	373	0
EBR	239	290	298	8	127	133	133	0
WBL	131	145	140	-5	152	163	158	-5
WBT	405	425	425	0	288	344	361	17
WBR	103	108	108	0	134	141	135	-6
North Leg								
Approach	1,427	1,700	1,741		1,557	1,642	1,653	
Departure	1,128	1,184	1,184		1,795	1,886	1,912	
Total	2,555	2,884	2,925		3,352	3,527	3,565	
South Leg								
Approach	1,119	1,212	1,214		1,840	1,967	2,012	
Departure	1,625	1,935	1,974		1,582	1,665	1,660	
Total	2,744	3,147	3,188		3,422	3,632	3,671	
East Leg								
Approach	639	678	673		574	648	654	
Departure	543	727	765		618	643	649	
Total	1,182	1,405	1,438		1,192	1,291	1,303	
West Leg								
Approach	731	907	946		606	636	636	
Departure	620	651	651		582	699	734	
Total	1,351	1,558	1,597		1,188	1,335	1,370	
Total Approaches								
Approach	3,916	4,497	4,574		4,577	4,893	4,955	
Departure	3,916	4,497	4,574		4,577	4,893	4,955	
Total	7,832	8,995	9,149		9,154	9,785	9,909	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
9 Holder Street /Orange Avenue								
NBL	53	179	173	-6	54	168	172	4
NBT	78	255	253	-2	174	411	426	15
NBR	30	125	128	3	33	86	86	0
SBL	58	61	61	0	51	54	54	0
SBT	119	320	338	18	109	296	298	2
SBR	94	99	99	0	114	120	120	0
EBL	74	78	78	0	96	101	101	0
EBT	336	380	410	30	351	369	369	0
EBR	48	196	202	6	57	151	149	-2
WBL	70	183	179	-4	30	105	107	2
WBT	435	457	457	0	344	361	361	0
WBR	103	108	108	0	59	62	62	0
North Leg								
Approach	271	480	498		274	469	471	
Departure	255	441	439		329	574	589	
Total	526	920	936		603	1,043	1,060	
South Leg								
Approach	161	559	554		261	665	684	
Departure	237	699	719		196	552	554	
Total	398	1,258	1,273		457	1,217	1,238	
East Leg								
Approach	608	748	744		433	528	530	
Departure	424	566	599		435	508	508	
Total	1,032	1,314	1,343		868	1,036	1,038	
West Leg								
Approach	458	654	690		504	620	618	
Departure	582	734	728		512	649	653	
Total	1,040	1,388	1,418		1,016	1,269	1,271	
Total Approaches								
Approach	1,498	2,440	2,485		1,472	2,283	2,304	
Departure	1,498	2,440	2,485		1,472	2,283	2,304	
Total	2,996	4,880	4,970		2,944	4,566	4,608	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
10 Bloomfield Street /Ball Road								
NBL	102	107	103	-4	115	125	132	7
NBT	612	704	683	-21	661	694	663	-31
NBR	75	96	93	-3	86	90	90	0
SBL	112	139	139	0	191	201	200	-1
SBT	550	589	612	23	686	757	749	-8
SBR	259	272	259	-13	84	127	126	-1
EBL	135	198	191	-7	150	164	161	-3
EBT	193	315	304	-11	397	417	417	0
EBR	54	76	76	0	108	113	113	0
WBL	68	71	72	1	65	68	68	0
WBT	325	341	341	0	226	301	297	-4
WBR	135	137	143	6	116	136	133	-3
North Leg								
Approach	921	1,000	1,010		961	1,085	1,075	
Departure	882	1,039	1,017		927	994	957	
Total	1,803	2,039	2,027		1,888	2,079	2,032	
South Leg								
Approach	789	907	879		862	909	885	
Departure	672	736	760		859	939	931	
Total	1,461	1,644	1,639		1,721	1,848	1,816	
East Leg								
Approach	528	550	556		407	505	498	
Departure	380	550	536		674	708	707	
Total	908	1,100	1,092		1,081	1,213	1,205	
West Leg								
Approach	382	589	571		655	694	691	
Departure	686	720	703		425	553	555	
Total	1,068	1,309	1,274		1,080	1,247	1,246	
Total Approaches								
Approach	2,620	3,046	3,016		2,885	3,193	3,150	
Departure	2,620	3,046	3,016		2,885	3,193	3,150	
Total	5,240	6,091	6,033		5,770	6,387	6,300	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
11 Moody Street /Ball Road								
NBL	87	91	96	5	74	99	89	-10
NBT	252	265	252	-13	350	397	428	31
NBR	67	76	81	5	61	64	64	0
SBL	149	168	190	22	104	109	109	0
SBT	476	516	554	38	329	345	339	-6
SBR	138	142	161	19	112	118	120	2
EBL	78	82	79	-3	128	144	160	16
EBT	816	990	996	6	682	716	716	0
EBR	99	116	110	-6	61	79	72	-7
WBL	73	77	77	0	72	81	81	0
WBT	814	855	855	0	673	777	781	4
WBR	166	174	174	0	109	114	128	14
North Leg								
Approach	763	826	905		545	572	568	
Departure	496	521	505		587	655	716	
Total	1,259	1,347	1,410		1,132	1,228	1,284	
South Leg								
Approach	406	432	429		485	560	581	
Departure	648	709	741		462	505	492	
Total	1,054	1,140	1,170		947	1,066	1,073	
East Leg								
Approach	1,053	1,106	1,106		854	972	990	
Departure	1,032	1,234	1,267		847	889	889	
Total	2,085	2,340	2,373		1,701	1,862	1,879	
West Leg								
Approach	993	1,188	1,185		871	939	948	
Departure	1,039	1,088	1,112		859	994	990	
Total	2,032	2,276	2,297		1,730	1,933	1,938	
Total Approaches								
Approach	3,215	3,551	3,625		2,755	3,044	3,087	
Departure	3,215	3,551	3,625		2,755	3,044	3,087	
Total	6,430	7,102	7,249		5,510	6,088	6,175	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
12 Walker Street /Ball Road								
NBL	102	107	107	0	85	89	89	0
NBT	339	382	392	10	652	688	710	22
NBR	72	91	94	3	84	88	88	0
SBL	124	200	197	-3	142	149	149	0
SBT	579	709	730	21	523	549	555	6
SBR	59	66	67	1	83	90	86	-4
EBL	77	81	82	1	92	93	94	1
EBT	732	862	884	22	642	674	674	0
EBR	168	176	176	0	76	80	80	0
WBL	104	109	109	0	89	96	105	9
WBT	770	809	809	0	697	778	798	20
WBR	144	160	155	-5	142	180	188	8
North Leg								
Approach	762	975	994		748	788	790	
Departure	560	623	629		886	961	992	
Total	1,322	1,598	1,623		1,634	1,749	1,782	
South Leg								
Approach	513	580	593		821	865	887	
Departure	851	995	1,016		688	725	740	
Total	1,364	1,575	1,609		1,509	1,590	1,627	
East Leg								
Approach	1,018	1,078	1,073		928	1,054	1,091	
Departure	928	1,153	1,175		868	911	911	
Total	1,946	2,231	2,248		1,796	1,965	2,002	
West Leg								
Approach	977	1,119	1,142		810	847	848	
Departure	931	982	983		865	957	973	
Total	1,908	2,101	2,125		1,675	1,804	1,821	
Total Approaches								
Approach	3,270	3,752	3,802		3,307	3,554	3,616	
Departure	3,270	3,752	3,802		3,307	3,554	3,616	
Total	6,540	7,504	7,604		6,614	7,109	7,233	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
13 Valley View Street/Ball Road								
NBL	205	215	215	0	262	292	298	6
NBT	894	939	939	0	1,508	1,592	1,608	16
NBR	81	87	89	2	162	170	170	0
SBL	111	150	159	9	171	180	180	0
SBT	1,238	1,470	1,494	24	1,136	1,193	1,193	0
SBR	126	132	135	3	203	226	229	3
EBL	172	202	204	2	202	212	212	0
EBT	556	732	754	22	611	642	642	0
EBR	186	215	213	-2	177	186	186	0
WBL	264	264	277	13	169	170	176	6
WBT	678	712	712	0	458	535	563	28
WBR	91	93	92	-1	129	143	149	6
North Leg								
Approach	1,475	1,752	1,788		1,510	1,598	1,601	
Departure	1,157	1,234	1,235		1,839	1,947	1,969	
Total	2,632	2,986	3,023		3,349	3,545	3,570	
South Leg								
Approach	1,180	1,241	1,243		1,932	2,054	2,076	
Departure	1,688	1,949	1,984		1,482	1,549	1,555	
Total	2,868	3,190	3,227		3,414	3,603	3,631	
East Leg								
Approach	1,033	1,069	1,081		756	848	888	
Departure	748	969	1,002		944	991	991	
Total	1,781	2,038	2,083		1,700	1,839	1,879	
West Leg								
Approach	914	1,149	1,171		990	1,040	1,040	
Departure	1,009	1,059	1,062		923	1,053	1,090	
Total	1,923	2,208	2,233		1,913	2,093	2,130	
Total Approaches								
Approach	4,602	5,211	5,283		5,188	5,540	5,605	
Departure	4,602	5,211	5,283		5,188	5,540	5,605	
Total	9,204	10,422	10,566		10,376	11,080	11,210	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
14 Bloomfield Street /Cerritos Avenue								
NBL	171	176	179	3	81	87	88	1
NBT	332	421	407	-14	424	445	445	0
NBR	173	185	186	1	124	130	130	0
SBL	99	115	118	3	72	77	75	-2
SBT	520	547	572	25	269	315	308	-7
SBR	110	123	128	5	117	142	143	1
EBL	45	69	65	-4	140	147	147	0
EBT	689	894	879	-15	851	894	894	0
EBR	166	194	195	1	91	93	93	0
WBL	194	204	204	0	90	104	100	-4
WBT	648	680	680	0	702	843	835	-8
WBR	65	77	74	-3	125	128	134	6
North Leg								
Approach	729	785	818		458	534	526	
Departure	442	567	546		689	720	726	
Total	1,171	1,352	1,364		1,147	1,254	1,252	
South Leg								
Approach	676	782	772		629	662	663	
Departure	880	945	971		450	512	501	
Total	1,556	1,727	1,743		1,079	1,174	1,164	
East Leg								
Approach	907	961	958		917	1,075	1,069	
Departure	961	1,194	1,183		1,047	1,101	1,099	
Total	1,868	2,155	2,141		1,964	2,176	2,168	
West Leg								
Approach	900	1,157	1,139		1,082	1,134	1,134	
Departure	929	979	987		900	1,072	1,066	
Total	1,829	2,136	2,126		1,982	2,206	2,200	
Total Approaches								
Approach	3,212	3,685	3,687		3,086	3,405	3,392	
Departure	3,212	3,685	3,687		3,086	3,405	3,392	
Total	6,424	7,370	7,374		6,172	6,810	6,784	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
15 Lexington Drive-Denni /Cerritos Avenue								
NBL	37	62	66	4	37	101	101	0
NBT	68	98	106	8	124	207	212	5
NBR	33	57	60	3	81	166	175	9
SBL	122	128	124	-4	87	91	91	0
SBT	94	172	181	9	48	91	102	11
SBR	139	146	146	0	77	87	86	-1
EBL	77	81	82	1	103	108	108	0
EBT	633	790	784	-6	880	924	924	0
EBR	59	136	138	2	34	70	75	5
WBL	86	155	157	2	48	90	101	11
WBT	700	735	735	0	743	833	829	-4
WBR	130	137	137	0	113	119	119	0
North Leg								
Approach	355	446	451		212	269	279	
Departure	275	316	325		340	434	439	
Total	630	762	775		552	703	718	
South Leg								
Approach	138	217	232		242	474	488	
Departure	239	463	476		130	251	278	
Total	377	680	708		372	725	766	
East Leg								
Approach	916	1,027	1,029		904	1,042	1,049	
Departure	788	975	968		1,048	1,181	1,190	
Total	1,704	2,002	1,997		1,952	2,223	2,239	
West Leg								
Approach	769	1,007	1,004		1,017	1,102	1,107	
Departure	876	943	947		857	1,021	1,016	
Total	1,645	1,950	1,951		1,874	2,123	2,123	
Total Approaches								
Approach	2,178	2,697	2,715		2,375	2,887	2,923	
Departure	2,178	2,697	2,715		2,375	2,887	2,923	
Total	4,356	5,393	5,431		4,750	5,774	5,846	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
16 Moody Street /Cerritos Avenue								
NBL	0	0	0	0	2	2	2	0
NBT	1	1	1	0	1	1	1	0
NBR	0	0	0	0	0	0	0	0
SBL	391	399	410	11	228	239	239	0
SBT	1	1	1	0	0	0	0	0
SBR	217	256	271	15	142	171	181	10
EBL	68	84	98	14	180	220	229	9
EBT	713	874	858	-16	918	964	964	0
EBR	1	1	1	0	1	1	1	0
WBL	1	1	1	0	1	1	1	0
WBT	698	733	733	0	774	839	837	-2
WBR	160	168	168	0	304	319	329	10
North Leg								
Approach	609	656	682		370	410	420	
Departure	229	253	267		485	540	559	
Total	838	909	949		855	950	979	
South Leg								
Approach	1	1	1		3	3	3	
Departure	3	3	3		2	2	2	
Total	4	4	4		5	5	5	
East Leg								
Approach	859	902	902		1,079	1,159	1,167	
Departure	1,104	1,273	1,268		1,146	1,203	1,203	
Total	1,963	2,175	2,170		2,225	2,362	2,370	
West Leg								
Approach	782	959	957		1,099	1,185	1,194	
Departure	915	989	1,004		918	1,012	1,020	
Total	1,697	1,948	1,961		2,017	2,197	2,214	
Total Approaches								
Approach	2,251	2,518	2,542		2,551	2,757	2,784	
Departure	2,251	2,518	2,542		2,551	2,757	2,784	
Total	4,502	5,036	5,084		5,102	5,515	5,569	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
17 Walker Street /Cerritos Avenue								
NBL	98	102	103	1	258	271	271	0
NBT	238	318	333	15	567	595	579	-16
NBR	61	72	74	2	160	168	168	0
SBL	130	182	199	17	110	124	125	1
SBT	564	603	617	14	428	465	480	15
SBR	41	51	55	4	68	81	84	3
EBL	27	38	39	1	77	79	84	5
EBT	767	943	950	7	824	865	865	0
EBR	287	301	301	0	214	225	225	0
WBL	85	89	89	0	94	99	94	-5
WBT	734	771	771	0	770	843	847	4
WBR	109	125	131	6	148	167	172	5
North Leg								
Approach	735	836	871		606	670	689	
Departure	374	481	503		792	841	835	
Total	1,109	1,317	1,374		1,398	1,511	1,524	
South Leg								
Approach	397	492	510		985	1,034	1,018	
Departure	936	994	1,008		736	788	799	
Total	1,333	1,486	1,518		1,721	1,823	1,817	
East Leg								
Approach	928	985	991		1,012	1,109	1,113	
Departure	958	1,197	1,223		1,094	1,157	1,158	
Total	1,886	2,182	2,214		2,106	2,266	2,271	
West Leg								
Approach	1,081	1,282	1,290		1,115	1,169	1,174	
Departure	873	924	929		1,096	1,195	1,202	
Total	1,954	2,206	2,219		2,211	2,364	2,376	
Total Approaches								
Approach	3,141	3,595	3,662		3,718	3,982	3,994	
Departure	3,141	3,595	3,662		3,718	3,982	3,994	
Total	6,282	7,191	7,325		7,436	7,964	7,988	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
18 Valley View Street/Cerritos Avenue								
NBL	199	208	215	7	283	397	403	6
NBT	955	1,003	1,003	0	1,599	1,739	1,756	17
NBR	46	49	50	1	163	167	166	-1
SBL	267	271	272	1	140	147	147	0
SBT	1,267	1,531	1,544	13	1,168	1,226	1,226	0
SBR	105	105	107	2	224	235	235	0
EBL	117	128	130	2	238	250	250	0
EBT	404	502	516	14	599	629	629	0
EBR	289	428	442	14	220	270	274	4
WBL	121	128	126	-2	94	98	98	0
WBT	512	538	538	0	459	480	479	-1
WBR	107	112	112	0	109	114	114	0
North Leg								
Approach	1,639	1,907	1,923		1,532	1,609	1,609	
Departure	1,179	1,243	1,245		1,946	2,103	2,120	
Total	2,818	3,150	3,168		3,478	3,712	3,729	
South Leg								
Approach	1,200	1,260	1,268		2,045	2,303	2,325	
Departure	1,677	2,087	2,112		1,482	1,594	1,598	
Total	2,877	3,347	3,380		3,527	3,897	3,923	
East Leg								
Approach	740	778	776		662	692	691	
Departure	717	822	838		902	943	942	
Total	1,457	1,600	1,614		1,564	1,635	1,633	
West Leg								
Approach	810	1,058	1,088		1,057	1,149	1,153	
Departure	816	851	860		966	1,112	1,117	
Total	1,626	1,909	1,948		2,023	2,261	2,270	
Total Approaches								
Approach	4,389	5,003	5,055		5,296	5,753	5,778	
Departure	4,389	5,003	5,055		5,296	5,753	5,778	
Total	8,778	10,005	10,109		10,592	11,506	11,556	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
19 Lexington Drive /Katella Avenue								
NBL	66	68	67	-1	113	117	116	-1
NBT	36	39	40	1	39	65	67	2
NBR	88	92	92	0	194	204	204	0
SBL	80	169	176	7	82	127	138	11
SBT	13	21	22	1	11	15	16	1
SBR	97	224	230	6	82	154	169	15
EBL	104	156	162	6	93	217	226	9
EBT	1,120	1,480	1,470	-10	1,363	1,612	1,628	16
EBR	135	138	136	-2	49	51	52	1
WBL	126	132	132	0	78	82	82	0
WBT	1,090	1,392	1,407	15	1,263	1,597	1,582	-15
WBR	74	98	106	8	79	161	164	3
North Leg								
Approach	190	414	428		175	296	323	
Departure	214	293	308		211	443	457	
Total	404	707	736		386	739	780	
South Leg								
Approach	190	199	199		346	386	387	
Departure	274	291	290		138	148	150	
Total	464	491	490		484	534	537	
East Leg								
Approach	1,290	1,622	1,645		1,420	1,840	1,828	
Departure	1,288	1,741	1,738		1,639	1,943	1,970	
Total	2,578	3,364	3,384		3,059	3,783	3,798	
West Leg								
Approach	1,359	1,774	1,768		1,505	1,880	1,906	
Departure	1,253	1,684	1,704		1,458	1,868	1,867	
Total	2,612	3,458	3,472		2,963	3,748	3,773	
Total Approaches								
Approach	3,029	4,010	4,041		3,446	4,402	4,444	
Departure	3,029	4,010	4,041		3,446	4,402	4,444	
Total	6,058	8,019	8,081		6,892	8,803	8,887	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
20 Siboney Street-Race Track/Katella Avenue								
NBL	29	36	36	0	54	57	57	0
NBT	2	3	3	0	2	7	8	1
NBR	30	33	32	-1	35	56	56	0
SBL	35	309	358	49	80	177	193	16
SBT	2	17	19	2	2	3	3	0
SBR	7	70	83	13	41	55	57	2
EBL	91	142	149	7	130	298	327	29
EBT	1,229	1,552	1,534	-18	1,489	1,493	1,563	70
EBR	34	42	40	-2	33	35	35	0
WBL	35	37	37	0	54	81	82	1
WBT	1,329	1,423	1,406	-17	1,373	1,681	1,664	-17
WBR	31	36	37	1	37	171	197	26
North Leg								
Approach	44	396	460		123	235	253	
Departure	124	181	189		169	476	532	
Total	168	577	649		292	711	785	
South Leg								
Approach	61	72	71		91	120	121	
Departure	71	96	96		89	119	120	
Total	132	168	167		180	238	240	
East Leg								
Approach	1,395	1,496	1,480		1,464	1,933	1,943	
Departure	1,294	1,894	1,924		1,604	1,726	1,812	
Total	2,689	3,390	3,404		3,068	3,659	3,755	
West Leg								
Approach	1,354	1,736	1,723		1,652	1,826	1,925	
Departure	1,365	1,529	1,525		1,468	1,793	1,778	
Total	2,719	3,265	3,248		3,120	3,618	3,703	
Total Approaches								
Approach	2,854	3,700	3,734		3,330	4,113	4,242	
Departure	2,854	3,700	3,734		3,330	4,113	4,242	
Total	5,708	7,400	7,468		6,660	8,227	8,484	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
21 Walker Street /Katella Avenue								
NBL	1	1	1	0	8	10	10	0
NBT	0	0	0	0	4	4	4	0
NBR	3	3	3	0	2	2	2	0
SBL	509	517	515	-2	490	515	515	0
SBT	0	0	0	0	2	2	2	0
SBR	218	229	229	0	246	338	343	5
EBL	221	326	343	17	343	360	362	2
EBT	1,051	1,763	1,812	49	1,382	1,526	1,527	1
EBR	4	5	5	0	2	2	2	0
WBL	9	9	9	0	1	1	1	0
WBT	1,193	1,307	1,288	-19	1,354	1,959	1,994	35
WBR	303	318	303	-15	322	338	338	0
North Leg								
Approach	727	746	744		738	855	860	
Departure	524	644	646		669	702	704	
Total	1,251	1,390	1,390		1,407	1,557	1,564	
South Leg								
Approach	4	4	4		14	16	16	
Departure	13	14	14		5	5	5	
Total	17	18	18		19	21	21	
East Leg								
Approach	1,505	1,635	1,600		1,677	2,298	2,333	
Departure	1,563	2,283	2,330		1,874	2,043	2,044	
Total	3,068	3,918	3,930		3,551	4,341	4,377	
West Leg								
Approach	1,276	2,094	2,160		1,727	1,888	1,891	
Departure	1,412	1,537	1,518		1,608	2,307	2,347	
Total	2,688	3,631	3,678		3,335	4,195	4,238	
Total Approaches								
Approach	3,512	4,479	4,508		4,156	5,057	5,100	
Departure	3,512	4,479	4,508		4,156	5,057	5,100	
Total	7,024	8,957	9,017		8,312	10,114	10,200	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
22 Valley View Street/Katella Avenue								
NBL	639	671	671	0	510	536	536	0
NBT	1,239	1,301	1,301	0	1,406	1,476	1,476	0
NBR	169	190	186	-4	168	170	168	-2
SBL	177	388	391	3	161	255	254	-1
SBT	1,059	1,068	1,082	14	1,156	1,214	1,214	0
SBR	198	297	305	8	209	270	275	5
EBL	153	231	238	7	279	343	351	8
EBT	652	1,284	1,296	12	796	1,037	1,037	0
EBR	470	494	494	0	661	694	694	0
WBL	131	138	138	0	275	313	311	-2
WBT	710	965	955	-10	743	1,250	1,266	16
WBR	109	165	164	-1	201	391	397	6
North Leg								
Approach	1,434	1,753	1,778		1,526	1,739	1,743	
Departure	1,501	1,697	1,703		1,886	2,210	2,224	
Total	2,935	3,450	3,481		3,412	3,949	3,967	
South Leg								
Approach	2,047	2,162	2,158		2,084	2,182	2,180	
Departure	1,660	1,699	1,713		2,092	2,221	2,219	
Total	3,707	3,861	3,871		4,176	4,403	4,399	
East Leg								
Approach	950	1,268	1,257		1,219	1,954	1,974	
Departure	998	1,862	1,873		1,125	1,462	1,459	
Total	1,948	3,130	3,130		2,344	3,416	3,433	
West Leg								
Approach	1,275	2,009	2,028		1,736	2,074	2,082	
Departure	1,547	1,933	1,931		1,462	2,056	2,077	
Total	2,822	3,941	3,958		3,198	4,130	4,159	
Total Approaches								
Approach	5,706	7,191	7,220		6,565	7,949	7,979	
Departure	5,706	7,191	7,220		6,565	7,949	7,979	
Total	11,412	14,382	14,440		13,130	15,897	15,957	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
23 Holder Street /Katella Avenue								
NBL	1	170	168	-2	37	342	356	14
NBT	0	198	196	-2	8	273	280	7
NBR	2	71	74	3	22	132	136	4
SBL	87	91	91	0	123	129	129	0
SBT	5	258	268	10	3	224	219	-5
SBR	108	111	116	5	92	97	97	0
EBL	30	107	104	-3	57	100	100	0
EBT	791	1,388	1,414	26	1,123	1,253	1,251	-2
EBR	24	224	215	-9	7	211	208	-3
WBL	30	98	96	-2	11	208	204	-4
WBT	943	1,110	1,093	-17	986	1,451	1,458	7
WBR	97	102	102	0	145	152	152	0
North Leg								
Approach	200	460	475		218	450	445	
Departure	127	407	402		210	525	532	
Total	327	867	877		428	975	977	
South Leg								
Approach	3	439	438		67	747	772	
Departure	59	580	579		21	643	631	
Total	62	1,019	1,017		88	1,390	1,403	
East Leg								
Approach	1,070	1,310	1,291		1,142	1,811	1,814	
Departure	880	1,550	1,579		1,268	1,514	1,516	
Total	1,950	2,860	2,870		2,410	3,325	3,330	
West Leg								
Approach	845	1,719	1,733		1,187	1,564	1,559	
Departure	1,052	1,391	1,377		1,115	1,890	1,911	
Total	1,897	3,110	3,110		2,302	3,454	3,470	
Total Approaches								
Approach	2,118	3,928	3,937		2,614	4,572	4,590	
Departure	2,118	3,928	3,937		2,614	4,572	4,590	
Total	4,236	7,856	7,874		5,228	9,144	9,180	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
24 Knott Avenue /Katella Avenue								
NBL	224	235	235	0	221	232	232	0
NBT	445	467	467	0	847	889	889	0
NBR	108	131	125	-6	103	124	124	0
SBL	81	219	219	0	144	226	229	3
SBT	770	771	778	7	606	636	636	0
SBR	129	145	144	-1	94	101	101	0
EBL	57	76	78	2	290	300	302	2
EBT	502	1,107	1,131	24	915	1,206	1,202	-4
EBR	180	189	189	0	287	301	301	0
WBL	178	211	211	0	230	285	287	2
WBT	781	1,039	1,025	-14	711	1,236	1,236	0
WBR	64	124	124	0	103	206	210	4
North Leg								
Approach	980	1,135	1,141		844	963	966	
Departure	566	667	669		1,240	1,395	1,401	
Total	1,546	1,802	1,810		2,084	2,359	2,368	
South Leg								
Approach	777	833	827		1,171	1,245	1,245	
Departure	1,128	1,171	1,178		1,123	1,223	1,225	
Total	1,905	2,004	2,005		2,294	2,468	2,470	
East Leg								
Approach	1,023	1,374	1,360		1,044	1,727	1,733	
Departure	691	1,457	1,475		1,162	1,556	1,555	
Total	1,714	2,831	2,835		2,206	3,283	3,288	
West Leg								
Approach	739	1,372	1,398		1,492	1,807	1,805	
Departure	1,134	1,419	1,404		1,026	1,569	1,569	
Total	1,873	2,791	2,802		2,518	3,376	3,374	
Total Approaches								
Approach	3,519	4,714	4,726		4,551	5,743	5,750	
Departure	3,519	4,714	4,726		4,551	5,743	5,750	
Total	7,038	9,429	9,453		9,102	11,486	11,500	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
25 Valley View Street/Orangewood Avenue								
NBL	18	34	34	0	4	10	10	0
NBT	1,701	1,786	1,786	0	1,704	1,745	1,762	17
NBR	73	91	88	-3	91	101	103	2
SBL	178	187	187	0	336	353	353	0
SBT	1,518	1,756	1,800	44	1,846	1,938	1,938	0
SBR	35	37	37	0	64	67	67	0
EBL	100	105	105	0	76	80	80	0
EBT	34	36	36	0	20	21	21	0
EBR	17	41	41	0	17	35	36	1
WBL	91	107	98	-9	74	84	85	1
WBT	18	19	19	0	11	11	11	0
WBR	370	389	389	0	261	274	274	0
North Leg								
Approach	1,731	1,980	2,024		2,246	2,358	2,358	
Departure	2,171	2,280	2,280		2,041	2,099	2,116	
Total	3,902	4,259	4,303		4,287	4,457	4,474	
South Leg								
Approach	1,792	1,911	1,908		1,799	1,856	1,875	
Departure	1,626	1,904	1,939		1,937	2,057	2,059	
Total	3,418	3,815	3,847		3,736	3,913	3,934	
East Leg								
Approach	479	514	505		346	369	370	
Departure	285	314	311		447	475	477	
Total	764	828	816		793	844	847	
West Leg								
Approach	151	182	182		113	136	137	
Departure	71	90	90		79	88	88	
Total	222	271	271		192	224	225	
Total Approaches								
Approach	4,153	4,587	4,619		4,504	4,719	4,740	
Departure	4,153	4,587	4,619		4,504	4,719	4,740	
Total	8,306	9,174	9,238		9,008	9,438	9,480	



Table B-3 - Year 2045 Volume Summary (Alternative 2)

	AM Peak				PM Peak			
	Exist	2045 No Project	2045 With Project	2045 GP- NP	Exist	2045 No Project	2045 With Project	2045 GP- NP
26 Knott Avenue /Orangewood Avenue								
NBL	23	150	144	-6	48	182	199	17
NBT	673	707	707	0	1,020	1,030	1,036	6
NBR	116	276	278	2	50	189	203	14
SBL	41	43	43	0	31	33	33	0
SBT	1,002	1,053	1,062	9	891	936	936	0
SBR	40	44	44	0	96	101	101	0
EBL	103	108	108	0	99	104	104	0
EBT	81	108	112	4	41	103	107	4
EBR	98	339	341	2	64	212	217	5
WBL	42	190	198	8	89	199	203	4
WBT	20	96	98	2	108	184	193	9
WBR	37	39	39	0	92	97	97	0
North Leg								
Approach	1,083	1,140	1,149		1,018	1,069	1,069	
Departure	813	854	854		1,211	1,231	1,237	
Total	1,896	1,994	2,003		2,229	2,299	2,305	
South Leg								
Approach	812	1,133	1,129		1,118	1,401	1,438	
Departure	1,142	1,582	1,601		1,044	1,347	1,356	
Total	1,954	2,715	2,730		2,162	2,748	2,794	
East Leg								
Approach	99	325	335		289	480	493	
Departure	238	427	433		122	325	343	
Total	337	752	768		411	804	835	
West Leg								
Approach	282	555	561		204	419	428	
Departure	83	290	286		252	467	493	
Total	365	845	847		456	886	921	
Total Approaches								
Approach	2,276	3,153	3,174		2,629	3,368	3,427	
Departure	2,276	3,153	3,174		2,629	3,368	3,427	
Total	4,552	6,305	6,347		5,258	6,737	6,855	

APPENDIX C

ICU WORKSHEETS



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 1
NORTH/SOUTH: Bloomfield Street
EAST/WEST: Lincoln Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2.0	3,400	385	443	0.11 *	0.13 *
NBT	0.0	0	0	0	0.00	0.00
NBR	1.0 U	1,700	193	190	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	0.0	0	0	0	0.00 *	0.00 *
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	2.0	3,400	582	736	0.17 *	0.22 *
EBR	1.0 U	1,700	339	366	0.00	0.00
WBL	1.0	1,700	133	135	0.08 *	0.08 *
WBT	2.0	3,400	697	786	0.21	0.23
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.11	0.13
E/W Critical Movements					0.25	0.30
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.41	0.48
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 2
 NORTH/SOUTH: Denni Street
 EAST/WEST: Lincoln Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	173	158	0.10 *	0.09 *
NBT	1.0	1,700	9	6	0.01	0.00
NBR	1.0 U	1,700	198	121	0.00	0.00
SBL	1.0	1,700	18	58	0.01	0.03
SBT	1.0	1,700	4	20	0.00 *	0.01 *
SBR	1.0 D	1,700	13	181	0.00	0.05 *
EBL	1.0	1,700	66	41	0.04	0.02
EBT	2.0	3,400	556	735	0.20 *	0.26 *
EBR	0.0	0	136	141	0.00	0.00
WBL	1.0	1,700	276	102	0.16 *	0.06 *
WBT	2.0	3,400	658	610	0.19	0.18
WBR	1.0 D	1,700	32	26	0.00	0.00
N/S Critical Movements					0.10	0.10
E/W Critical Movements					0.36	0.32
Right Turn Critical Movement					0.00	0.05
Clearance Interval					0.05	0.05
ICU					0.51	0.52
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 3
NORTH/SOUTH: Moody Street
EAST/WEST: Lincoln Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	156	109	0.09 *	0.06 *
NBT	2.0	3,400	526	516	0.15	0.15
NBR	1.0 D	1,700	103	83	0.00	0.00
SBL	1.0	1,700	171	148	0.10	0.09
SBT	2.0	3,400	721	632	0.21 *	0.19 *
SBR	1.0 D	1,700	191	167	0.00	0.00
EBL	1.0	1,700	133	159	0.08 *	0.09 *
EBT	2.0	3,400	471	601	0.17	0.21
EBR	0.0	0	114	102	0.00	0.00
WBL	1.0	1,700	61	75	0.04	0.04
WBT	2.0	3,400	538	551	0.21 *	0.21 *
WBR	0.0	0	182	166	0.00	0.00
N/S Critical Movements					0.30	0.25
E/W Critical Movements					0.29	0.30
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.64	0.60
Level of Service (LOS)					B	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 4
NORTH/SOUTH: Walker Street
EAST/WEST: Lincoln Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	82	65	0.05 *	0.04
NBT	2.0	3,400	437	616	0.13	0.18 *
NBR	1.0 D	1,700	130	143	0.00	0.00
SBL	1.0	1,700	111	143	0.07	0.08 *
SBT	2.0	3,400	539	559	0.20 *	0.19
SBR	0.0	0	125	100	0.00	0.00
EBL	1.0	1,700	89	100	0.05 *	0.06 *
EBT	2.0	3,400	627	649	0.18	0.19
EBR	0.0	0	0	0	0.00	0.00
WBL	1.0	1,700	111	119	0.07	0.07
WBT	2.0	3,400	589	621	0.20 *	0.23 *
WBR	0.0	0	106	156	0.00	0.00
N/S Critical Movements					0.25	0.26
E/W Critical Movements					0.25	0.29
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.55	0.60
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 5
NORTH/SOUTH: Valley View Street
EAST/WEST: Lincoln Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2.0	3,400	131	221	0.04 *	0.07
NBT	3.0	5,100	792	1,256	0.16	0.25 *
NBR	1.0 U	1,700	91	155	0.00	0.00
SBL	2.0	3,400	108	227	0.03	0.07 *
SBT	3.0	5,100	1,196	1,081	0.26 *	0.24
SBR	0.0	0	131	145	0.00	0.00
EBL	2.0	3,400	162	231	0.05 *	0.07 *
EBT	2.0	3,400	371	498	0.11	0.15
EBR	1.0 D	1,700	144	190	0.00	0.00
WBL	2.0	3,400	173	213	0.05	0.06
WBT	2.0	3,400	505	496	0.15 *	0.15 *
WBR	1.0 U	1,700	114	142	0.00	0.00
N/S Critical Movements					0.30	0.32
E/W Critical Movements					0.20	0.22
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.55	0.59
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 6
NORTH/SOUTH: Moody Street
EAST/WEST: Orange Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	102	42	0.06 *	0.02
NBT	2.0	3,400	368	513	0.11	0.15 *
NBR	1.0 D	1,700	129	65	0.00	0.00
SBL	1.0	1,700	158	133	0.09	0.08 *
SBT	2.0	3,400	508	516	0.15 *	0.15
SBR	1.0 D	1,700	109	75	0.00	0.00
EBL	1.0	1,700	132	63	0.08 *	0.04 *
EBT	2.0	3,400	483	250	0.18	0.08
EBR	0.0	0	113	33	0.00	0.00
WBL	1.0	1,700	64	60	0.04	0.04
WBT	2.0	3,400	405	285	0.15 *	0.11 *
WBR	0.0	0	97	102	0.00	0.00
N/S Critical Movements					0.21	0.23
E/W Critical Movements					0.23	0.15
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.49	0.43
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 7
NORTH/SOUTH: Walker Street
EAST/WEST: Orange Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	147	78	0.09 *	0.05
NBT	2.0	3,400	459	680	0.17	0.24 *
NBR	0.0	0	125	135	0.00	0.00
SBL	1.0	1,700	64	87	0.04	0.05 *
SBT	2.0	3,400	600	598	0.21 *	0.19
SBR	0.0	0	113	50	0.00	0.00
EBL	1.0	1,700	108	73	0.06 *	0.04
EBT	2.0	3,400	450	390	0.16	0.14 *
EBR	0.0	0	109	99	0.00	0.00
WBL	1.0	1,700	102	110	0.06	0.06 *
WBT	2.0	3,400	538	360	0.16 *	0.11
WBR	1.0	D 1,700	88	81	0.00	0.00
N/S Critical Movements					0.30	0.29
E/W Critical Movements					0.22	0.20
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.57	0.54
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 8
NORTH/SOUTH: Valley View Street
EAST/WEST: Orange Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	118	167	0.07 *	0.10 *
NBT	3.0	5,100	902	1,537	0.18	0.30
NBR	1.0 D	1,700	99	136	0.00	0.00
SBL	1.0	1,700	75	127	0.04	0.07
SBT	3.0	5,100	1,255	1,303	0.27 *	0.28 *
SBR	0.0	0	97	127	0.00	0.00
EBL	1.0	1,700	123	124	0.07 *	0.07 *
EBT	2.0	3,400	369	355	0.11	0.10
EBR	1.0 U	1,700	239	127	0.00	0.00
WBL	1.0	1,700	131	152	0.08	0.09
WBT	2.0	3,400	405	288	0.15 *	0.12 *
WBR	0.0	0	103	134	0.00	0.00
N/S Critical Movements					0.34	0.38
E/W Critical Movements					0.22	0.19
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.61	0.62
Level of Service (LOS)					B	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 9
NORTH/SOUTH: Holder Street
EAST/WEST: Orange Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	53	54	0.03 *	0.03 *
NBT	2.0	3,400	78	174	0.03	0.06
NBR	0.0	0	30	33	0.00	0.00
SBL	1.0	1,700	58	51	0.03	0.03
SBT	1.0	1,700	119	109	0.07 *	0.06 *
SBR	1.0 F	1,700	94	114	0.00	0.00
EBL	1.0	1,700	74	96	0.04 *	0.06 *
EBT	2.0	3,400	336	351	0.11	0.12
EBR	0.0	0	48	57	0.00	0.00
WBL	1.0	1,700	70	30	0.04	0.02
WBT	2.0	3,400	435	344	0.16 *	0.12 *
WBR	0.0	0	103	59	0.00	0.00
N/S Critical Movements					0.10	0.09
E/W Critical Movements					0.20	0.18
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.35	0.32
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 10
NORTH/SOUTH: Bloomfield Street
EAST/WEST: Ball Road

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	102	115	0.06 *	0.07
NBT	2.0	3,400	612	661	0.20	0.22 *
NBR	0.0	0	75	86	0.00	0.00
SBL	1.0	1,700	112	191	0.07	0.11 *
SBT	2.0	3,400	550	686	0.24 *	0.23
SBR	0.0	0	259	84	0.00	0.00
EBL	1.0	1,700	135	150	0.08 *	0.09 *
EBT	2.0	3,400	193	397	0.06	0.12
EBR	1.0 D	1,700	54	108	0.00	0.00
WBL	1.0	1,700	68	65	0.04	0.04
WBT	2.0	3,400	325	226	0.10 *	0.07 *
WBR	1.0 D	1,700	135	116	0.00	0.00
N/S Critical Movements					0.30	0.33
E/W Critical Movements					0.18	0.16
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.53	0.54
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 11
NORTH/SOUTH: Moody Street
EAST/WEST: Ball Road

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	87	74	0.05 *	0.04
NBT	2.0	3,400	252	350	0.07	0.10 *
NBR	1.0 D	1,700	67	61	0.00	0.00
SBL	1.0	1,700	149	104	0.09	0.06 *
SBT	2.0	3,400	476	329	0.14 *	0.10
SBR	1.0 D	1,700	138	112	0.00	0.00
EBL	1.0	1,700	78	128	0.05 *	0.08 *
EBT	2.0	3,400	816	682	0.24	0.20
EBR	1.0 D	1,700	99	61	0.00	0.00
WBL	1.0	1,700	73	72	0.04	0.04
WBT	2.0	3,400	814	673	0.24 *	0.20 *
WBR	1.0 D	1,700	166	109	0.00	0.00
N/S Critical Movements					0.19	0.16
E/W Critical Movements					0.29	0.28
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.53	0.49
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 12
NORTH/SOUTH: Walker Street
EAST/WEST: Ball Road

Move- ment	Existing						
	Lane	Capacity	Volume		V/C Ratio		
			AM	PM	AM	PM	
NBL	1.0	1,700	102	85	0.06 *	0.05	
NBT	2.0	3,400	339	652	0.12	0.22 *	
NBR	0.0	0	72	84	0.00	0.00	
SBL	1.0	1,700	124	142	0.07	0.08 *	
SBT	2.0	3,400	579	523	0.19 *	0.18	
SBR	0.0	0	59	83	0.00	0.00	
EBL	1.0	1,700	77	92	0.05 *	0.05 *	
EBT	2.0	3,400	732	642	0.22	0.19	
EBR	1.0	D	1,700	168	76	0.00	0.00
WBL	1.0	1,700	104	89	0.06	0.05	
WBT	2.0	3,400	770	697	0.23 *	0.21 *	
WBR	1.0	D	1,700	144	142	0.00	0.00
N/S Critical Movements					0.25	0.30	
E/W Critical Movements					0.28	0.26	
Right Turn Critical Movement					0.00	0.00	
Clearance Interval					0.05	0.05	
ICU					0.58	0.61	
Level of Service (LOS)					A	B	

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 13
NORTH/SOUTH: Valley View Street
EAST/WEST: Ball Road

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2.0	3,400	205	262	0.06 *	0.08
NBT	3.0	5,100	894	1,508	0.18	0.30 *
NBR	1.0 U	1,700	81	162	0.00	0.00
SBL	2.0	3,400	111	171	0.03	0.05 *
SBT	3.0	5,100	1,238	1,136	0.24 *	0.22
SBR	1.0 D	1,700	126	203	0.00	0.00
EBL	2.0	3,400	172	202	0.05 *	0.06 *
EBT	2.0	3,400	556	611	0.16	0.18
EBR	1.0 U	1,700	186	177	0.00	0.00
WBL	2.0	3,400	264	169	0.08	0.05
WBT	2.0	3,400	678	458	0.23 *	0.17 *
WBR	0.0	0	91	129	0.00	0.00
N/S Critical Movements					0.30	0.35
E/W Critical Movements					0.28	0.23
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.63	0.63
Level of Service (LOS)					B	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 14
NORTH/SOUTH: Bloomfield Street
EAST/WEST: Cerritos Avenue

Move- ment	Existing						
	Lane	Capacity	Volume		V/C Ratio		
			AM	PM	AM	PM	
NBL	1.0	1,700	171	81	0.10 *	0.05	
NBT	2.0	3,400	332	424	0.15	0.16 *	
NBR	0.0	0	173	124	0.00	0.00	
SBL	1.0	1,700	99	72	0.06	0.04 *	
SBT	2.0	3,400	520	269	0.19 *	0.11	
SBR	0.0	0	110	117	0.00	0.00	
EBL	1.0	1,700	45	140	0.03	0.08	
EBT	2.0	3,400	689	851	0.20 *	0.25 *	
EBR	1.0	D	1,700	166	91	0.00	0.00
WBL	1.0	1,700	194	90	0.11 *	0.05 *	
WBT	2.0	3,400	648	702	0.19	0.21	
WBR	1.0	D	1,700	65	125	0.00	0.00
N/S Critical Movements					0.29	0.20	
E/W Critical Movements					0.31	0.30	
Right Turn Critical Movement					0.00	0.00	
Clearance Interval					0.05	0.05	
ICU					0.65	0.55	
Level of Service (LOS)					B	A	

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 15
NORTH/SOUTH: Denni Street/Lexington Drive
EAST/WEST: Cerritos Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	2.0	3,400	138	242	0.04 *	0.07 *
SB	3.0	5,100	355	212	0.07 *	0.04 *
EBL	1.0	1,700	77	103	0.05 *	0.06
EBT	2.0	3,400	633	880	0.19	0.26 *
EBR	1.0 U	1,700	59	34	0.00	0.00
WBL	1.0	1,700	86	48	0.05	0.03 *
WBT	2.0	3,400	700	743	0.21 *	0.22
WBR	1.0 D	1,700	130	113	0.00	0.00
N/S Critical Movements					0.11	0.11
E/W Critical Movements					0.26	0.29
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.42	0.45
Level of Service (LOS)					A	A

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 16
NORTH/SOUTH: Moody Street
EAST/WEST: Cerritos Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	2.0	3,400	1	3	0.00 *	0.00 *
SB	3.0	5,100	609	370	0.12 *	0.07 *
EBL	1.0	1,700	68	180	0.04 *	0.11 *
EBT	2.0	3,400	713	918	0.21	0.27
EBR	1.0 D	1,700	1	1	0.00	0.00
WBL	1.0	1,700	1	1	0.00	0.00
WBT	2.0	3,400	698	774	0.21 *	0.23 *
WBR	1.0 D	1,700	160	304	0.00	0.00
N/S Critical Movements					0.12	0.07
E/W Critical Movements					0.25	0.34
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.42	0.46
Level of Service (LOS)					A	A

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 17
NORTH/SOUTH: Walker Street
EAST/WEST: Cerritos Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2.0	3,400	98	258	0.03 *	0.08 *
NBT	2.0	3,400	238	567	0.07	0.17
NBR	1.0 U	1,700	61	160	0.00	0.00
SBL	1.0	1,700	130	110	0.08	0.06
SBT	2.0	3,400	564	428	0.18 *	0.15 *
SBR	0.0	0	41	68	0.00	0.00
EBL	1.0	1,700	27	77	0.02 *	0.05 *
EBT	3.0	5,100	767	824	0.15	0.16
EBR	1.0 U	1,700	287	214	0.00	0.00
WBL	1.0	1,700	85	94	0.05	0.06
WBT	2.0	3,400	734	770	0.22 *	0.23 *
WBR	1.0 U	1,700	109	148	0.00	0.00
N/S Critical Movements					0.21	0.23
E/W Critical Movements					0.24	0.28
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.50	0.56
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 18
NORTH/SOUTH: Valley View Street
EAST/WEST: Cerritos Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	199	283	0.12 *	0.17 *
NBT	3.0	5,100	955	1,599	0.19	0.31
NBR	1.0 U	1,700	46	163	0.00	0.00
SBL	1.0	1,700	267	140	0.16	0.08
SBT	3.0	5,100	1,267	1,168	0.25 *	0.23 *
SBR	1.0 U	1,700	105	224	0.00	0.00
EBL	2.0	3,400	117	238	0.03 *	0.07 *
EBT	3.0	5,100	404	599	0.08	0.12
EBR	1.0 U	1,700	289	220	0.00	0.00
WBL	2.0	3,400	121	94	0.04	0.03
WBT	2.0	3,400	512	459	0.18 *	0.17 *
WBR	0.0	0	107	109	0.00	0.00
N/S Critical Movements					0.37	0.40
E/W Critical Movements					0.21	0.24
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.63	0.69
Level of Service (LOS)					B	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 19
NORTH/SOUTH: Lexington Drive
EAST/WEST: Katella Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	3.0	5,100	190	346	0.04 *	0.07 *
SB	2.0	3,400	190	175	0.06 *	0.05 *
EBL	2.0	3,400	104	93	0.03	0.03
EBT	3.0	5,100	1,120	1,363	0.22 *	0.27 *
EBR	1.0 U	1,700	135	49	0.00	0.00
WBL	1.0	1,700	126	78	0.07 *	0.05 *
WBT	3.0	5,100	1,090	1,263	0.23	0.26
WBR	0.0	0	74	79	0.00	0.00
N/S Critical Movements					0.10	0.12
E/W Critical Movements					0.29	0.32
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.44	0.49
Level of Service (LOS)					A	A

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 20
NORTH/SOUTH: Race Track/Siboney Street
EAST/WEST: Katella Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	2.0	3,400	61	91	0.02 *	0.03 *
SB	3.0	5,100	44	123	0.01 *	0.02 *
EBL	2.0	3,400	91	130	0.03 *	0.04
EBT	3.0	5,100	1,229	1,489	0.25	0.30 *
EBR	0.0	0	34	33	0.00	0.00
WBL	1.0	1,700	35	54	0.02	0.03 *
WBT	3.0	5,100	1,329	1,373	0.26 *	0.27
WBR	1.0 U	1,700	31	37	0.00	0.00
N/S Critical Movements					0.03	0.05
E/W Critical Movements					0.29	0.33
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.37	0.43
Level of Service (LOS)					A	A

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 21
NORTH/SOUTH: Walker Street
EAST/WEST: Katella Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	2.0	3,400	4	14	0.00 *	0.00 *
SB	4.0	6,800	727	738	0.11 *	0.11 *
EBL	2.0	3,400	221	343	0.07 *	0.10 *
EBT	3.0	5,100	1,051	1,382	0.21	0.27
EBR	0.0	0	4	2	0.00	0.00
WBL	1.0	1,700	9	1	0.01	0.00
WBT	3.0	5,100	1,193	1,354	0.23 *	0.27 *
WBR	1.0 U	1,700	303	322	0.00	0.00
N/S Critical Movements					0.11	0.11
E/W Critical Movements					0.30	0.37
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.46	0.53
Level of Service (LOS)					A	A

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 22
NORTH/SOUTH: Valley View Street
EAST/WEST: Katella Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	3.0	5,100	639	510	0.13 *	0.10 *
NBT	3.0	5,100	1,239	1,406	0.24	0.28
NBR	1.0 U	1,700	169	168	0.00	0.00
SBL	2.0	3,400	177	161	0.05	0.05
SBT	3.0	5,100	1,059	1,156	0.21 *	0.23 *
SBR	1.0 U	1,700	198	209	0.00	0.00
EBL	2.0	3,400	153	279	0.05 *	0.08
EBT	3.0	5,100	652	796	0.13	0.16 *
EBR	1.0 F	1,700	470	661	0.00	0.00
WBL	2.0	3,400	131	275	0.04	0.08 *
WBT	3.0	5,100	710	743	0.14 *	0.15
WBR	1.0 U	1,700	109	201	0.00	0.00
N/S Critical Movements					0.34	0.33
E/W Critical Movements					0.19	0.24
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.58	0.62
Level of Service (LOS)					A	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 23
NORTH/SOUTH: Holder Street
EAST/WEST: Katella Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	1	37	0.00	0.02
NBT	2.0	3,400	0	8	0.00 *	0.01 *
NBR	0.0	0	2	22	0.00	0.00
SBL	1.0	1,700	87	123	0.05 *	0.07 *
SBT	2.0	3,400	5	3	0.03	0.03
SBR	0.0	0	108	92	0.00	0.00
EBL	1.0	1,700	30	57	0.02 *	0.03
EBT	3.0	5,100	791	1,123	0.16	0.22 *
EBR	1.0 U	1,700	24	7	0.00	0.00
WBL	1.0	1,700	30	11	0.02	0.01 *
WBT	3.0	5,100	943	986	0.18 *	0.19
WBR	1.0 U	1,700	97	145	0.00	0.00
N/S Critical Movements					0.05	0.08
E/W Critical Movements					0.20	0.23
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.30	0.36
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 24
 NORTH/SOUTH: Knott Avenue
 EAST/WEST: Katella Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2	3,400	224	221	0.07 *	0.07
NBT	2	3,400	445	847	0.13	0.25 *
NBR	1 D	1,700	108	103	0.00	0.00
SBL	1	1,700	81	144	0.05	0.08 *
SBT	2	3,400	770	606	0.23 *	0.18
SBR	1 U	1,700	129	94	0.00	0.00
EBL	1	1,700	57	290	0.03	0.17
EBT	3	5,100	502	915	0.10 *	0.18 *
EBR	1 P	1,700	180	287	0.01 *	0.00
WBL	1	1,700	178	230	0.10 *	0.14 *
WBT	3	5,100	781	711	0.15	0.14
WBR	1 P	1,700	64	103	0.00	0.00
N/S Critical Movements					0.30	0.33
E/W Critical Movements					0.20	0.32
Right Turn Critical Movement					0.01	0.00
Clearance Interval					0.05	0.05
ICU					0.56	0.70
Level of Service (LOS)					A	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 25
 NORTH/SOUTH: Valley View Street
 EAST/WEST: Orangewood Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1	1,700	18	4	0.01	0.00
NBT	3	5,100	1,701	1,704	0.35 *	0.35 *
NBR	0	0	73	91	0.00	0.00
SBL	2	3,400	178	336	0.05 *	0.10 *
SBT	3	5,100	1,518	1,846	0.30	0.36
SBR	1 U	1,700	35	64	0.00	0.00
EB	3	5,100	151	113	0.03 *	0.02 *
WB	3	5,100	479	346	0.09 *	0.07 *
N/S Critical Movements					0.40	0.45
E/W Critical Movements					0.12	0.09
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.57	0.59
Level of Service (LOS)					A	A

Notes: **EB/WB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 26
NORTH/SOUTH: Knott Street
EAST/WEST: Orangewood Avenue

Move- ment	Existing					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1	1,700	23	48	0.01 *	0.03
NBT	2	3,400	673	1,020	0.20	0.30 *
NBR	1 U	1,700	116	50	0.00	0.00
SBL	1	1,700	41	31	0.02	0.02 *
SBT	2	3,400	1,002	891	0.29 *	0.26
SBR	1 U	1,700	40	96	0.00	0.00
EBL	1	1,700	103	99	0.06 *	0.06 *
EBT	1	1,700	81	41	0.05	0.02
EBR	1 U	1,700	98	64	0.00	0.00
WBL	1	1,700	42	89	0.02	0.05
WBT	1	1,700	20	108	0.01 *	0.06 *
WBR	1 U	1,700	37	92	0.00	0.00
N/S Critical Movements					0.30	0.32
E/W Critical Movements					0.07	0.12
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.42	0.49
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 1
NORTH/SOUTH: Bloomfield Street
EAST/WEST: Lincoln Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2.0	3,400	404	463	0.12 *	0.14 *
NBT	0.0	0	0	0	0.00	0.00
NBR	1.0	U 1,700	365	305	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	0.0	0	0	0	0.00 *	0.00 *
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	2.0	3,400	1,069	865	0.31 *	0.25 *
EBR	1.0	U 1,700	432	384	0.00	0.00
WBL	1.0	1,700	275	243	0.16 *	0.14 *
WBT	2.0	3,400	798	1,200	0.23	0.35
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.12	0.14
E/W Critical Movements					0.47	0.39
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.64	0.58
Level of Service (LOS)					B	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 2
NORTH/SOUTH: Denni Street
EAST/WEST: Lincoln Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	182	166	0.11 *	0.10 *
NBT	1.0	1,700	9	6	0.01	0.00
NBR	1.0 U	1,700	230	127	0.00	0.00
SBL	1.0	1,700	21	61	0.01	0.04
SBT	1.0	1,700	4	21	0.00 *	0.01 *
SBR	1.0 D	1,700	14	188	0.00	0.06 *
EBL	1.0	1,700	72	43	0.04	0.03
EBT	2.0	3,400	1,184	980	0.40 *	0.33 *
EBR	0.0	0	165	141	0.00	0.00
WBL	1.0	1,700	280	132	0.16 *	0.08 *
WBT	2.0	3,400	922	1,130	0.27	0.33
WBR	1.0 D	1,700	34	31	0.00	0.00
N/S Critical Movements					0.11	0.11
E/W Critical Movements					0.56	0.41
Right Turn Critical Movement					0.00	0.06
Clearance Interval					0.05	0.05
ICU					0.72	0.63
Level of Service (LOS)					C	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 3
NORTH/SOUTH: Moody Street
EAST/WEST: Lincoln Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	199	178	0.12 *	0.10 *
NBT	2.0	3,400	552	518	0.16	0.15
NBR	1.0 D	1,700	210	142	0.00	0.00
SBL	1.0	1,700	210	155	0.12	0.09
SBT	2.0	3,400	769	664	0.23 *	0.20 *
SBR	1.0 D	1,700	201	175	0.00	0.00
EBL	1.0	1,700	140	167	0.08	0.10 *
EBT	2.0	3,400	1,055	843	0.38 *	0.28
EBR	0.0	0	221	122	0.00	0.00
WBL	1.0	1,700	127	128	0.07 *	0.08
WBT	2.0	3,400	807	1,055	0.29	0.37 *
WBR	0.0	0	191	195	0.00	0.00
N/S Critical Movements					0.35	0.30
E/W Critical Movements					0.45	0.47
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.85	0.82
Level of Service (LOS)					D	D

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 4
NORTH/SOUTH: Walker Street
EAST/WEST: Lincoln Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	88	102	0.05 *	0.06
NBT	2.0	3,400	459	647	0.13	0.19 *
NBR	1.0 D	1,700	193	171	0.00	0.00
SBL	1.0	1,700	158	150	0.09	0.09 *
SBT	2.0	3,400	576	587	0.21 *	0.21
SBR	0.0	0	129	130	0.00	0.00
EBL	1.0	1,700	120	107	0.07	0.06 *
EBT	2.0	3,400	1,291	844	0.38 *	0.25
EBR	0.0	0	0	0	0.00	0.00
WBL	1.0	1,700	163	155	0.10 *	0.09
WBT	2.0	3,400	837	1,138	0.29	0.39 *
WBR	0.0	0	136	179	0.00	0.00
N/S Critical Movements					0.26	0.28
E/W Critical Movements					0.48	0.45
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.79	0.78
Level of Service (LOS)					C	C

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 5
NORTH/SOUTH: Valley View Street
EAST/WEST: Lincoln Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2.0	3,400	142	286	0.04 *	0.08
NBT	3.0	5,100	832	1,319	0.16	0.26 *
NBR	1.0 U	1,700	116	180	0.00	0.00
SBL	2.0	3,400	172	304	0.05	0.09 *
SBT	3.0	5,100	1,314	1,135	0.29 *	0.26
SBR	0.0	0	177	216	0.00	0.00
EBL	2.0	3,400	282	269	0.08	0.08 *
EBT	2.0	3,400	929	675	0.27 *	0.20
EBR	1.0 D	1,700	248	200	0.00	0.00
WBL	2.0	3,400	213	261	0.06 *	0.08
WBT	2.0	3,400	762	939	0.22	0.28 *
WBR	1.0 U	1,700	141	207	0.00	0.00
N/S Critical Movements					0.33	0.35
E/W Critical Movements					0.33	0.36
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.71	0.76
Level of Service (LOS)					C	C

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 6
NORTH/SOUTH: Moody Street
EAST/WEST: Orange Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	107	53	0.06 *	0.03
NBT	2.0	3,400	386	623	0.11	0.18 *
NBR	1.0 D	1,700	135	68	0.00	0.00
SBL	1.0	1,700	218	137	0.13	0.08 *
SBT	2.0	3,400	624	542	0.18 *	0.16
SBR	1.0 D	1,700	146	125	0.00	0.00
EBL	1.0	1,700	228	66	0.13 *	0.04 *
EBT	2.0	3,400	547	263	0.19	0.09
EBR	0.0	0	114	35	0.00	0.00
WBL	1.0	1,700	67	63	0.04	0.04
WBT	2.0	3,400	425	316	0.16 *	0.13 *
WBR	0.0	0	113	109	0.00	0.00
N/S Critical Movements					0.24	0.26
E/W Critical Movements					0.29	0.17
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.58	0.48
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 7
NORTH/SOUTH: Walker Street
EAST/WEST: Orange Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	154	78	0.09 *	0.05
NBT	2.0	3,400	503	728	0.19	0.26 *
NBR	0.0	0	158	144	0.00	0.00
SBL	1.0	1,700	86	91	0.05	0.05 *
SBT	2.0	3,400	706	610	0.24 *	0.19
SBR	0.0	0	119	53	0.00	0.00
EBL	1.0	1,700	114	77	0.07	0.05
EBT	2.0	3,400	548	410	0.20 *	0.15 *
EBR	0.0	0	116	104	0.00	0.00
WBL	1.0	1,700	105	147	0.06 *	0.09 *
WBT	2.0	3,400	565	421	0.17	0.12
WBR	1.0	D 1,700	90	102	0.00	0.00
N/S Critical Movements					0.33	0.31
E/W Critical Movements					0.26	0.24
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.64	0.60
Level of Service (LOS)					B	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 8
NORTH/SOUTH: Valley View Street
EAST/WEST: Orange Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	124	215	0.07 *	0.13 *
NBT	3.0	5,100	947	1,615	0.19	0.32
NBR	1.0 D	1,700	141	137	0.00	0.00
SBL	1.0	1,700	98	133	0.06	0.08
SBT	3.0	5,100	1,500	1,368	0.31 *	0.30 *
SBR	0.0	0	102	140	0.00	0.00
EBL	1.0	1,700	129	130	0.08 *	0.08 *
EBT	2.0	3,400	488	373	0.14	0.11
EBR	1.0 U	1,700	290	133	0.00	0.00
WBL	1.0	1,700	145	163	0.09	0.10
WBT	2.0	3,400	425	344	0.16 *	0.14 *
WBR	0.0	0	108	141	0.00	0.00
N/S Critical Movements					0.38	0.43
E/W Critical Movements					0.24	0.22
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.67	0.70
Level of Service (LOS)					B	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 9
NORTH/SOUTH: Holder Street
EAST/WEST: Orange Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	179	168	0.11 *	0.10 *
NBT	2.0	3,400	255	411	0.11	0.15
NBR	0.0	0	125	86	0.00	0.00
SBL	1.0	1,700	61	54	0.04	0.03
SBT	1.0	1,700	320	296	0.19 *	0.17 *
SBR	1.0 F	1,700	99	120	0.00	0.00
EBL	1.0	1,700	78	101	0.05	0.06
EBT	2.0	3,400	380	369	0.17 *	0.15 *
EBR	0.0	0	196	151	0.00	0.00
WBL	1.0	1,700	183	105	0.11 *	0.06 *
WBT	2.0	3,400	457	361	0.17	0.12
WBR	0.0	0	108	62	0.00	0.00
N/S Critical Movements					0.30	0.27
E/W Critical Movements					0.28	0.21
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.63	0.53
Level of Service (LOS)					B	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 10
NORTH/SOUTH: Bloomfield Street
EAST/WEST: Ball Road

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	107	125	0.06	0.07
NBT	2.0	3,400	704	694	0.24 *	0.23 *
NBR	0.0	0	96	90	0.00	0.00
SBL	1.0	1,700	139	201	0.08 *	0.12 *
SBT	2.0	3,400	589	757	0.25	0.26
SBR	0.0	0	272	127	0.00	0.00
EBL	1.0	1,700	198	164	0.12 *	0.10 *
EBT	2.0	3,400	315	417	0.09	0.12
EBR	1.0	D	1,700	76	0.00	0.00
WBL	1.0	1,700	71	68	0.04	0.04
WBT	2.0	3,400	341	301	0.10 *	0.09 *
WBR	1.0	D	1,700	137	0.00	0.00
N/S Critical Movements					0.32	0.35
E/W Critical Movements					0.22	0.19
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.59	0.59
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 11
 NORTH/SOUTH: Moody Street
 EAST/WEST: Ball Road

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	91	99	0.05 *	0.06
NBT	2.0	3,400	265	397	0.08	0.12 *
NBR	1.0 D	1,700	76	64	0.00	0.00
SBL	1.0	1,700	168	109	0.10	0.06 *
SBT	2.0	3,400	516	345	0.15 *	0.10
SBR	1.0 D	1,700	142	118	0.00	0.00
EBL	1.0	1,700	82	144	0.05	0.08 *
EBT	2.0	3,400	990	716	0.29 *	0.21
EBR	1.0 D	1,700	116	79	0.00	0.00
WBL	1.0	1,700	77	81	0.05 *	0.05
WBT	2.0	3,400	855	777	0.25	0.23 *
WBR	1.0 D	1,700	174	114	0.00	0.00
N/S Critical Movements					0.20	0.18
E/W Critical Movements					0.34	0.31
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.59	0.54
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 12
NORTH/SOUTH: Walker Street
EAST/WEST: Ball Road

Move- ment	Year 2045 No Project						
	Lane	Capacity	Volume		V/C Ratio		
			AM	PM	AM	PM	
NBL	1.0	1,700	107	89	0.06 *	0.05	
NBT	2.0	3,400	382	688	0.14	0.23 *	
NBR	0.0	0	91	88	0.00	0.00	
SBL	1.0	1,700	200	149	0.12	0.09 *	
SBT	2.0	3,400	709	549	0.23 *	0.19	
SBR	0.0	0	66	90	0.00	0.00	
EBL	1.0	1,700	81	93	0.05	0.05 *	
EBT	2.0	3,400	862	674	0.25 *	0.20	
EBR	1.0	D	1,700	176	80	0.00	0.00
WBL	1.0	1,700	109	96	0.06 *	0.06	
WBT	2.0	3,400	809	778	0.24	0.23 *	
WBR	1.0	D	1,700	160	180	0.00	0.00
N/S Critical Movements					0.29	0.32	
E/W Critical Movements					0.31	0.28	
Right Turn Critical Movement					0.00	0.00	
Clearance Interval					0.05	0.05	
ICU					0.65	0.65	
Level of Service (LOS)					B	B	

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 13
NORTH/SOUTH: Valley View Street
EAST/WEST: Ball Road

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2.0	3,400	215	292	0.06 *	0.09
NBT	3.0	5,100	939	1,592	0.18	0.31 *
NBR	1.0 U	1,700	87	170	0.00	0.00
SBL	2.0	3,400	150	180	0.04	0.05 *
SBT	3.0	5,100	1,470	1,193	0.29 *	0.23
SBR	1.0 D	1,700	132	226	0.00	0.00
EBL	2.0	3,400	202	212	0.06 *	0.06 *
EBT	2.0	3,400	732	642	0.22	0.19
EBR	1.0 U	1,700	215	186	0.00	0.00
WBL	2.0	3,400	264	170	0.08	0.05
WBT	2.0	3,400	712	535	0.24 *	0.20 *
WBR	0.0	0	93	143	0.00	0.00
N/S Critical Movements					0.35	0.36
E/W Critical Movements					0.30	0.26
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.70	0.67
Level of Service (LOS)					B	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 14
NORTH/SOUTH: Bloomfield Street
EAST/WEST: Cerritos Avenue

Move- ment	Year 2045 No Project						
	Lane	Capacity	Volume		V/C Ratio		
			AM	PM	AM	PM	
NBL	1.0	1,700	176	87	0.10 *	0.05	
NBT	2.0	3,400	421	445	0.18	0.17 *	
NBR	0.0	0	185	130	0.00	0.00	
SBL	1.0	1,700	115	77	0.07	0.05 *	
SBT	2.0	3,400	547	315	0.20 *	0.13	
SBR	0.0	0	123	142	0.00	0.00	
EBL	1.0	1,700	69	147	0.04	0.09 *	
EBT	2.0	3,400	894	894	0.26 *	0.26	
EBR	1.0	D	1,700	194	93	0.00	0.00
WBL	1.0	1,700	204	104	0.12 *	0.06	
WBT	2.0	3,400	680	843	0.20	0.25 *	
WBR	1.0	D	1,700	77	128	0.00	0.00
N/S Critical Movements					0.30	0.22	
E/W Critical Movements					0.38	0.34	
Right Turn Critical Movement					0.00	0.00	
Clearance Interval					0.05	0.05	
ICU					0.73	0.61	
Level of Service (LOS)					C	B	

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 15
NORTH/SOUTH: Denni Street/Lexington Drive
EAST/WEST: Cerritos Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	2.0	3,400	217	474	0.06 *	0.14 *
SB	3.0	5,100	446	269	0.09 *	0.05 *
EBL	1.0	1,700	81	108	0.05	0.06
EBT	2.0	3,400	790	924	0.23 *	0.27 *
EBR	1.0 U	1,700	136	70	0.00	0.00
WBL	1.0	1,700	155	90	0.09 *	0.05 *
WBT	2.0	3,400	735	833	0.22	0.25
WBR	1.0 D	1,700	137	119	0.00	0.00
N/S Critical Movements					0.15	0.19
E/W Critical Movements					0.32	0.32
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.52	0.56
Level of Service (LOS)					A	A

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 16
NORTH/SOUTH: Moody Street
EAST/WEST: Cerritos Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	2.0	3,400	1	3	0.00 *	0.00 *
SB	3.0	5,100	656	410	0.13 *	0.08 *
EBL	1.0	1,700	84	220	0.05 *	0.13 *
EBT	2.0	3,400	874	964	0.26	0.28
EBR	1.0 D	1,700	1	1	0.00	0.00
WBL	1.0	1,700	1	1	0.00	0.00
WBT	2.0	3,400	733	839	0.22 *	0.25 *
WBR	1.0 D	1,700	168	319	0.00	0.00
N/S Critical Movements					0.13	0.08
E/W Critical Movements					0.27	0.38
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.45	0.51
Level of Service (LOS)					A	A

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 17
NORTH/SOUTH: Walker Street
EAST/WEST: Cerritos Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2.0	3,400	102	271	0.03 *	0.08
NBT	2.0	3,400	318	595	0.09	0.18 *
NBR	1.0 U	1,700	72	168	0.00	0.00
SBL	1.0	1,700	182	124	0.11	0.07 *
SBT	2.0	3,400	603	465	0.19 *	0.16
SBR	0.0	0	51	81	0.00	0.00
EBL	1.0	1,700	38	79	0.02 *	0.05 *
EBT	3.0	5,100	943	865	0.18	0.17
EBR	1.0 U	1,700	301	225	0.00	0.00
WBL	1.0	1,700	89	99	0.05	0.06
WBT	2.0	3,400	771	843	0.23 *	0.25 *
WBR	1.0 U	1,700	125	167	0.00	0.00
N/S Critical Movements					0.22	0.25
E/W Critical Movements					0.25	0.30
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.52	0.60
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 18
NORTH/SOUTH: Valley View Street
EAST/WEST: Cerritos Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	208	397	0.12 *	0.23 *
NBT	3.0	5,100	1,003	1,739	0.20	0.34
NBR	1.0 U	1,700	49	167	0.00	0.00
SBL	1.0	1,700	271	147	0.16	0.09
SBT	3.0	5,100	1,531	1,226	0.30 *	0.24 *
SBR	1.0 U	1,700	105	235	0.00	0.00
EBL	2.0	3,400	128	250	0.04 *	0.07 *
EBT	3.0	5,100	502	629	0.10	0.12
EBR	1.0 U	1,700	428	270	0.06 *	0.00
WBL	2.0	3,400	128	98	0.04	0.03
WBT	2.0	3,400	538	480	0.19 *	0.17 *
WBR	0.0	0	112	114	0.00	0.00
N/S Critical Movements					0.42	0.47
E/W Critical Movements					0.23	0.24
Right Turn Critical Movement					0.06	0.00
Clearance Interval					0.05	0.05
ICU					0.76	0.76
Level of Service (LOS)					C	C

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 19
 NORTH/SOUTH: Lexington Drive
 EAST/WEST: Katella Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	3.0	5,100	199	386	0.04 *	0.08 *
SB	2.0	3,400	414	296	0.12 *	0.09 *
EBL	2.0	3,400	156	217	0.05	0.06 *
EBT	3.0	5,100	1,480	1,612	0.29 *	0.32
EBR	1.0 U	1,700	138	51	0.00	0.00
WBL	1.0	1,700	132	82	0.08 *	0.05
WBT	3.0	5,100	1,392	1,597	0.29	0.34 *
WBR	0.0	0	98	161	0.00	0.00
N/S Critical Movements					0.16	0.17
E/W Critical Movements					0.37	0.40
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.58	0.62
Level of Service (LOS)					A	B

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 20
NORTH/SOUTH: Race Track/Siboney Street
EAST/WEST: Katella Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	2.0	3,400	72	120	0.02 *	0.04 *
SB	3.0	5,100	396	235	0.08 *	0.05 *
EBL	2.0	3,400	142	298	0.04	0.09 *
EBT	3.0	5,100	1,552	1,493	0.31 *	0.30
EBR	0.0	0	42	35	0.00	0.00
WBL	1.0	1,700	37	81	0.02 *	0.05
WBT	3.0	5,100	1,423	1,681	0.28	0.33 *
WBR	1.0	U 1,700	36	171	0.00	0.00
N/S Critical Movements					0.10	0.09
E/W Critical Movements					0.33	0.42
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.48	0.56
Level of Service (LOS)					A	A

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 21
NORTH/SOUTH: Walker Street
EAST/WEST: Katella Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	2.0	3,400	4	16	0.00 *	0.00 *
SB	4.0	6,800	746	855	0.11 *	0.13 *
EBL	2.0	3,400	326	360	0.10 *	0.11 *
EBT	3.0	5,100	1,763	1,526	0.35	0.30
EBR	0.0	0	5	2	0.00	0.00
WBL	1.0	1,700	9	1	0.01	0.00
WBT	3.0	5,100	1,307	1,959	0.26 *	0.38 *
WBR	1.0 U	1,700	318	338	0.00	0.00
N/S Critical Movements					0.11	0.13
E/W Critical Movements					0.36	0.49
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.52	0.67
Level of Service (LOS)					A	B

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 22
NORTH/SOUTH: Valley View Street
EAST/WEST: Katella Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	3.0	5,100	671	536	0.13	0.11
NBT	3.0	5,100	1,301	1,476	0.26 *	0.29 *
NBR	1.0 U	1,700	190	170	0.00	0.00
SBL	2.0	3,400	388	255	0.11 *	0.08 *
SBT	3.0	5,100	1,068	1,214	0.21	0.24
SBR	1.0 U	1,700	297	270	0.00	0.00
EBL	2.0	3,400	231	343	0.07	0.10 *
EBT	3.0	5,100	1,284	1,037	0.25 *	0.20
EBR	1.0 F	1,700	494	694	0.00	0.00
WBL	2.0	3,400	138	313	0.04 *	0.09
WBT	3.0	5,100	965	1,250	0.19	0.25 *
WBR	1.0 U	1,700	165	391	0.00	0.00
N/S Critical Movements					0.37	0.37
E/W Critical Movements					0.29	0.35
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.71	0.77
Level of Service (LOS)					C	C

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 23
 NORTH/SOUTH: Holder Street
 EAST/WEST: Katella Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	170	342	0.10 *	0.20 *
NBT	2.0	3,400	198	273	0.08	0.12
NBR	0.0	0	71	132	0.00	0.00
SBL	1.0	1,700	91	129	0.05	0.08
SBT	2.0	3,400	258	224	0.11 *	0.09 *
SBR	0.0	0	111	97	0.00	0.00
EBL	1.0	1,700	107	100	0.06	0.06
EBT	3.0	5,100	1,388	1,253	0.27 *	0.25 *
EBR	1.0 U	1,700	224	211	0.00	0.00
WBL	1.0	1,700	98	208	0.06 *	0.12 *
WBT	3.0	5,100	1,110	1,451	0.22	0.28
WBR	1.0 U	1,700	102	152	0.00	0.00
N/S Critical Movements					0.21	0.29
E/W Critical Movements					0.33	0.37
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.59	0.71
Level of Service (LOS)					A	C

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 24
NORTH/SOUTH: Knott Avenue
EAST/WEST: Katella Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2	3,400	235	232	0.07 *	0.07
NBT	2	3,400	467	889	0.14	0.26 *
NBR	1 D	1,700	131	124	0.00	0.00
SBL	1	1,700	219	226	0.13	0.13 *
SBT	2	3,400	771	636	0.23 *	0.19
SBR	1 U	1,700	145	101	0.00	0.00
EBL	1	1,700	76	300	0.04	0.18 *
EBT	3	5,100	1,107	1,206	0.22 *	0.24
EBR	1 P	1,700	189	301	0.00	0.00
WBL	1	1,700	211	285	0.12 *	0.17
WBT	3	5,100	1,039	1,236	0.20	0.24 *
WBR	1 P	1,700	124	206	0.00	0.00
N/S Critical Movements					0.30	0.39
E/W Critical Movements					0.34	0.42
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.69	0.86
Level of Service (LOS)					B	D

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 25
 NORTH/SOUTH: Valley View Street
 EAST/WEST: Orangewood Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1	1,700	34	10	0.02	0.01
NBT	3	5,100	1,786	1,745	0.37 *	0.36 *
NBR	0	0	91	101	0.00	0.00
SBL	2	3,400	187	353	0.05 *	0.10 *
SBT	3	5,100	1,756	1,938	0.34	0.38
SBR	1 U	1,700	37	67	0.00	0.00
EB	3	5,100	182	136	0.04 *	0.03 *
WB	3	5,100	514	369	0.10 *	0.07 *
N/S Critical Movements					0.42	0.46
E/W Critical Movements					0.14	0.10
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.61	0.61
Level of Service (LOS)					B	B

Notes: **EB/WB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 26
NORTH/SOUTH: Knott Street
EAST/WEST: Orangewood Avenue

Move- ment	Year 2045 No Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1	1,700	150	182	0.09 *	0.11 *
NBT	2	3,400	707	1,030	0.21	0.30
NBR	1 U	1,700	276	189	0.00	0.00
SBL	1	1,700	43	33	0.03	0.02
SBT	2	3,400	1,053	936	0.31 *	0.28 *
SBR	1 U	1,700	44	101	0.00	0.00
EBL	1	1,700	108	104	0.06	0.06
EBT	1	1,700	108	103	0.06 *	0.06 *
EBR	1 U	1,700	339	212	0.07 *	0.00
WBL	1	1,700	190	199	0.11 *	0.12 *
WBT	1	1,700	96	184	0.06	0.11
WBR	1 U	1,700	39	97	0.00	0.00
N/S Critical Movements					0.40	0.39
E/W Critical Movements					0.17	0.18
Right Turn Critical Movement					0.07	0.00
Clearance Interval					0.05	0.05
ICU					0.69	0.62
Level of Service (LOS)					B	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 1
NORTH/SOUTH: Bloomfield Street
EAST/WEST: Lincoln Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2.0	3,400	404	461	0.12 *	0.14 *
NBT	0.0	0	0	0	0.00	0.00
NBR	1.0 U	1,700	357	304	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	0.0	0	0	0	0.00 *	0.00 *
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	2.0	3,400	1,045	914	0.31 *	0.27 *
EBR	1.0 U	1,700	428	384	0.00	0.00
WBL	1.0	1,700	275	240	0.16 *	0.14 *
WBT	2.0	3,400	856	1,190	0.25	0.35
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.12	0.14
E/W Critical Movements					0.47	0.41
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.64	0.60
Level of Service (LOS)					B	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 2
NORTH/SOUTH: Denni Street
EAST/WEST: Lincoln Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	184	166	0.11 *	0.10 *
NBT	1.0	1,700	9	6	0.01	0.00
NBR	1.0 U	1,700	260	127	0.00	0.00
SBL	1.0	1,700	21	61	0.01	0.04
SBT	1.0	1,700	4	21	0.00 *	0.01 *
SBR	1.0 D	1,700	14	186	0.00	0.05 *
EBL	1.0	1,700	71	43	0.04	0.03
EBT	2.0	3,400	1,165	1,006	0.39 *	0.34 *
EBR	0.0	0	153	163	0.00	0.00
WBL	1.0	1,700	290	151	0.17 *	0.09 *
WBT	2.0	3,400	955	1,128	0.28	0.33
WBR	1.0 D	1,700	34	31	0.00	0.00
N/S Critical Movements					0.11	0.11
E/W Critical Movements					0.56	0.43
Right Turn Critical Movement					0.00	0.05
Clearance Interval					0.05	0.05
ICU					0.72	0.64
Level of Service (LOS)					C	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 3
NORTH/SOUTH: Moody Street
EAST/WEST: Lincoln Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	201	174	0.12 *	0.10 *
NBT	2.0	3,400	552	532	0.16	0.16
NBR	1.0 D	1,700	227	153	0.00	0.00
SBL	1.0	1,700	229	152	0.13	0.09
SBT	2.0	3,400	783	664	0.23 *	0.20 *
SBR	1.0 D	1,700	201	175	0.00	0.00
EBL	1.0	1,700	140	167	0.08	0.10 *
EBT	2.0	3,400	1,082	863	0.38 *	0.29
EBR	0.0	0	213	126	0.00	0.00
WBL	1.0	1,700	129	147	0.08 *	0.09
WBT	2.0	3,400	817	1,091	0.30	0.38 *
WBR	0.0	0	186	212	0.00	0.00
N/S Critical Movements					0.35	0.30
E/W Critical Movements					0.46	0.48
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.86	0.83
Level of Service (LOS)					D	D

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 4
NORTH/SOUTH: Walker Street
EAST/WEST: Lincoln Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	94	103	0.06 *	0.06
NBT	2.0	3,400	459	647	0.13	0.19 *
NBR	1.0 D	1,700	203	169	0.00	0.00
SBL	1.0	1,700	158	148	0.09	0.09 *
SBT	2.0	3,400	575	587	0.21 *	0.21
SBR	0.0	0	130	139	0.00	0.00
EBL	1.0	1,700	122	112	0.07	0.07 *
EBT	2.0	3,400	1,349	867	0.40 *	0.26
EBR	0.0	0	0	0	0.00	0.00
WBL	1.0	1,700	164	157	0.10 *	0.09
WBT	2.0	3,400	844	1,201	0.29	0.41 *
WBR	0.0	0	132	188	0.00	0.00
N/S Critical Movements					0.27	0.28
E/W Critical Movements					0.50	0.48
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.82	0.81
Level of Service (LOS)					D	D

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 5
NORTH/SOUTH: Valley View Street
EAST/WEST: Lincoln Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2.0	3,400	141	310	0.04 *	0.09 *
NBT	3.0	5,100	832	1,319	0.16	0.26
NBR	1.0 U	1,700	123	180	0.00	0.00
SBL	2.0	3,400	189	296	0.06	0.09
SBT	3.0	5,100	1,334	1,135	0.30 *	0.27 *
SBR	0.0	0	183	229	0.00	0.00
EBL	2.0	3,400	282	273	0.08	0.08 *
EBT	2.0	3,400	973	688	0.29 *	0.20
EBR	1.0 D	1,700	240	195	0.00	0.00
WBL	2.0	3,400	207	263	0.06 *	0.08
WBT	2.0	3,400	758	1,001	0.22	0.29 *
WBR	1.0 U	1,700	142	203	0.00	0.00
N/S Critical Movements					0.34	0.36
E/W Critical Movements					0.35	0.37
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.74	0.78
Level of Service (LOS)					C	C

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 6
NORTH/SOUTH: Moody Street
EAST/WEST: Orange Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	107	61	0.06 *	0.04
NBT	2.0	3,400	386	637	0.11	0.19 *
NBR	1.0 D	1,700	135	68	0.00	0.00
SBL	1.0	1,700	206	140	0.12	0.08 *
SBT	2.0	3,400	646	542	0.19 *	0.16
SBR	1.0 D	1,700	137	122	0.00	0.00
EBL	1.0	1,700	226	66	0.13 *	0.04 *
EBT	2.0	3,400	560	263	0.20	0.09
EBR	0.0	0	128	35	0.00	0.00
WBL	1.0	1,700	67	63	0.04	0.04
WBT	2.0	3,400	425	333	0.16 *	0.13 *
WBR	0.0	0	111	103	0.00	0.00
N/S Critical Movements					0.25	0.27
E/W Critical Movements					0.29	0.17
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.59	0.49
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 7
NORTH/SOUTH: Walker Street
EAST/WEST: Orange Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	154	85	0.09 *	0.05
NBT	2.0	3,400	522	727	0.20	0.26 *
NBR	0.0	0	172	149	0.00	0.00
SBL	1.0	1,700	90	91	0.05	0.05 *
SBT	2.0	3,400	705	615	0.24 *	0.20
SBR	0.0	0	119	53	0.00	0.00
EBL	1.0	1,700	114	77	0.07	0.05
EBT	2.0	3,400	575	410	0.20 *	0.15 *
EBR	0.0	0	117	104	0.00	0.00
WBL	1.0	1,700	104	154	0.06 *	0.09 *
WBT	2.0	3,400	565	453	0.17	0.13
WBR	1.0 D	1,700	89	100	0.00	0.00
N/S Critical Movements					0.33	0.31
E/W Critical Movements					0.26	0.24
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.64	0.60
Level of Service (LOS)					B	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 8
NORTH/SOUTH: Valley View Street
EAST/WEST: Orange Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	124	224	0.07 *	0.13 *
NBT	3.0	5,100	947	1,633	0.19	0.32
NBR	1.0 D	1,700	144	143	0.00	0.00
SBL	1.0	1,700	103	133	0.06	0.08
SBT	3.0	5,100	1,509	1,368	0.32 *	0.30 *
SBR	0.0	0	102	152	0.00	0.00
EBL	1.0	1,700	129	130	0.08 *	0.08 *
EBT	2.0	3,400	524	373	0.15	0.11
EBR	1.0 U	1,700	298	133	0.00	0.00
WBL	1.0	1,700	140	160	0.08	0.09
WBT	2.0	3,400	425	363	0.16 *	0.15 *
WBR	0.0	0	108	134	0.00	0.00
N/S Critical Movements					0.39	0.43
E/W Critical Movements					0.24	0.23
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.68	0.71
Level of Service (LOS)					B	C

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 9
NORTH/SOUTH: Holder Street
EAST/WEST: Orange Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	175	174	0.10 *	0.10 *
NBT	2.0	3,400	253	422	0.11	0.15
NBR	0.0	0	126	86	0.00	0.00
SBL	1.0	1,700	61	54	0.04	0.03
SBT	1.0	1,700	339	297	0.20 *	0.17 *
SBR	1.0 F	1,700	99	120	0.00	0.00
EBL	1.0	1,700	78	101	0.05	0.06
EBT	2.0	3,400	406	369	0.18 *	0.15 *
EBR	0.0	0	212	150	0.00	0.00
WBL	1.0	1,700	180	108	0.11 *	0.06 *
WBT	2.0	3,400	457	361	0.17	0.12
WBR	0.0	0	108	62	0.00	0.00
N/S Critical Movements					0.30	0.27
E/W Critical Movements					0.29	0.21
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.64	0.53
Level of Service (LOS)					B	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 10
NORTH/SOUTH: Bloomfield Street
EAST/WEST: Ball Road

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	105	131	0.06 *	0.08
NBT	2.0	3,400	704	694	0.24	0.23 *
NBR	0.0	0	98	90	0.00	0.00
SBL	1.0	1,700	138	198	0.08	0.12 *
SBT	2.0	3,400	605	756	0.26 *	0.26
SBR	0.0	0	272	123	0.00	0.00
EBL	1.0	1,700	187	161	0.11 *	0.09 *
EBT	2.0	3,400	304	417	0.09	0.12
EBR	1.0	D 1,700	76	113	0.00	0.00
WBL	1.0	1,700	73	68	0.04	0.04
WBT	2.0	3,400	341	296	0.10 *	0.09 *
WBR	1.0	D 1,700	143	133	0.00	0.00
N/S Critical Movements					0.32	0.35
E/W Critical Movements					0.21	0.18
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.58	0.58
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 11
NORTH/SOUTH: Moody Street
EAST/WEST: Ball Road

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	92	84	0.05 *	0.05
NBT	2.0	3,400	265	387	0.08	0.11 *
NBR	1.0 D	1,700	71	64	0.00	0.00
SBL	1.0	1,700	182	109	0.11	0.06 *
SBT	2.0	3,400	517	329	0.15 *	0.10
SBR	1.0 D	1,700	168	122	0.00	0.00
EBL	1.0	1,700	83	160	0.05	0.09 *
EBT	2.0	3,400	993	716	0.29 *	0.21
EBR	1.0 D	1,700	107	72	0.00	0.00
WBL	1.0	1,700	77	77	0.05 *	0.05
WBT	2.0	3,400	855	784	0.25	0.23 *
WBR	1.0 D	1,700	174	123	0.00	0.00
N/S Critical Movements					0.20	0.17
E/W Critical Movements					0.34	0.32
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.59	0.54
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 12
NORTH/SOUTH: Walker Street
EAST/WEST: Ball Road

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	107	89	0.06 *	0.05
NBT	2.0	3,400	424	696	0.16	0.23 *
NBR	0.0	0	103	88	0.00	0.00
SBL	1.0	1,700	203	149	0.12	0.09 *
SBT	2.0	3,400	709	570	0.23 *	0.19
SBR	0.0	0	67	86	0.00	0.00
EBL	1.0	1,700	80	98	0.05	0.06 *
EBT	2.0	3,400	872	674	0.26 *	0.20
EBR	1.0	D 1,700	176	80	0.00	0.00
WBL	1.0	1,700	109	106	0.06 *	0.06
WBT	2.0	3,400	809	790	0.24	0.23 *
WBR	1.0	D 1,700	158	194	0.00	0.00
N/S Critical Movements					0.29	0.32
E/W Critical Movements					0.32	0.29
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.66	0.66
Level of Service (LOS)					B	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 13
NORTH/SOUTH: Valley View Street
EAST/WEST: Ball Road

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2.0	3,400	215	298	0.06 *	0.09
NBT	3.0	5,100	939	1,602	0.18	0.31 *
NBR	1.0 U	1,700	88	170	0.00	0.00
SBL	2.0	3,400	154	180	0.05	0.05 *
SBT	3.0	5,100	1,473	1,193	0.29 *	0.23
SBR	1.0 D	1,700	133	233	0.00	0.00
EBL	2.0	3,400	207	212	0.06 *	0.06 *
EBT	2.0	3,400	751	642	0.22	0.19
EBR	1.0 U	1,700	215	186	0.00	0.00
WBL	2.0	3,400	277	172	0.08	0.05
WBT	2.0	3,400	712	559	0.24 *	0.21 *
WBR	0.0	0	92	147	0.00	0.00
N/S Critical Movements					0.35	0.36
E/W Critical Movements					0.30	0.27
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.70	0.68
Level of Service (LOS)					B	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 14
NORTH/SOUTH: Bloomfield Street
EAST/WEST: Cerritos Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	189	89	0.11 *	0.05
NBT	2.0	3,400	427	445	0.18	0.17 *
NBR	0.0	0	190	130	0.00	0.00
SBL	1.0	1,700	118	77	0.07	0.05 *
SBT	2.0	3,400	561	311	0.20 *	0.13
SBR	0.0	0	133	146	0.00	0.00
EBL	1.0	1,700	68	147	0.04	0.09 *
EBT	2.0	3,400	883	894	0.26 *	0.26
EBR	1.0	D 1,700	192	93	0.00	0.00
WBL	1.0	1,700	204	99	0.12 *	0.06
WBT	2.0	3,400	652	835	0.19	0.25 *
WBR	1.0	D 1,700	76	131	0.00	0.00
N/S Critical Movements					0.31	0.22
E/W Critical Movements					0.38	0.34
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.74	0.61
Level of Service (LOS)					C	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 15
NORTH/SOUTH: Denni Street/Lexington Drive
EAST/WEST: Cerritos Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	2.0	3,400	253	452	0.07 *	0.13 *
SB	3.0	5,100	436	284	0.09 *	0.06 *
EBL	1.0	1,700	85	108	0.05	0.06
EBT	2.0	3,400	793	924	0.23 *	0.27 *
EBR	1.0 U	1,700	133	78	0.00	0.00
WBL	1.0	1,700	144	103	0.08 *	0.06 *
WBT	2.0	3,400	735	833	0.22	0.25
WBR	1.0 D	1,700	137	119	0.00	0.00
N/S Critical Movements					0.16	0.19
E/W Critical Movements					0.31	0.33
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.52	0.57
Level of Service (LOS)					A	A

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 16
NORTH/SOUTH: Moody Street
EAST/WEST: Cerritos Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	2.0	3,400	1	3	0.00 *	0.00 *
SB	3.0	5,100	637	410	0.12 *	0.08 *
EBL	1.0	1,700	83	205	0.05 *	0.12 *
EBT	2.0	3,400	887	964	0.26	0.28
EBR	1.0	D 1,700	1	1	0.00	0.00
WBL	1.0	1,700	1	1	0.00	0.00
WBT	2.0	3,400	733	853	0.22 *	0.25 *
WBR	1.0	D 1,700	168	319	0.00	0.00
N/S Critical Movements					0.12	0.08
E/W Critical Movements					0.27	0.37
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.44	0.50
Level of Service (LOS)					A	A

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 17
NORTH/SOUTH: Walker Street
EAST/WEST: Cerritos Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2.0	3,400	107	271	0.03	0.08 *
NBT	2.0	3,400	369	595	0.11 *	0.18
NBR	1.0 U	1,700	70	168	0.00	0.00
SBL	1.0	1,700	198	125	0.12 *	0.07
SBT	2.0	3,400	575	499	0.19	0.17 *
SBR	0.0	0	59	84	0.00	0.00
EBL	1.0	1,700	46	85	0.03 *	0.05 *
EBT	3.0	5,100	965	865	0.19	0.17
EBR	1.0 U	1,700	301	225	0.00	0.00
WBL	1.0	1,700	89	98	0.05	0.06
WBT	2.0	3,400	771	848	0.23 *	0.25 *
WBR	1.0 U	1,700	139	172	0.00	0.00
N/S Critical Movements					0.23	0.25
E/W Critical Movements					0.26	0.30
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.54	0.60
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 18
NORTH/SOUTH: Valley View Street
EAST/WEST: Cerritos Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	216	402	0.13 *	0.24 *
NBT	3.0	5,100	1,003	1,748	0.20	0.34
NBR	1.0 U	1,700	51	171	0.00	0.00
SBL	1.0	1,700	277	147	0.16	0.09
SBT	3.0	5,100	1,521	1,226	0.30 *	0.24 *
SBR	1.0 U	1,700	106	235	0.00	0.00
EBL	2.0	3,400	131	250	0.04 *	0.07 *
EBT	3.0	5,100	532	629	0.10	0.12
EBR	1.0 U	1,700	440	276	0.06 *	0.00
WBL	2.0	3,400	124	99	0.04	0.03
WBT	2.0	3,400	538	487	0.19 *	0.18 *
WBR	0.0	0	112	114	0.00	0.00
N/S Critical Movements					0.43	0.48
E/W Critical Movements					0.23	0.25
Right Turn Critical Movement					0.06	0.00
Clearance Interval					0.05	0.05
ICU					0.77	0.78
Level of Service (LOS)					C	C

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 19
NORTH/SOUTH: Lexington Drive
EAST/WEST: Katella Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	3.0	5,100	201	383	0.04 *	0.08 *
SB	2.0	3,400	398	331	0.12 *	0.10 *
EBL	2.0	3,400	170	209	0.05 *	0.06 *
EBT	3.0	5,100	1,429	1,650	0.28	0.32
EBR	1.0 U	1,700	142	52	0.00	0.00
WBL	1.0	1,700	132	82	0.08	0.05
WBT	3.0	5,100	1,441	1,567	0.31 *	0.34 *
WBR	0.0	0	116	150	0.00	0.00
N/S Critical Movements					0.16	0.18
E/W Critical Movements					0.36	0.40
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.57	0.63
Level of Service (LOS)					A	B

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 20
 NORTH/SOUTH: Race Track/Siboney Street
 EAST/WEST: Katella Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	2.0	3,400	71	124	0.02 *	0.04 *
SB	3.0	5,100	591	290	0.12 *	0.06 *
EBL	2.0	3,400	163	379	0.05 *	0.11 *
EBT	3.0	5,100	1,455	1,563	0.29	0.31
EBR	0.0	0	38	35	0.00	0.00
WBL	1.0	1,700	37	83	0.02	0.05
WBT	3.0	5,100	1,368	1,618	0.27 *	0.32 *
WBR	1.0 U	1,700	38	257	0.00	0.00
N/S Critical Movements					0.14	0.10
E/W Critical Movements					0.32	0.43
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.51	0.58
Level of Service (LOS)					A	A

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 21
 NORTH/SOUTH: Walker Street
 EAST/WEST: Katella Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	2.0	3,400	4	16	0.00 *	0.00 *
SB	4.0	6,800	763	898	0.11 *	0.13 *
EBL	2.0	3,400	372	352	0.11	0.10 *
EBT	3.0	5,100	1,876	1,521	0.37 *	0.30
EBR	0.0	0	5	2	0.00	0.00
WBL	1.0	1,700	9	1	0.01 *	0.00
WBT	3.0	5,100	1,267	2,041	0.25	0.40 *
WBR	1.0 U	1,700	313	338	0.00	0.00
N/S Critical Movements					0.11	0.13
E/W Critical Movements					0.38	0.50
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.54	0.68
Level of Service (LOS)					A	B

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 22
NORTH/SOUTH: Valley View Street
EAST/WEST: Katella Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	3.0	5,100	671	536	0.13	0.11
NBT	3.0	5,100	1,301	1,476	0.26 *	0.29 *
NBR	1.0 U	1,700	179	176	0.00	0.00
SBL	2.0	3,400	385	256	0.11 *	0.08 *
SBT	3.0	5,100	1,062	1,214	0.21	0.24
SBR	1.0 U	1,700	311	277	0.00	0.00
EBL	2.0	3,400	246	350	0.07	0.10 *
EBT	3.0	5,100	1,295	1,033	0.25 *	0.20
EBR	1.0 F	1,700	494	694	0.00	0.00
WBL	2.0	3,400	138	309	0.04 *	0.09
WBT	3.0	5,100	957	1,261	0.19	0.25 *
WBR	1.0 U	1,700	165	396	0.00	0.00
N/S Critical Movements					0.37	0.37
E/W Critical Movements					0.29	0.35
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.71	0.77
Level of Service (LOS)					C	C

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 23
NORTH/SOUTH: Holder Street
EAST/WEST: Katella Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	163	348	0.10 *	0.20 *
NBT	2.0	3,400	192	287	0.08	0.12
NBR	0.0	0	73	137	0.00	0.00
SBL	1.0	1,700	91	129	0.05	0.08
SBT	2.0	3,400	281	220	0.12 *	0.09 *
SBR	0.0	0	119	97	0.00	0.00
EBL	1.0	1,700	101	100	0.06	0.06
EBT	3.0	5,100	1,406	1,249	0.28 *	0.24 *
EBR	1.0 U	1,700	212	206	0.00	0.00
WBL	1.0	1,700	98	211	0.06 *	0.12 *
WBT	3.0	5,100	1,093	1,457	0.21	0.29
WBR	1.0 U	1,700	102	152	0.00	0.00
N/S Critical Movements					0.22	0.29
E/W Critical Movements					0.34	0.36
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.61	0.70
Level of Service (LOS)					B	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 24
NORTH/SOUTH: Knott Avenue
EAST/WEST: Katella Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2	3,400	235	232	0.07 *	0.07
NBT	2	3,400	467	889	0.14	0.26 *
NBR	1 D	1,700	131	123	0.00	0.00
SBL	1	1,700	221	227	0.13	0.13 *
SBT	2	3,400	775	636	0.23 *	0.19
SBR	1 U	1,700	143	101	0.00	0.00
EBL	1	1,700	76	304	0.04	0.18 *
EBT	3	5,100	1,130	1,199	0.22 *	0.24
EBR	1 P	1,700	189	301	0.00	0.00
WBL	1	1,700	212	287	0.12 *	0.17
WBT	3	5,100	1,025	1,244	0.20	0.24 *
WBR	1 P	1,700	123	212	0.00	0.00
N/S Critical Movements					0.30	0.39
E/W Critical Movements					0.34	0.42
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.69	0.86
Level of Service (LOS)					B	D

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 25
 NORTH/SOUTH: Valley View Street
 EAST/WEST: Orangewood Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1	1,700	34	10	0.02	0.01
NBT	3	5,100	1,786	1,769	0.37 *	0.37 *
NBR	0	0	94	100	0.00	0.00
SBL	2	3,400	187	353	0.05 *	0.10 *
SBT	3	5,100	1,795	1,938	0.35	0.38
SBR	1 U	1,700	37	67	0.00	0.00
EB	3	5,100	179	136	0.04 *	0.03 *
WB	3	5,100	505	373	0.10 *	0.07 *
N/S Critical Movements					0.42	0.47
E/W Critical Movements					0.14	0.10
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.61	0.62
Level of Service (LOS)					B	B

Notes: **EB/WB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 26
NORTH/SOUTH: Knott Street
EAST/WEST: Orangewood Avenue

Move- ment	Year 2045 Plus Proposed Project					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1	1,700	144	201	0.08 *	0.12 *
NBT	2	3,400	707	1,037	0.21	0.31
NBR	1 U	1,700	281	194	0.00	0.00
SBL	1	1,700	43	33	0.03	0.02
SBT	2	3,400	1,063	936	0.31 *	0.28 *
SBR	1 U	1,700	44	101	0.00	0.00
EBL	1	1,700	108	104	0.06	0.06
EBT	1	1,700	110	103	0.06 *	0.06 *
EBR	1 U	1,700	332	226	0.07 *	0.00
WBL	1	1,700	193	202	0.11 *	0.12 *
WBT	1	1,700	95	189	0.06	0.11
WBR	1 U	1,700	39	97	0.00	0.00
N/S Critical Movements					0.39	0.40
E/W Critical Movements					0.17	0.18
Right Turn Critical Movement					0.07	0.00
Clearance Interval					0.05	0.05
ICU					0.68	0.63
Level of Service (LOS)					B	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 1
NORTH/SOUTH: Bloomfield Street
EAST/WEST: Lincoln Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2.0	3,400	404	463	0.12 *	0.14 *
NBT	0.0	0	0	0	0.00	0.00
NBR	1.0 U	1,700	357	314	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	0.0	0	0	0	0.00 *	0.00 *
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	2.0	3,400	1,045	925	0.31 *	0.27 *
EBR	1.0 U	1,700	429	384	0.00	0.00
WBL	1.0	1,700	280	243	0.16 *	0.14 *
WBT	2.0	3,400	875	1,185	0.26	0.35
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.12	0.14
E/W Critical Movements					0.47	0.41
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.64	0.60
Level of Service (LOS)					B	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 2
NORTH/SOUTH: Denni Street
EAST/WEST: Lincoln Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	200	166	0.12 *	0.10 *
NBT	1.0	1,700	9	6	0.01	0.00
NBR	1.0 U	1,700	260	127	0.00	0.00
SBL	1.0	1,700	20	61	0.01	0.04
SBT	1.0	1,700	4	21	0.00 *	0.01 *
SBR	1.0 D	1,700	13	187	0.00	0.06 *
EBL	1.0	1,700	72	43	0.04	0.03
EBT	2.0	3,400	1,144	1,018	0.39 *	0.35 *
EBR	0.0	0	171	171	0.00	0.00
WBL	1.0	1,700	280	153	0.16 *	0.09 *
WBT	2.0	3,400	962	1,117	0.28	0.33
WBR	1.0 D	1,700	34	30	0.00	0.00
N/S Critical Movements					0.12	0.11
E/W Critical Movements					0.55	0.44
Right Turn Critical Movement					0.00	0.06
Clearance Interval					0.05	0.05
ICU					0.72	0.66
Level of Service (LOS)					C	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 3
NORTH/SOUTH: Moody Street
EAST/WEST: Lincoln Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	198	170	0.12 *	0.10 *
NBT	2.0	3,400	552	552	0.16	0.16
NBR	1.0 D	1,700	230	157	0.00	0.00
SBL	1.0	1,700	240	157	0.14	0.09
SBT	2.0	3,400	804	664	0.24 *	0.20 *
SBR	1.0 D	1,700	201	175	0.00	0.00
EBL	1.0	1,700	140	167	0.08	0.10 *
EBT	2.0	3,400	1,080	877	0.38 *	0.29
EBR	0.0	0	208	122	0.00	0.00
WBL	1.0	1,700	132	148	0.08 *	0.09
WBT	2.0	3,400	834	1,094	0.30	0.39 *
WBR	0.0	0	188	227	0.00	0.00
N/S Critical Movements					0.36	0.30
E/W Critical Movements					0.46	0.49
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.87	0.84
Level of Service (LOS)					D	D

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 4
NORTH/SOUTH: Walker Street
EAST/WEST: Lincoln Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	94	110	0.06 *	0.06
NBT	2.0	3,400	459	647	0.13	0.19 *
NBR	1.0 D	1,700	195	167	0.00	0.00
SBL	1.0	1,700	157	150	0.09	0.09 *
SBT	2.0	3,400	581	587	0.21 *	0.21
SBR	0.0	0	136	144	0.00	0.00
EBL	1.0	1,700	127	114	0.07	0.07 *
EBT	2.0	3,400	1,353	881	0.40 *	0.26
EBR	0.0	0	0	0	0.00	0.00
WBL	1.0	1,700	161	152	0.09 *	0.09
WBT	2.0	3,400	862	1,210	0.29	0.41 *
WBR	0.0	0	134	178	0.00	0.00
N/S Critical Movements					0.27	0.28
E/W Critical Movements					0.49	0.48
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.81	0.81
Level of Service (LOS)					D	D

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 5
NORTH/SOUTH: Valley View Street
EAST/WEST: Lincoln Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2.0	3,400	140	319	0.04 *	0.09 *
NBT	3.0	5,100	832	1,319	0.16	0.26
NBR	1.0 U	1,700	125	180	0.00	0.00
SBL	2.0	3,400	192	295	0.06	0.09
SBT	3.0	5,100	1,350	1,135	0.30 *	0.27 *
SBR	0.0	0	181	234	0.00	0.00
EBL	2.0	3,400	280	276	0.08	0.08 *
EBT	2.0	3,400	989	692	0.29 *	0.20
EBR	1.0 D	1,700	243	197	0.00	0.00
WBL	2.0	3,400	213	260	0.06 *	0.08
WBT	2.0	3,400	761	1,012	0.22	0.30 *
WBR	1.0 U	1,700	143	200	0.00	0.00
N/S Critical Movements					0.34	0.36
E/W Critical Movements					0.35	0.38
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.74	0.79
Level of Service (LOS)					C	C

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 6
NORTH/SOUTH: Moody Street
EAST/WEST: Orange Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	107	68	0.06 *	0.04
NBT	2.0	3,400	386	664	0.11	0.20 *
NBR	1.0 D	1,700	135	68	0.00	0.00
SBL	1.0	1,700	200	140	0.12	0.08 *
SBT	2.0	3,400	671	542	0.20 *	0.16
SBR	1.0 D	1,700	135	113	0.00	0.00
EBL	1.0	1,700	212	66	0.12 *	0.04 *
EBT	2.0	3,400	565	263	0.21	0.09
EBR	0.0	0	138	35	0.00	0.00
WBL	1.0	1,700	67	63	0.04	0.04
WBT	2.0	3,400	425	337	0.16 *	0.13 *
WBR	0.0	0	105	107	0.00	0.00
N/S Critical Movements					0.26	0.28
E/W Critical Movements					0.28	0.17
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.59	0.50
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 7
 NORTH/SOUTH: Walker Street
 EAST/WEST: Orange Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	154	86	0.09 *	0.05
NBT	2.0	3,400	505	731	0.20	0.26 *
NBR	0.0	0	162	150	0.00	0.00
SBL	1.0	1,700	89	91	0.05	0.05 *
SBT	2.0	3,400	708	606	0.24 *	0.19
SBR	0.0	0	119	53	0.00	0.00
EBL	1.0	1,700	118	77	0.07	0.05
EBT	2.0	3,400	578	410	0.21 *	0.15 *
EBR	0.0	0	119	104	0.00	0.00
WBL	1.0	1,700	105	150	0.06 *	0.09 *
WBT	2.0	3,400	565	453	0.17	0.13
WBR	1.0	D 1,700	90	99	0.00	0.00
N/S Critical Movements					0.33	0.31
E/W Critical Movements					0.27	0.24
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.65	0.60
Level of Service (LOS)					B	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 8
NORTH/SOUTH: Valley View Street
EAST/WEST: Orange Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	124	222	0.07 *	0.13 *
NBT	3.0	5,100	947	1,647	0.19	0.32
NBR	1.0 D	1,700	143	143	0.00	0.00
SBL	1.0	1,700	103	133	0.06	0.08
SBT	3.0	5,100	1,536	1,368	0.32 *	0.30 *
SBR	0.0	0	102	151	0.00	0.00
EBL	1.0	1,700	129	130	0.08 *	0.08 *
EBT	2.0	3,400	519	373	0.15	0.11
EBR	1.0 U	1,700	298	133	0.00	0.00
WBL	1.0	1,700	140	158	0.08	0.09
WBT	2.0	3,400	425	361	0.16 *	0.15 *
WBR	0.0	0	108	135	0.00	0.00
N/S Critical Movements					0.39	0.43
E/W Critical Movements					0.24	0.23
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.68	0.71
Level of Service (LOS)					B	C

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 9
NORTH/SOUTH: Holder Street
EAST/WEST: Orange Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	173	172	0.10 *	0.10 *
NBT	2.0	3,400	253	426	0.11	0.15
NBR	0.0	0	128	86	0.00	0.00
SBL	1.0	1,700	61	54	0.04	0.03
SBT	1.0	1,700	338	298	0.20 *	0.18 *
SBR	1.0 F	1,700	99	120	0.00	0.00
EBL	1.0	1,700	78	101	0.05	0.06
EBT	2.0	3,400	410	369	0.18 *	0.15 *
EBR	0.0	0	202	149	0.00	0.00
WBL	1.0	1,700	179	107	0.11 *	0.06 *
WBT	2.0	3,400	457	361	0.17	0.12
WBR	0.0	0	108	62	0.00	0.00
N/S Critical Movements					0.30	0.28
E/W Critical Movements					0.29	0.21
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.64	0.54
Level of Service (LOS)					B	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 10
NORTH/SOUTH: Bloomfield Street
EAST/WEST: Ball Road

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	103	132	0.06 *	0.08 *
NBT	2.0	3,400	683	663	0.23	0.22
NBR	0.0	0	93	90	0.00	0.00
SBL	1.0	1,700	139	200	0.08	0.12
SBT	2.0	3,400	612	749	0.26 *	0.26 *
SBR	0.0	0	259	126	0.00	0.00
EBL	1.0	1,700	191	161	0.11 *	0.09 *
EBT	2.0	3,400	304	417	0.09	0.12
EBR	1.0 D	1,700	76	113	0.00	0.00
WBL	1.0	1,700	72	68	0.04	0.04
WBT	2.0	3,400	341	297	0.10 *	0.09 *
WBR	1.0 D	1,700	143	133	0.00	0.00
N/S Critical Movements					0.32	0.34
E/W Critical Movements					0.21	0.18
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.58	0.57
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 11
NORTH/SOUTH: Moody Street
EAST/WEST: Ball Road

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	96	89	0.06 *	0.05
NBT	2.0	3,400	252	428	0.07	0.13 *
NBR	1.0 D	1,700	81	64	0.00	0.00
SBL	1.0	1,700	190	109	0.11	0.06 *
SBT	2.0	3,400	554	339	0.16 *	0.10
SBR	1.0 D	1,700	161	120	0.00	0.00
EBL	1.0	1,700	79	160	0.05	0.09 *
EBT	2.0	3,400	996	716	0.29 *	0.21
EBR	1.0 D	1,700	110	72	0.00	0.00
WBL	1.0	1,700	77	81	0.05 *	0.05
WBT	2.0	3,400	855	781	0.25	0.23 *
WBR	1.0 D	1,700	174	128	0.00	0.00
N/S Critical Movements					0.22	0.19
E/W Critical Movements					0.34	0.32
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.61	0.56
Level of Service (LOS)					B	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 12
NORTH/SOUTH: Walker Street
EAST/WEST: Ball Road

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	107	89	0.06 *	0.05
NBT	2.0	3,400	392	710	0.14	0.23 *
NBR	0.0	0	94	88	0.00	0.00
SBL	1.0	1,700	197	149	0.12	0.09 *
SBT	2.0	3,400	730	555	0.23 *	0.19
SBR	0.0	0	67	86	0.00	0.00
EBL	1.0	1,700	82	94	0.05	0.06 *
EBT	2.0	3,400	884	674	0.26 *	0.20
EBR	1.0	D	1,700	176	0.00	0.00
WBL	1.0	1,700	109	105	0.06 *	0.06
WBT	2.0	3,400	809	798	0.24	0.23 *
WBR	1.0	D	1,700	155	0.00	0.00
N/S Critical Movements					0.29	0.32
E/W Critical Movements					0.32	0.29
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.66	0.66
Level of Service (LOS)					B	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 13
NORTH/SOUTH: Valley View Street
EAST/WEST: Ball Road

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2.0	3,400	215	298	0.06 *	0.09
NBT	3.0	5,100	939	1,608	0.18	0.32 *
NBR	1.0 U	1,700	89	170	0.00	0.00
SBL	2.0	3,400	159	180	0.05	0.05 *
SBT	3.0	5,100	1,494	1,193	0.29 *	0.23
SBR	1.0 D	1,700	135	229	0.00	0.00
EBL	2.0	3,400	204	212	0.06 *	0.06 *
EBT	2.0	3,400	754	642	0.22	0.19
EBR	1.0 U	1,700	213	186	0.00	0.00
WBL	2.0	3,400	277	176	0.08	0.05
WBT	2.0	3,400	712	563	0.24 *	0.21 *
WBR	0.0	0	92	149	0.00	0.00
N/S Critical Movements					0.35	0.37
E/W Critical Movements					0.30	0.27
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.70	0.69
Level of Service (LOS)					B	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 14
NORTH/SOUTH: Bloomfield Street
EAST/WEST: Cerritos Avenue

Move- ment	Year 2045 Plus Alternative 2						
	Lane	Capacity	Volume		V/C Ratio		
			AM	PM	AM	PM	
NBL	1.0	1,700	179	88	0.11 *	0.05	
NBT	2.0	3,400	407	445	0.17	0.17 *	
NBR	0.0	0	186	130	0.00	0.00	
SBL	1.0	1,700	118	75	0.07	0.04 *	
SBT	2.0	3,400	572	308	0.21 *	0.13	
SBR	0.0	0	128	143	0.00	0.00	
EBL	1.0	1,700	65	147	0.04	0.09 *	
EBT	2.0	3,400	879	894	0.26 *	0.26	
EBR	1.0	D	1,700	195	93	0.00	0.00
WBL	1.0	1,700	204	100	0.12 *	0.06	
WBT	2.0	3,400	680	835	0.20	0.25 *	
WBR	1.0	D	1,700	74	134	0.00	0.00
N/S Critical Movements					0.32	0.21	
E/W Critical Movements					0.38	0.34	
Right Turn Critical Movement					0.00	0.00	
Clearance Interval					0.05	0.05	
ICU					0.75	0.60	
Level of Service (LOS)					C	A	

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 15
NORTH/SOUTH: Denni Street/Lexington Drive
EAST/WEST: Cerritos Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	2.0	3,400	232	488	0.07 *	0.14 *
SB	3.0	5,100	451	279	0.09 *	0.05 *
EBL	1.0	1,700	82	108	0.05	0.06
EBT	2.0	3,400	784	924	0.23 *	0.27 *
EBR	1.0 U	1,700	138	75	0.00	0.00
WBL	1.0	1,700	157	101	0.09 *	0.06 *
WBT	2.0	3,400	735	829	0.22	0.24
WBR	1.0 D	1,700	137	119	0.00	0.00
N/S Critical Movements					0.16	0.19
E/W Critical Movements					0.32	0.33
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.53	0.57
Level of Service (LOS)					A	A

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 16
NORTH/SOUTH: Moody Street
EAST/WEST: Cerritos Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	2.0	3,400	1	3	0.00 *	0.00 *
SB	3.0	5,100	682	420	0.13 *	0.08 *
EBL	1.0	1,700	98	229	0.06 *	0.13 *
EBT	2.0	3,400	858	964	0.25	0.28
EBR	1.0 D	1,700	1	1	0.00	0.00
WBL	1.0	1,700	1	1	0.00	0.00
WBT	2.0	3,400	733	837	0.22 *	0.25 *
WBR	1.0 D	1,700	168	329	0.00	0.00
N/S Critical Movements					0.13	0.08
E/W Critical Movements					0.28	0.38
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.46	0.51
Level of Service (LOS)					A	A

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 17
NORTH/SOUTH: Walker Street
EAST/WEST: Cerritos Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2.0	3,400	103	271	0.03 *	0.08 *
NBT	2.0	3,400	333	579	0.10	0.17
NBR	1.0 U	1,700	74	168	0.00	0.00
SBL	1.0	1,700	199	125	0.12	0.07
SBT	2.0	3,400	617	480	0.20 *	0.17 *
SBR	0.0	0	55	84	0.00	0.00
EBL	1.0	1,700	39	84	0.02 *	0.05 *
EBT	3.0	5,100	950	865	0.19	0.17
EBR	1.0 U	1,700	301	225	0.00	0.00
WBL	1.0	1,700	89	94	0.05	0.06
WBT	2.0	3,400	771	847	0.23 *	0.25 *
WBR	1.0 U	1,700	131	172	0.00	0.00
N/S Critical Movements					0.23	0.25
E/W Critical Movements					0.25	0.30
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.53	0.60
Level of Service (LOS)					A	A

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 18
NORTH/SOUTH: Valley View Street
EAST/WEST: Cerritos Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	215	403	0.13 *	0.24 *
NBT	3.0	5,100	1,003	1,756	0.20	0.34
NBR	1.0 U	1,700	50	166	0.00	0.00
SBL	1.0	1,700	272	147	0.16	0.09
SBT	3.0	5,100	1,544	1,226	0.30 *	0.24 *
SBR	1.0 U	1,700	107	235	0.00	0.00
EBL	2.0	3,400	130	250	0.04 *	0.07 *
EBT	3.0	5,100	516	629	0.10	0.12
EBR	1.0 U	1,700	442	274	0.06 *	0.00
WBL	2.0	3,400	126	98	0.04	0.03
WBT	2.0	3,400	538	479	0.19 *	0.17 *
WBR	0.0	0	112	114	0.00	0.00
N/S Critical Movements					0.43	0.48
E/W Critical Movements					0.23	0.24
Right Turn Critical Movement					0.06	0.00
Clearance Interval					0.05	0.05
ICU					0.77	0.77
Level of Service (LOS)					C	C

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 19
 NORTH/SOUTH: Lexington Drive
 EAST/WEST: Katella Avenue

Move-ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	3.0	5,100	199	387	0.04 *	0.08 *
SB	2.0	3,400	428	323	0.13 *	0.10 *
EBL	2.0	3,400	162	226	0.05	0.07 *
EBT	3.0	5,100	1,470	1,628	0.29 *	0.32
EBR	1.0 U	1,700	136	52	0.00	0.00
WBL	1.0	1,700	132	82	0.08 *	0.05
WBT	3.0	5,100	1,407	1,582	0.30	0.34 *
WBR	0.0	0	106	164	0.00	0.00
N/S Critical Movements					0.17	0.18
E/W Critical Movements					0.37	0.41
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.59	0.64
Level of Service (LOS)					A	B

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 20
NORTH/SOUTH: Race Track/Siboney Street
EAST/WEST: Katella Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	2.0	3,400	71	121	0.02 *	0.04 *
SB	3.0	5,100	460	253	0.09 *	0.05 *
EBL	2.0	3,400	149	327	0.04	0.10 *
EBT	3.0	5,100	1,534	1,563	0.31 *	0.31
EBR	0.0	0	40	35	0.00	0.00
WBL	1.0	1,700	37	82	0.02 *	0.05
WBT	3.0	5,100	1,406	1,664	0.28	0.33 *
WBR	1.0	U 1,700	37	197	0.00	0.00
N/S Critical Movements					0.11	0.09
E/W Critical Movements					0.33	0.43
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.49	0.57
Level of Service (LOS)					A	A

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 21
 NORTH/SOUTH: Walker Street
 EAST/WEST: Katella Avenue

Move-ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NB	2.0	3,400	4	16	0.00 *	0.00 *
SB	4.0	6,800	744	860	0.11 *	0.13 *
EBL	2.0	3,400	343	362	0.10	0.11 *
EBT	3.0	5,100	1,812	1,527	0.36 *	0.30
EBR	0.0	0	5	2	0.00	0.00
WBL	1.0	1,700	9	1	0.01 *	0.00
WBT	3.0	5,100	1,288	1,994	0.25	0.39 *
WBR	1.0 U	1,700	303	338	0.00	0.00
N/S Critical Movements					0.11	0.13
E/W Critical Movements					0.37	0.50
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.53	0.68
Level of Service (LOS)					A	B

Notes: **NB/SB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 22
NORTH/SOUTH: Valley View Street
EAST/WEST: Katella Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	3.0	5,100	671	536	0.13	0.11
NBT	3.0	5,100	1,301	1,476	0.26 *	0.29 *
NBR	1.0 U	1,700	186	168	0.00	0.00
SBL	2.0	3,400	391	254	0.12 *	0.07 *
SBT	3.0	5,100	1,082	1,214	0.21	0.24
SBR	1.0 U	1,700	305	275	0.00	0.00
EBL	2.0	3,400	238	351	0.07	0.10 *
EBT	3.0	5,100	1,296	1,037	0.25 *	0.20
EBR	1.0 F	1,700	494	694	0.00	0.00
WBL	2.0	3,400	138	311	0.04 *	0.09
WBT	3.0	5,100	955	1,266	0.19	0.25 *
WBR	1.0 U	1,700	164	397	0.00	0.00
N/S Critical Movements					0.38	0.36
E/W Critical Movements					0.29	0.35
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.72	0.76
Level of Service (LOS)					C	C

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 23
NORTH/SOUTH: Holder Street
EAST/WEST: Katella Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1.0	1,700	168	356	0.10 *	0.21 *
NBT	2.0	3,400	196	280	0.08	0.12
NBR	0.0	0	74	136	0.00	0.00
SBL	1.0	1,700	91	129	0.05	0.08
SBT	2.0	3,400	268	219	0.11 *	0.09 *
SBR	0.0	0	116	97	0.00	0.00
EBL	1.0	1,700	104	100	0.06	0.06
EBT	3.0	5,100	1,414	1,251	0.28 *	0.25 *
EBR	1.0 U	1,700	215	208	0.00	0.00
WBL	1.0	1,700	96	204	0.06 *	0.12 *
WBT	3.0	5,100	1,093	1,458	0.21	0.29
WBR	1.0 U	1,700	102	152	0.00	0.00
N/S Critical Movements					0.21	0.30
E/W Critical Movements					0.34	0.37
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.60	0.72
Level of Service (LOS)					A	C

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 24
NORTH/SOUTH: Knott Avenue
EAST/WEST: Katella Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	2	3,400	235	232	0.07 *	0.07
NBT	2	3,400	467	889	0.14	0.26 *
NBR	1 D	1,700	125	124	0.00	0.00
SBL	1	1,700	219	229	0.13	0.13 *
SBT	2	3,400	778	636	0.23 *	0.19
SBR	1 U	1,700	144	101	0.00	0.00
EBL	1	1,700	78	302	0.05	0.18 *
EBT	3	5,100	1,131	1,202	0.22 *	0.24
EBR	1 P	1,700	189	301	0.00	0.00
WBL	1	1,700	211	287	0.12 *	0.17
WBT	3	5,100	1,025	1,236	0.20	0.24 *
WBR	1 P	1,700	124	210	0.00	0.00
N/S Critical Movements					0.30	0.39
E/W Critical Movements					0.34	0.42
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.69	0.86
Level of Service (LOS)					B	D

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 25
NORTH/SOUTH: Valley View Street
EAST/WEST: Orangewood Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1	1,700	34	10	0.02	0.01
NBT	3	5,100	1,786	1,762	0.37 *	0.37 *
NBR	0	0	88	103	0.00	0.00
SBL	2	3,400	187	353	0.05 *	0.10 *
SBT	3	5,100	1,800	1,938	0.35	0.38
SBR	1 U	1,700	37	67	0.00	0.00
EB	3	5,100	182	137	0.04 *	0.03 *
WB	3	5,100	505	370	0.10 *	0.07 *
N/S Critical Movements					0.42	0.47
E/W Critical Movements					0.14	0.10
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.05	0.05
ICU					0.61	0.62
Level of Service (LOS)					B	B

Notes: **EB/WB has the split phasing, so the volume has been combined.**

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane



INTERSECTION CAPACITY UTILIZATION

INTERSECTION NO.: 26
NORTH/SOUTH: Knott Street
EAST/WEST: Orangewood Avenue

Move- ment	Year 2045 Plus Alternative 2					
	Lane	Capacity	Volume		V/C Ratio	
			AM	PM	AM	PM
NBL	1	1,700	144	199	0.08 *	0.12 *
NBT	2	3,400	707	1,036	0.21	0.30
NBR	1 U	1,700	278	203	0.00	0.00
SBL	1	1,700	43	33	0.03	0.02
SBT	2	3,400	1,062	936	0.31 *	0.28 *
SBR	1 U	1,700	44	101	0.00	0.00
EBL	1	1,700	108	104	0.06	0.06
EBT	1	1,700	112	107	0.07 *	0.06 *
EBR	1 U	1,700	341	217	0.07 *	0.00
WBL	1	1,700	198	203	0.12 *	0.12 *
WBT	1	1,700	98	193	0.06	0.11
WBR	1 U	1,700	39	97	0.00	0.00
N/S Critical Movements					0.39	0.40
E/W Critical Movements					0.19	0.18
Right Turn Critical Movement					0.07	0.00
Clearance Interval					0.05	0.05
ICU					0.70	0.63
Level of Service (LOS)					B	B

Notes:

ICU - Intersection Capacity Utilization

V/C - Volume to Capacity Ratio

Right Turn Conditions:

- P - Protected right turn movement
- U - Unprotected right turn movement
- D - Defacto right turn movement
- N - No right turn on red
- F - Free right turn lane

APPENDIX D

VMT CALCULATIONS



Appendix D - VMT Calculation Worksheet

City of Cypress Housing Element - VMT Analysis

2045 Proposed Project	City of Cypress (with plan)	Orange County Threshold *
Population	68,478	
Employment	31,384	
Service Population	99,862	
Origin-Destination (OD) VMT	2,738,895	
OD VMT per service population	27.4	30.3

2045 Alternative 2	City of Cypress (with plan)	Orange County Threshold *
Population	68,922	
Employment	31,384	
Service Population	100,306	
Origin-Destination (OD) VMT	2,749,614	
OD VMT per service population	27.4	30.3

*: Orange County threshold was estimated using LSA no plan model run.