US Army Corps
of Engineers®
Los Angeles District

Prado Basin Ecosystem Restoration and Water Conservation Study

APPENDIX J

Traffic Impact Analysis

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KUNZMAN ASSOCIATES, INC.

PRADO BASIN FEASIBILITY REPORT

TRAFFIC IMPACT ANALYSIS

February 19, 2018

Traffic Engineering | Transportation Planning | Parking | Noise/Vibration | Expert Witness
Air Quality | Global Climate Change | Health Risk Assessment

PRADO BASIN FEASIBILITY REPORT

TRAFFIC IMPACT ANALYSIS

February 19, 2018

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JN 6912a

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PRADO BASIN FEASIBILITY REPORT

TRAFFIC IMPACT ANALYSIS

This report contains the traffic impact analysis for the proposed Prado Basin Feasibility Report. The Prado Basin reservoir and dam are located on the Santa Ana River (SAR) within the Corona area of the County of Riverside (north of SR-91 between SR-71 and I-15 Freeways). The Prado Basin Feasibility Report proposes a combination of water conservation, sediment management, and ecosystem restoration measures in four Focal Areas within or near the Prado Basin. Additionally, sediment removal maintenance activities at the Santa Ana River tidal flats, east of the Pacific Ocean are included. Initial implementation of the ecosystem restoration measures would take approximately 5 years of regular operation followed by a 45 year maintenance period. These measures would be implemented beginning in the year 2021 and would extend for 50 years through 2071.

The project site is proposed to obtain access to the regional freeway system using a number of local roadway and wherever possible use designated truck routes to and from the freeways. The freeways located on the haul routes are: I-5, I-15, I-405, SR-71, and SR-91 Freeways. The Prado Basin Focal Areas and the associated truck hauling routes cover nine jurisdictional areas which include: Riverside County, Orange County, City of Chino, City of Corona, City of Costa Mesa, City of Fountain Valley, City of Irvine, City of Norco, and City of Yorba Linda.

The traffic impact analysis contains documentation of existing traffic conditions, trips generated by the project, distribution of the project trips to roads outside the project, determination of Existing Plus Project[1] traffic conditions, calculation of Initial Construction Years (2021 to 2026) traffic conditions without and with the project, and determination of Maintenance Years (2027 to 2071) traffic conditions without and with project. For the Initial Construction Years (2021 to 2026), the year with the greatest trip generation will be analyzed. As the Maintenance Years (2027 to 2071) have a steady trip generation, the first and the ultimate year will be analyzed.

Each of these topics is contained in a separate section of the report. The first section is “Findings” and subsequent sections expand upon the findings. In this way, information on any particular aspect of the study can be easily located by the reader.

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[1] The existing plus project conditions has been analyzed to comply with the Sunnyvale West Neighborhood Association v. City of Sunnyvale CEQA court case. This scenario assumes the full development of the proposed project and full absorption of the proposed project trips on the circulation system at the present time.

I. EXECUTIVE SUMMARY

This report contains the traffic impact analysis for the proposed Prado Basin Feasibility Report. This section summarizes the project background and description, analysis methodology, existing traffic conditions, project traffic impacts, and the proposed mitigation measures.

A. Project Description

The Prado Basin Feasibility Report proposes a combination of water conservation, sediment management, and ecosystem restoration activities at four Focal Areas within the Prado Basin, one Focal Area along the Santa Ana River Lower Downstream (Reach 9) and sediment removal maintenance activities at the Santa Ana River Lower Reach. As shown on Figure 1, the Prado Basin reservoir and dam are located on the Santa Ana River (SAR) within the Corona area of the County of Riverside (north of SR-91 between SR-71 and I-15 Freeways).

B. Focal Areas

The proposed project is located along the segments of the Santa Ana River. The primary Focal Areas are on the upstream reach within the Prado Basin reservoir area in Orange County. With an additional Focal Area along the Santa Ana River Lower Downstream Reach below the Prado Basin Dam and at the Santa Ana River Lower Reach east of the Pacific Ocean (see Figure 2):

- Upstream Santa Ana River (SAR) – east of Prado Dam, north of SR-91 Freeway
- Chino Creek – north of Prado Dam, east of SR-71 Freeway
- Mill Creek – north of Prado Dam, east of Chino Creek
- Downstream (SAR) – west of Prado Dam, north of SR-91 Freeway
- Lower Reach Santa Ana River (SAR) – southwest of I-405 Freeway, northeast of Pacific Ocean

C. Alternatives

Each of the project alternatives includes a mix of Water Conservation, Sediment Management, Chino Creek Improvements, Habitat Recovery, and Non-Wildlife Management ecosystem restoration measures within four different Focal Areas. The project alternatives that have been advanced for further review include:

- Alternative 1 – No Project (No Federal Action)
- Alternative 2 – Plan 11 (Proposed Alternative)
- Alternative 3 – Plan 9
- Alternative 4 – Plan 14

Each of the proposed alternatives includes water conservation, sediment, and habitat management. A brief description of each are included below:

1. Sediment Management

The sediment removal activities would occur along the segment of the Santa Ana River within the Prado Basin reservoir area in the County of Riverside. The sediment removal program involves the following key activities:

- Construction of sediment trap, transition channel and sediment processing yard
- Sediment removal from basin by dry excavation/hydraulic dredging
- Sediment deposal by trucking material from processing yard to landfill
- Sediment deposal by re-entrainment from yard by slurry pipeline to the Prado Dam outlet at times of sufficient flow
- Sediment deposal by trucking material from the SAR Lower Reach to landfill

2. Habitat Management

The habitat management and ecosystem restoration would occur within the Santa Ana River floodplain at the Prado Basin Focal Areas. The habitat restoration program involves the following key activities:

- Invasive plant removal
- Native plant re-establishment through clearing and planting of native species
- In-stream habitat construction using bio-compatible materials for native fish
- Riparian edge management by excavating and re-grading to restore floodplain
- Wildlife movement grade separation crossings near Chino Creek
- Non-native aquatic species management by removal from the Focal Areas
- Feral pig management by removal from the Focal Areas
- Parasitic avian management by removal from the Focal Areas

3. Chino Creek Improvements

Chino Creek improvements include the construction of a new channel along the west side of Chino Creek between Euclid Avenue and Pine Avenue. The channel would divert water to promote riparian habitat growth over areas that currently do not receive enough water to support this habitat type.

D. Project Construction Timing

The sediment removal mechanisms and habitat restoration measures would be implemented beginning in year 2021 and extend for 50 years through 2071. Initial implementation of the proposed measures would take approximately 5 years with regular operation and periodic maintenance occurring for 45 years thereafter.

E. Analysis Methodology

This report analyzes the traffic impacts of the proposed project in accordance with the Riverside County Transportation Department Traffic Impact Analysis Preparation Guide and the Orange County Congestion Management Program. The following definitions of

deficiencies and significant impacts have been developed in accordance with the local County and City jurisdictions:

Jurisdiction	Level of Service	Other Criteria[1] or Significant Impact
County of Riverside	C or better	
City of Chino	D or better	If the pre-project traffic condition is Level of Service E or F, the project shall mitigate to the pre-project Level of Service
City of Corona	C or better	
City of Norco	D or better	
County of Orange	D or better	A project related impact is considered significant if the volume to capacity ratio increases by 0.10 (10%)
City of Costa Mesa	D or better	A project related impact is significant if volume to capacity ratio increases by 0.01 (1%) for Level of Service E.
City of Fountain Valley	D or better	
City of Irvine	D or better	A project related impact is significant if the volume to capacity ratio increases by 0.02 (2%) for Level of Service D and 0.01 (1%) for Level of Service E.
City of Yorba Linda	D or better	
California Department of Transportation	D or better	Additional freeway analysis is required If the project increases the roadway volume based on the capacity more than 2% for the pre-project level of Service D is and 1% for levels of Service E or F.

[1] Except that a Level of Service E which can be allowed on at any combination of Major Arterials, Expressways, or conventional State Highways as specified in the General Plan and/or Congestion Management Program.

F. Existing Traffic Conditions

The study roadways were field inventoried by Kunzman Associates, Inc. (see Tables 1 and 2). Existing average daily traffic volumes were obtained from 24-hour traffic counts on local roadways (see Appendix C) and from the 2016 Traffic Volumes on California State Highways by the California Department of Transportation. The existing number of through travel lanes and average daily traffic volumes for the study roadways are shown on Figures 3 to 7.

The study roadway segments currently operate at acceptable Levels of Service for Existing traffic conditions, except for the following study roadway segments that are currently at or near capacity:

Freeway Segments

- I-15 Freeway from Temescal Canyon Road to Ontario Avenue
- I-405 Freeway from Sand Canyon to University Drive

- I-405 Freeway from Culvert Road to Jamboree Boulevard
- I-405 Freeway from Harbor Boulevard to Euclid Street

Roadway Segments

- Pine Avenue from Euclid Avenue to east of Euclid Avenue
- Euclid Avenue from Pine Avenue to Pomona-Rincon Road
- Euclid Avenue from Pomona-Rincon Road to SR-71 Freeway

It should be noted that the Pine Avenue/SR-71 Freeway interchange adjacent to Euclid Avenue within the Chino area is currently not in use as Pine Avenue is temporarily closed because the roadway was washed out. It is anticipated that once the Pine Avenue roadway segment to the SR-71 Freeway is re-opened that traffic volumes on Euclid Avenue will reduce and will return to acceptable Levels of Service.

G. Project Trips

The proposed project trips will consist of staff trips to/from the Focal Areas and off-site trucking of material to/from the site. The project schedule and haul restrictions are designed to not add project related morning or evening peak hour trips on public roadways. For most operations, the on-site construction activity schedules are from 7:00 AM to 3:00 PM. To avoid traffic impacts during the morning and evening peak hours along the truck haul routes, trucking to/from the site will be restricted between the hours of 9:00 AM to 3:00 PM so that truck trips will occur mid-day between the morning and evening peak periods.

Proposed project trips for the intensive construction period (Years 1 to 5) as well as the trips during the maintenance period (Years 6 to 50) are summarized by Alternative in Table 7. The Focal Area Alternatives are projected to generate approximately 324 to 1,222 daily Passenger Car Equivalent trips and 102 to 326 mid-day hourly volume Passenger Car Equivalent trips for Alternatives 2, 3, or 4. Alternative 2 (Proposed Alternative) is projected to generate approximately 471 to 1,103 daily Passenger Car Equivalent trips and 127 to 326 mid-day hourly volume Passenger Car Equivalent trips.

Table 7 summarizes the trips by Focal Area. As shown in Table 7 when the trips are broken down between the various Focal Area roadways, the project trip generation is minimal except for the Upstream SAR and Lower Reach daily trips.

H. Traffic Impacts

The Prado Basin reservoir and dam are located on the Santa Ana River (SAR) within the Corona area of the County of Riverside (north of SR-91 between SR-71 and I-15 Freeways). The Prado Basin Feasibility Report proposes construction of a combination of water conservation, sediment management, and ecosystem restoration measures within four Focal Areas of the Santa Ana River floodplain during the initial 5 years followed by a 45 year maintenance period for a project duration of 50 years.

The project site is proposed to obtain access to Auto Center Drive and Lincoln Avenue (Upstream SAR), Gypsum Canyon Road and Green River Road (Downstream SAR), Euclid

Avenue and Pine Avenue (future connection) (Chino Creek), River Road and Lincoln Avenue (Mill Creek), Santa Ana River Maintenance Road, Talbert Avenue and Harbor Boulevard (SAR Lower Reach). Wherever possible, the project haul route trips will use designated truck routes to and from the freeways which include the I-5, I-15, I-405, SR-71, and SR-91 Freeways.

In general, construction activity is anticipated to begin at 7:00 AM and end at 3:00 PM, unless otherwise specified. To avoid traffic impacts during the peak hours along the truck haul routes, trucking to/from the site will be restricted between the hours of 9:00 AM to 3:00 PM so that truck trips will occur mid-day between the morning and evening peak periods.

1. Existing With Project

For Alternative 2, the study roadway segments are projected to operate at acceptable Levels of Service for Existing With Project (2021) traffic conditions, except for the study roadway segments listed for the Existing Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

For Alternative 3, the study roadway segments are projected to operate at acceptable Levels of Service for Existing With Project (2021) traffic conditions, except for the study roadway segments listed for the Existing Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

For Alternative 4, the study roadway segments are projected to operate at acceptable Levels of Service for Existing With Project (2021) traffic conditions, except for the study roadway segments listed for the Existing Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

2. Construction Year 2 - 2022

Without Project

The study roadway segments are projected to operate at acceptable Levels of Service for Year 2022 Without Project traffic conditions, except for the following study roadway segments that are projected to be at or near capacity:

Freeway Segments

- I-15 Freeway from Temescal Canyon Road to Ontario Avenue
- SR-91 Freeway from I-15 Freeway to Main Street
- SR-91 Freeway Ramps Junction to SR-71 Freeway Ramps

Roadway Segments

- River Road from SAR to east of Corydon Street
- Lincoln Avenue from River Road to Railroad Street

- Pine Avenue from Euclid Avenue to east of Euclid Avenue
- Euclid Avenue from Pomona-Rincon Road to SR-71 Freeway

With Project

For Alternative 2, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2022 With Project traffic conditions, except for the study roadway segments listed for the Year 2022 Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

For Alternative 3, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2022 With Project traffic conditions, except for the study roadway segments listed for the Year 2022 Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

For Alternative 4, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2022 With Project traffic conditions, except for the study roadway segments listed for the Year 2022 Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

3. Construction Year 3 - 2023

Without Project

The study roadway segments are projected to operate at acceptable Levels of Service for Year 2022 Without Project traffic conditions, except for the following study roadway segments that are projected to be at or near capacity:

Freeway Segments
- SR-91 Freeway from I-15 Freeway to Main Street
- SR-91 Freeway SR-71 Freeway to Green River Drive
- SR-91 Freeway Ramps Junction to SR-71 Freeway Ramps

Roadway Segments
- River Road from SAR to east of Corydon Street
- Lincoln Avenue from River Road to Railroad Street
- Pine Avenue from Euclid Avenue to east of Euclid Avenue
- Euclid Avenue from Pomona-Rincon Road to SR-71 Freeway

With Project

For Alternative 2, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2023 With Project traffic conditions, except for the study roadway segments listed for the Year 2023 Without Project traffic conditions that are

projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

For Alternative 3, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2023 With Project traffic conditions, except for the study roadway segments listed for the Year 2023 Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

For Alternative 4, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2023 With Project traffic conditions, except for the study roadway segments listed for the Year 2023 Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

4. Maintenance Year 6 - 2026

Without Project

The study roadway segments are projected to operate at acceptable Levels of Service for Year 2026 Without Project traffic conditions, except for the following study roadway segments that are projected to be at or near capacity:

Freeway Segments

- SR-91 Freeway from I-15 Freeway to Main Street
- SR-91 Freeway Lincoln Avenue to Maple Street
- SR-91 Freeway SR-71 Freeway Junction to Gypsum Road
- SR-71 Freeway from SR-91 Junction to Pine Avenue
- I-405 Freeway from Harbor Boulevard to Euclid Street

Roadway Segments

- River Road from SAR to east of Corydon Street
- Lincoln Avenue from River Road to Railroad Street
- Pine Avenue from Euclid Avenue to east of Euclid Avenue
- Euclid Avenue from Pomona-Rincon Road to SR-71 Freeway

With Project

For Alternative 2, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2026 With Project traffic conditions, except for the study roadway segments listed for the Year 2026 Without Project traffic conditions that are projected to be at or near capacity. Three additional study roadway segments are projected to be at or near capacity with the project trip contributions:

Freeway Segments

- I-15 Freeway from Weirick Road to Cajalco Road
- SR-91 Freeway Maple Street to Serfas Club Drive

Roadway Segments

- River Road from SAR to east of Corydon Street

However the project trip contribution is not significant as the project trip contribution does not occur during the morning or evening peak hours and the daily trip contribution is 0.30% to 0.60%.

For Alternative 3, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2026 With Project traffic conditions, except for the study roadway segments listed for the Year 2026 Without Project traffic conditions that are projected to be at or near capacity. Three additional study roadway segments are projected to be at or near capacity with the project trip contributions:

Freeway Segments

- I-15 Freeway from Weirick Road to Cajalco Road
- SR-91 Freeway Maple Street to Serfas Club Drive

Roadway Segments

- River Road from SAR to east of Corydon Street

However the project trip contribution is not significant as the project trip contribution does not occur during the morning or evening peak hours and the daily trip contribution is 0.20% to 0.30%.

For Alternative 4, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2026 With Project traffic conditions, except for the study roadway segments listed for the Year 2026 Without Project traffic conditions that are projected to be at or near capacity. Three additional study roadway segments are projected to be at or near capacity with the project trip contributions:

Freeway Segments

- I-15 Freeway from Weirick Road to Cajalco Road
- SR-91 Freeway Maple Street to Serfas Club Drive

Roadway Segments

- River Road from SAR to east of Corydon Street

However the project trip contribution is not significant as the project trip contribution does not occur during the morning or evening peak hours and the daily trip contribution is 0.30% to 0.60%.

5. Maintenance Year 50 - 2071

Without Project

The study roadway segments are projected to operate at acceptable Levels of Service for Year 2071 Without Project traffic conditions, except for the following study roadway segments that are projected to be at or near capacity:

Freeway Segments

- SR-91 Freeway from I-15 Freeway to Gypsum Road
- I-405 Freeway from SR-73 Boulevard to Euclid Street

Roadway Segments

- Lincoln Avenue from River Road to Railroad Street
- Pine Avenue from Euclid Avenue to east of Euclid Avenue

With Project

For Alternative 2, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2071 With Project traffic conditions, except for the study roadway segments listed for the Year 2071 Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

For Alternative 3, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2071 With Project traffic conditions, except for the study roadway segments listed for the Year 2071 Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

For Alternative 4, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2071 With Project traffic conditions, except for the study roadway segments listed for the Year 2071 Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

I. Construction Project Traffic Control Mitigation

The general comments provide additional information or measures to minimize the impact of the project on traffic circulation and facilitate the project and may or may not be applicable for all situations, which arise during construction:

1. Provide to the following jurisdictions (Riverside County, Orange County, California Department of Transportation and the Cities of Chino, Corona, Costa Mesa, Fountain Valley, Irvine, Norco, and Yorba Linda) detailed project descriptions that include:

    a. Identified hours of construction and hours for deliveries.
    b. Identified haul routes.
    c. Identify location of staff parking for the construction period.
    d. Identify the location of material storage.
    e. Details for the work at site access locations.

2. The project shall develop procedures to notify the following governmental agencies and public:

a. Emergency services affected by construction in the study area of possible lane and local access closures and the potential for traffic delays during construction.
   Corona Department of Public Safety at 735 Public Safety Way #201, Corona, CA 92880/Corona Fire Station #5 at 1200 Canyon Crest Drive, Corona, CA 92882/Norco Fire Station #57 at 3367 Corydon Ave, Norco, CA 92860/Riverside County Fire Department at 7067 Hamner Ave, Eastvale, CA 92880/Riverside County Fire Station at 25310 Campbell Ranch Rd, Corona, CA 92883/Fountain Valley Fire Station #1 at 17737 Bushard St, Fountain Valley, CA 92708/Orange County Fire Authority Station #53 at 25415 La Palma Ave, Yorba Linda, CA 92887/Orange County Fire Authority Station #55 4955 Portola Pkwy, Irvine, CA 92620/Irvine Fire Station #27 at 12400 Portola Springs, Irvine, CA 92618).
b. City of Corona Traffic Management Center to assist in moderating congestion on local streets and notification of roadworks.
c. City of Irvine Public Works to assist in moderating congestion on local streets and notification of roadworks.
d. Corona-Norco Unified School District of possible temporary traffic congestion.
e. Newport-Mesa Unified School District of possible temporary traffic congestion.
f. Irvine Unified School District of possible temporary traffic congestion.
g. Transit providers of possible temporary traffic congestion (West Corona Metrolink).
h. The community-at-large of the construction limits/duration and timing.

3. The proposed project should schedule the receipt of construction materials during non-peak travel periods (9:15 AM to 3:45 PM), to the extent possible.

4. The proposed project should require the construction workers to park at the predetermined off-street parking area specified by the applicant.

5. The proposed project should work with the City of Corona Engineer and Traffic Management Center to identify days of heavy construction truck trips on roadways within the City. Because of the heavy directionality of traffic flow and the City's ability to manage traffic signal timing to increase flow as needed, the applicant has the opportunity to utilize the City's ability to moderate congestion on roadways within the study area.

II. APPLICANT INFORMATION

This section summarizes the applicant and project background, project description of work, and alternatives.

A. Background

The U.S. Army Corps of Engineers (Corps) and the Orange County Water District (OCWD) has prepared a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Prado Basin, California Ecosystem Restoration and Water Conservation Integrated Feasibility Report (Feasibility Report).

The Prado Basin Feasibility Report EIS/EIR evaluates a Proposed Action and three Action Alternatives. Each alternative proposes a combination ecosystem restoration measures within the four Focal Areas. The ecosystem restoration measures include: Water Conservation, Sediment Management, Chino Creek Restoration Improvements, Native Plantings, Invasive Plant Management, Riparian Edge Treatment, In-Stream Habitat Features, Wildlife Movement Corridors and Non-Native Wildlife Management. Additionally, three sediment removal alternatives have been proposed and two Chino Creek improvement alternatives have been proposed. The measures have been combined to formulate the Proposed Action and three Action Alternatives. This traffic impact analysis evaluates potential impacts associated with the implementation of each alternative.

B. Project Description of Work

The Feasibility Report proposes a combination of water conservation, sediment management and ecosystem restoration measures within four (4) different Focal Areas within the Prado Basin and the Santa Ana River Lower Downstream Reach and to improve the natural habitat of these areas. In addition to the Prado Basin Focal Areas, sediment removal maintenance activities would occur at the Santa Ana River Lower Reach east of the Pacific Ocean which is included in the project (see Figure 1).

The Prado Basin reservoir and dam are located on the Santa Ana River (SAR) within the Corona area of Riverside County (north of the SR-91 Freeway between the SR-71 Freeway and the I-15 Freeway). As shown on Figure 2, the Focal Areas include: Upstream Santa Ana River (SAR) from I-15 Freeway/Hamner Bridge SAR Crossing to the Prado Dam (west of the I-15 Freeway and north of the SR-91 Freeway), Downstream Santa Ana River (SAR) from Prado Basin dam to downstream near the SR-91 Freeway/Weir Canyon Road/SAR Crossing (north of the SR-91 Freeway), Chino Creek tributary from Prado Basin to North of Pine Avenue (east of the SR-71 Freeway), and Mill Creek tributary from Prado Basin to Pine Avenue. Figure 2 also shows the Santa Ana River Lower Reach is approximately one-quarter to one-half mile east of the Pacific Ocean which is included in the project.

The sediment removal mechanisms and habitat restoration measures would be implemented beginning in year 2021 and extend for 50 years through 2071. Initial implementation of the proposed measures would take approximately 5 years with regular operation and periodic maintenance occurring for 45 years thereafter.

Each of the proposed alternatives includes sediment and habitat management. A brief description of each are included below:

1. Sediment Management

The sediment removal activities would occur along the segment of the Santa Ana River within the Prado Basin reservoir area in the County of Riverside. Sediment would be moved via dry excavation/hydraulic dredging to a sediment-processing yard. Two sediment storage sites would be constructed within Prado Basin which would provide a place to stockpile excavated sediment and process the sediment into a slurry mixture for re-entrainment downstream. Approximately half of the sediment removed via entrainment would redeposit at the Lower Reach of the Santa Ana River, which would require off-site hauling of re-deposited sediment to a landfill in Orange County.

The sediment removal program involves five key activities that generate off-site trips to and from the Focal Areas: the construction of sediment traps and channels and as well as sediment/green waste processing area, sediment removal from basin by dry excavation/hydraulic dredging, sediment deposal by re-entrainment from sediment processing yard by slurry pipeline from sediment processing yard to the Prado Dam at times of sufficient flow, and sediment deposal by trucking material from the Santa Ana River Lower Reach to the Bowerman Landfill.

The sediment re-entrainment at the Prado Dam will occur at times of sufficient flow. Based on historical averages re-entrainment operations will occur for 140 days per year 24 hours per day, 7 days per week per year. In general the re-entrainment operations will occur under medium to high Prado Dam out flow conditions (greater than 250 cubic feet per sec) during months that generally receive higher amounts of precipitation (October through April).

Construction activities will start in September of 2021 after it has been determined that no nesting birds are present. The implementation of the sediment management program would occur in 3 phases over approximately 5 years. Each year a portion of the traps and/or channel alignments would be grubbed and excavated. Sediment re-entrainment would start in year 3 and continue through year 5 to dispose of the initial sediment volume. Years 6 to 50 would include the removal, re-entrainment and stockpile of new sediment flowing into the trap alignments.

2. Habitat Management

The habitat management and ecosystem restoration would occur within the Santa Ana River floodplain at the Prado Basin Focal Areas. The habitat restoration program involves or part of the following key activities: clearing and grubbing of the sediment trap and channel area, riparian edge management at the embankment perimeter which would include the construction of the on-site off-road maintenance access roads. The removal of invasive plant species, non-native aquatic species, predatory animals, and parasitic avian species in construction with the planting of native species

would facilitate native restoration. The initial removal would start at the upstream extent of the Focal Area and progress to the south and west. To facilitate the safe movement of wildlife in the Prado Basin, reinforced concrete pipes would be installed under Euclid Avenue and Pine Avenue to provide wildlife movement along both sides of Chino Creek. Additionally, in-stream biocompatible fish habitats would be installed for restoration of native fish population.

Habitat management operation would be limited to months not during the nesting season, and in general will occur in the months of September to March. Higher intensity management would occur across the entire Focal Area during the construction period (Years 1 to 5) of the project. A lower intensity effort is anticipated for maintenance period (Years 6 to 50).

3. Chino Creek Improvements

Chino Creek improvements include the construction of a new shallow channel along the west side of Chino Creek between Euclid Avenue and Pine Avenue. The shallow channel would promote riparian habitat growth over areas that currently do not receive enough water to support riparian habitat. A portion of Chino Creek would be filled in order to force the water into the new shallow channel. This measure includes the construction of a diversion pipe, bio-engineered invert stabilizers and wildlife movement fencing and would have an overall construction footprint of 170 acres.

C. Alternatives

Each of the project alternatives includes a mix of Water Conservation, Sediment Management, Chino Creek Improvements, Habitat Recovery and Non-Wildlife Management ecosystem restoration measures within five different Focal Areas. A summary of the project alternatives that have been advanced for further review include:

1. Alternative 1 No Project

The No Project Alternative provides the basis for comparison with other alternatives, as it represents a condition for both the current and future under which there would be no Planned Deviation to the Prado Dam Water Control Plan, no Sediment Management Project and no ecosystem restoration activities along Chino Creek, Mills Creek or along the Santa Ana River, both upstream and downstream of Prado Basin.

2. Alternative 2 - Plan 11 (Proposed Alternative)

With the Proposed Alternative 2, additional water conservation would be attained through the construction of the sediment trap. This sediment trap and transition channel would be approximately 58 acres, 24 feet deep with a construction footprint of approximately 529 acres. All of the features would be constructed over a 3 year period and re-entrainment operations would start in year 3. Over the 50 year life of the project there would be approximately 25.3 million cubic yards of sediment removed from the basin and of that 16.6 million cubic yards would be re-entrained into the lower Santa Ana River.

Alternative 2 proposes a number of ecosystem restoration measures, which include excavated and re-graded flood plain, remove invasive species, develop areas of native plants, install wildlife movement passages, provide native fish habitat structures and construct multi-purpose trails for regular inspection and monitoring. In addition, Alternative 2 would include Chino Creek Channel Restoration measure to construct of a new shallow channel to would promote riparian habitat growth.

3. Alternative 3 - Plan 9

With the Proposed Alternative 3, a total of 250,000 cubic yards of sediment would be removed from the upstream reach of the Santa Ana River and placed in the sediment placement area. Water conservation would be attained through sediment removal and hauling with no sediment trap.

Alternative 3 proposes a number of ecosystem restoration measures. This would be a less intensive habitat restoration alternative and would include less improvement acreage and features. In addition, Alternative 3 would include Chino Creek Channel Restoration measure to promote riparian habitat growth.

4. Alternative 4 - Plan 14

With the Proposed Alternative 4, additional water conservation would be attained through the construction of the sediment trap and upstream rock groins. The upstream rock groins would consist of approximately 10 rock groins, measuring 50 feet x 325 (416, 250 square feet). All of the features would be constructed over a 3 year period and re-entrainment operations would start in year 3. Over the 50 year life of the project there would be approximately 25.3 million cubic yards of sediment removed from the basin and of that 16.6 million cubic yards would be re-entrained into the lower Santa Ana River.

Alternative 4 proposes a number of ecosystem restoration measures. This would be a more intensive habitat restoration alternative and would include additional improvement acreage and features. In addition, Alternative would include Chino Creek Channel Restoration measure to promote riparian habitat growth.

Figure 1
Project Location Map

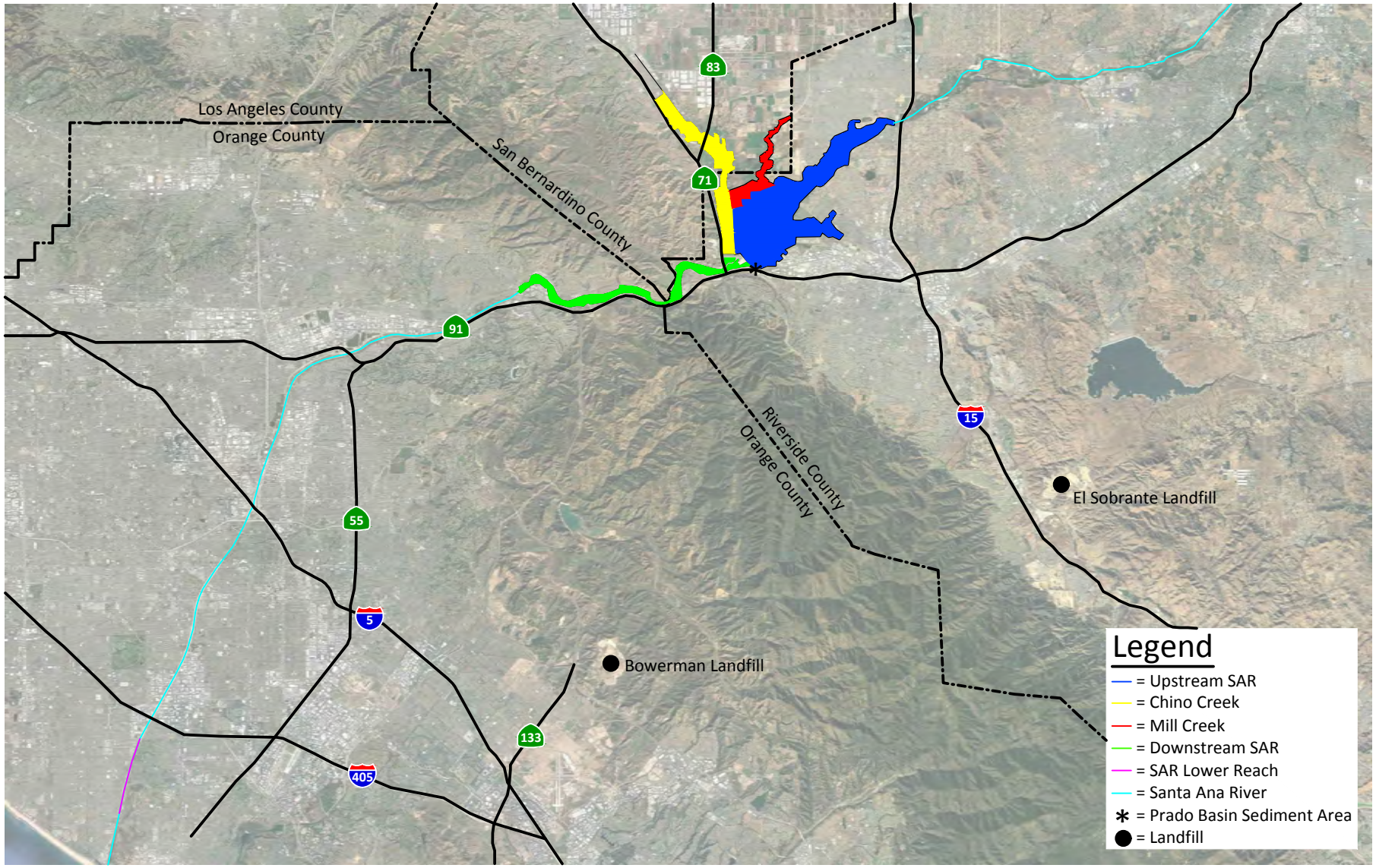

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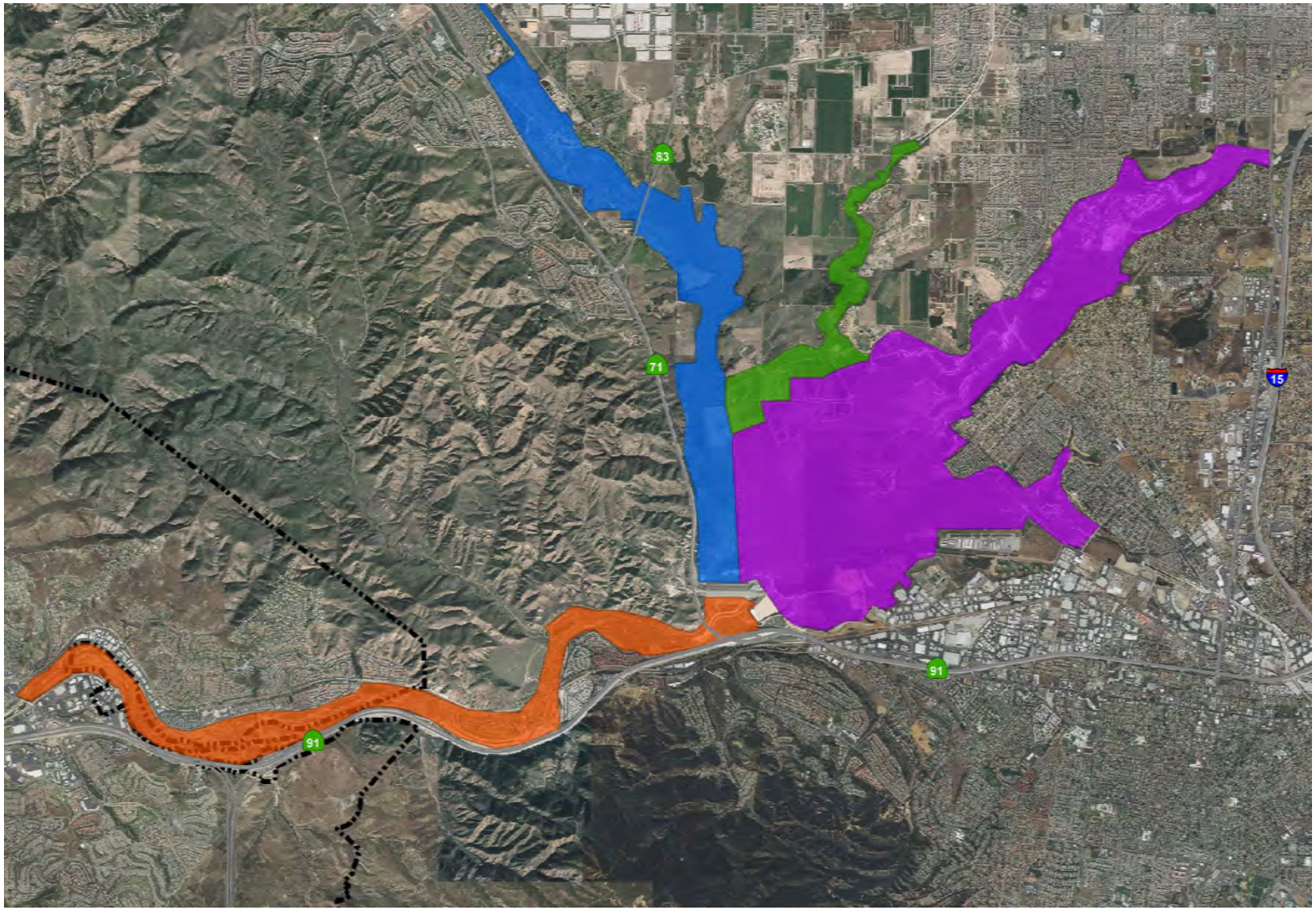
Figure 2
Focal Areas



Legend

Upstream SARM

Downstream SARM

Mill Creek

Chino Creek

N

III. ANALYSIS METHODOLOGY

This section summarizes the study objectives, analysis methodology, operational criteria, and roadway segment analysis.

A. Purpose of Report and Study Objectives

The purpose of this traffic impact analysis is to evaluate the implementation of the Prado Basin Feasibility Report. This report presents the traffic impact analysis methodology, analysis, findings, recommendations, and supporting data.

The study objectives include (1) documentation of Existing traffic conditions in the vicinity of the site; (2) analysis of Existing Plus Project traffic conditions; (3) evaluation of Years (2021-2026) Without Project traffic conditions; (4) evaluation of Years (2021-2026) With Project traffic conditions; and (5) evaluation of Years (2027-2071) Without Project traffic conditions; (6) evaluation of Years (2027-2071) With Project traffic conditions; and (7) determination of on-site and off-site improvements needed to achieve the appropriate jurisdictional Level of Service requirements.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided within Appendix A.

B. Analysis Methodology

The analysis of the traffic impacts from the proposed development and the assessment of the required mitigation measures were based on an evaluation of the existing and forecast traffic conditions in the vicinity of the site with and without the project. The following analysis years are considered in this report:

- Existing Conditions (2017/2018)
- Existing Plus Project[2] Conditions
- Construction Period (Years 1 to 5) (2021-2026) With Project
- Maintenance Period (Years 6 to 50) (2027-2071) With Project

Existing intersection traffic conditions were established through 24-hour roadway segment counts obtained by Kunzman Associates, Inc. during April 2017 and January 2018 (see Appendix C).

The proposed project trip generation are based on detailed construction data from the Orange County Water District (OCWD) regarding equipment hours per month and staffing per month (see Appendix D).

[2] The existing plus project conditions has been analyzed to comply with the Sunnyvale West Neighborhood Association v. City of Sunnyvale CEQA court case. This scenario assumes the full development of the proposed project and full absorption of the proposed project trips on the circulation system at the present time.

Roadway segments are considered to operate at an acceptable Level of Service when the average daily traffic volumes do not exceed the roadway capacity as specified by the roadway classification.

1. Analysis Requirement Criteria

In general, a traffic impact analysis is required if the project increases the morning or evening peak hour trips of a particular intersection by 50 vehicles.

Orange County requires a traffic impact analysis if the proposed project results in an increase in volume based on the capacity of a roadway of 3% or more or an increase in the average daily traffic volumes of 200 vehicles or more.

The California Department of Transportation may require a freeway impact analysis if the proposed project increases the roadway volume based on the capacity of a freeway or ramp. The volume to capacity threshold for roadways operating at Level of Service E or F is 1% or more and when operating at Level of Service D is 2% or more.

2. Operational Criteria

County of Riverside

The County of Riverside has established, as a countywide target, a Level of Service C on all County maintained roads and conventional State Highways, except that a Level of Service D could be allowed on at any combination of Major Arterials, Expressways, or conventional State Highways as specified in the Riverside County 2011 Congestion Management Program.

The Riverside County 2011 Congestion Management Program has established Level of Service E or better as generally acceptable on the Congestion Management Network.

City of Chino

As specified by the City of Chino General Plan Circulation Element, the City of Chino has established, as a Citywide target, Level of Service D as the minimum standard for intersections and roadway segments on all City maintained roads, except where Level of Service E is permitted at state highway intersections and Congestion Management intersections per the Riverside County 2011 Congestion Management Program. In addition if the pre-project traffic condition is Level of Service E or F, the project shall mitigate to the pre-project Level of Service.

City of Corona

The County of Riverside has established, as a countywide target, a Level of Service C on all County maintained roads and conventional State Highways, except that a Level of Service D could be allowed on at any combination of Major Arterials, Expressways,

or conventional State Highways as specified in the Riverside County 2011 Congestion Management Program.

City of Norco

The City of Norco has established, as a Citywide target, Level of Service D as the minimum standard for intersections and roadway segments on all City maintained roads as specified by the City of Norco General Plan Circulation Element, except where Level of Service E is permitted at state highway intersections and Congestion Management intersections per the Riverside County 2011 Congestion Management Program.

County of Orange

The Orange County 2015 Congestion Management Program has established Level of Service E or better as generally acceptable on the Congestion Management Network, unless the existing Level of Service is E or worst in which case an impact is considered significant if the cumulative increase in the volume to capacity ratio equals 0.10.

In Orange County a project should complete a traffic impact analysis if it generates more than 200 daily trips. If a project increases the Intersection Capacity Utilization by more than 3 percent, then that intersection should be analyzed for deficiencies.

City of Costa Mesa

Using ICU methodology, the City of Costa Mesa has established, as a Citywide target, threshold Level of Service D on all City maintained intersections and roadway segments as specified in the Costa Mesa General Plan Circulation Element Update 2015, except where Level of Service E is permitted at state highway intersections and Congestion Management intersections per the Orange County 2015 Congestion Management Program. Additionally if the without project traffic condition Level of Service is E a project related increase in volume to capacity of 0.01 (1%), the project impact is considered significant.

City of Fountain Valley

Using ICU methodology, the City of Fountain Valley has established, as a Citywide target, threshold Level of Service D on all City maintained intersections and roadway segments as specified in the Fountain Valley General Plan Circulation Element 2008, except where Level of Service E is permitted at state highway intersections and Congestion Management intersections per the Orange County 2015 Congestion Management Program.

City of Irvine

The definition of a deficiency has been obtained from City of Irvine General Plan Circulation Element Update 2015. The Irvine has established Level of Service D or better on all City maintained intersections and roadway segments as generally

acceptable, except where Level of Service E is permitted at state highway intersections and Congestion Management Program intersections. Additionally if the without project traffic condition Level of Service is A to D and the project increases the volume to capacity ratio by 0.02 (2%), the project impact is considered significant. For the without project traffic condition Level of Service is E a project related increase in volume to capacity of 0.01 (1%), the project impact is considered significant.

City of Yorba Linda

Using ICU methodology with saturation of 1,700 vehicles per hour, the City of Yorba Linda has established, as a Citywide target, threshold Level of Service D on all City maintained intersections and roadway segments as specified in the Yorba Linda General Plan Circulation Element Update Draft 2016, except where Level of Service E is permitted at state highway intersections and Congestion Management intersections per the Orange County 2015 Congestion Management Program.

California Department of Transportation

The California Department of Transportation, Guide for the Preparation of Traffic Impact Studies states that an endeavor is made to maintain a target Level of Service of between "D" or better on State Highway facilities; however, the California Department of Transportation acknowledges that this may not always is feasible. If an existing State Highway facility is operating at less than the appropriate Level of Service, the existing Measures of Effectiveness for Level of Service should be maintained.

3. Significant Impact

A project impact is considered significant if the project contributes 50 or more morning or evening peak hour trips to an intersection which (1) currently operates at an acceptable Level of Service and then with the contribution of the project then operates at an unacceptable Level of Service with a change in the Level of Service measurement greater than permissible (2) currently operates at an unacceptable Level of Service and then with the contribution of the with a change in the Level of Service measurement greater than permissible.

For the California Department of Transportation and the City of Chino, if the pre-project Level of Service is E or F, the project will mitigate to the pre-project Level of Service.

For the County of Orange and the Cities of Costa, Mesa, Fountain Valley, and Irvine, if the pre-project Level of Service is E and the project contributes more that 0.01% to the volume to capacity ratio then the project trip contribution is a significant impact.

For the City of Irvine, if the pre-project Level of Service is D and the project contributes more that 0.02% to the volume to capacity ratio then the project trip contribution is a significant impact.

C. Roadway Segment Analysis

Roadway capacity is generally defined as the number of vehicles that can be reasonably expected to pass over a given section of road in a given time period. Congestion, high accident rates, the quality of traffic flow (Level of Service), and environmental acceptability all come into play in defining a particular roadway's effective capacity. It is possible to identify maximum desirable volumes for typical roadway types based on the number of roadway travel lanes. These daily volumes reflect estimates of the amount of daily traffic that will result in peak hour traffic volumes equal to the maximum desirable capacity of each roadway type.

IV. PROJECT DESCRIPTION

This section discusses the project's location, access, and timing of construction activities. Figure 1 shows the project location and Figure 2 illustrates the site plan.

A. Location

The Prado Basin reservoir and dam are located on the Santa Ana River (SAR) in the Corona area of unincorporated Riverside County (north of the SR-91 Freeway between the SR-71 Freeway and the I-15 Freeway). The Focal Areas include: Upstream Santa Ana River (SAR) from I-15 Freeway/Hamner Bridge SAR Crossing to the Prado Dam (west of the I-15 Freeway and north of the SR-91 Freeway), Downstream Santa Ana River (SAR) from Prado Basin dam to downstream near the SR-91 Freeway/Weir Canyon Road/SAR Crossing (north of the SR-91 Freeway), Chino Creek tributary from Prado Basin to North of Pine Avenue (east of the SR-71 Freeway), and Mill Creek tributary from Prado Basin to Pine Avenue, and the Santa Ana River Lower Reach east of the Pacific Ocean. In addition to the Prado Basin Focal Areas, sediment removal maintenance activity would occur at the Santa Ana River Lower Reach east of the Pacific Ocean which is included in the project.

B. Land Use and Intensity

The proposed project consists of the on-site construction activity for the improvement of the existing flood control, water conservation, and riparian habitat elements of the site. The initial intense construction period will be followed by a longer less intense maintenance period. Off-site activity will consist of vehicle trips to and from the site.

C. Site Plan

As shown on Figure 2, the Prado Basin Focal Areas include Upstream Santa Ana River (SAR), Downstream Santa Ana River (SAR), Chino Creek, and Mill Creek. The Orange County Water District manages approximately 2,400 acres for flood control, water conservation, wetlands and groundwater recharge in the Prado Basin. The construction area will consist of the Sediment Removal Channel within the wetted channel of the Santa Ana River in the southeast portion of Prado Basin the Sediment Storage and Green Waste Processing Site east of the Prado Dam and the sediment re-entrainment area adjacent to Prado Dam with habitat restoration occurring in the four Focal Areas.

D. Project Access

The project site is proposed to obtain access to the regional freeway system using a number of local roadway and wherever possible use designated truck routes to and from the freeways. The freeways located on the haul routes are: I-5, I-15, I-405, SR-71 and SR-91 Freeways. The Prado Basin Focal Areas and the associated truck hauling routes cover nine jurisdictional areas which include; Riverside County, Orange County, City of Chino, City of Corona, City of Costa Mesa, City of Fountain Valley, City of Irvine, City of Norco, and the City of Yorba Linda.

The Upstream Santa Ana River (SAR) Focal Area is located approximately one mile north of the SR-91 Freeway and will have regional access to the SR-91 Freeway via Auto Center Drive and Lincoln Avenue. The Downstream Santa Ana River (SAR) Focal Area is located approximately one-half mile north of the SR-91 Freeway and will have regional access to the SR-91 Freeway via Gypsum Canyon Road and Green River Road. The Chino Creek Focal Area is located approximately one-half mile east of the SR-71 Freeway and will have regional access to the SR-71 Freeway via Euclid Avenue and Pine Avenue (future connection). The Mill Creek Focal Area is located approximately three and one-half miles north of the SR-91 Freeway and will have regional access to the SR-91 Freeway via River Road and Lincoln Avenue. Mill Creek Focal Area east of the SR-71 Freeway and may have regional access to the SR-71 Freeway via the Euclid Avenue and Pine Avenue (future connection). The Santa Ana River Lower Reach is located approximately one and one-half miles south of the I-405 Freeway and will have regional access to the I-405 Freeway via Santa Ana River Maintenance Road onto Talbert Avenue then Harbor Boulevard. The regional freeway map is shown on Figure 3. The local access roadways for the Focal Areas are shown on Figures 4 to 7.

E. Phasing and Timing

The sediment removal mechanisms and habitat restoration measures would be implemented beginning in year 2021 and extend for 50 years through 2071. Initial implementation of the proposed measures would take approximately 5 years with regular operation and periodic maintenance occurring for 45 years thereafter.

The proposed project will be implemented in several phases during a multi-year construction period. Project staffing and construction activities will vary based on the nesting season of native birds as well as the optimal flow through the Prado Dam during the rainy season. While the project timeline may be delayed because of environmental or climate conditions, the traffic impact analysis assumes that each phase will occur consecutively and until the project is completed. The overlapping of phases may occur in the timeline; however, the manpower and equipment utilization will not increase over the specified amount of the individual phase. For example, if the on-site construction tasks are completed in a particular phase the on-site construction tasks of the next phase may begin without adding manpower or equipment.

V. EXISTING TRAFFIC CONDITIONS

Traffic conditions as they exist today are discussed below. The area-wide circulation master plan, truck route maps, and roadway classification capacity levels are included in Appendix B.

A. Areawide Circulation

1. General Plan and Circulation Element

The Circulation Element of the General Plan shows the nature and extent of arterial highways that are needed to nominally serve the ultimate development depicted by the land use element of the General Plan. This figure graphically depicts both existing and future roadways . The Circulation Element figures are listed below for each of the jurisdictions. Appendix B contains the Circulation Element for the following jurisdictions: Riverside County, Orange County, City of Chino, City of Corona, City of Costa Mesa, City of Fountain Valley, City of Irvine, City of Norco, and the City of Yorba Linda.

2. Truck Routes

Appendix B contains the designated truck route maps for the following jurisdictions: Riverside County, Orange County, City of Chino, City of Corona, City of Fountain Valley, City of Irvine, City of Norco, and the City of Yorba Linda.

3. Classified Roadway Daily Capacity

Roadway capacity is generally defined as the number of vehicles that can be reasonably expected to pass over a given section of road in a given time period. Congestion, high accident rates, the quality of traffic flow (Level of Service), and environmental acceptability all come into play in defining a particular roadway's effective capacity. It is possible to identify maximum desirable volumes for typical roadway types based on the number of roadway travel lanes. These average daily traffic volumes reflect estimates of the amount of average daily traffic volumes that will result in peak hour traffic volumes equal to the maximum desirable capacity of each roadway type. Using the County or City Roadway Capacity/Level of Service values (see Appendix B), maximum desirable volumes for typical roadway types based on the number of roadway travel lanes are identified.

B. Study Area

1. Land Use

The project site is currently vacant and does not generate significant trips. Adjacent land uses include the following:

North – Vacant/Prison/Industrial	South – Industrial/Commercial
East – Industrial/Residential	West – Freeway

2. Area Roadway System

The project site is proposed to take access to the regional freeway system using a number of local roadway and wherever possible use designated truck routes to and from the freeways. The freeways located on the haul routes are: I-5, I-15, I-405, SR-71 and SR-91. The Prado Basin Focal Areas and the associated truck hauling routes cover nine jurisdictional areas which include; Riverside County, Orange County, City of Chino, City of Corona, City of Costa Mesa, City of Fountain Valley, City of Irvine, City of Norco, and the City of Yorba Linda.

As shown in Table 1, the haul route for the freeway segments are listed by route number with the local city or county jurisdiction and the number of lanes by category (i.e., high occupancy, general use lanes or auxiliary lane). The capacity of the freeway segments is calculated based on the number of lanes and the generalized daily capacity of 20,000 vehicles per lane per the Orange County Congestion Management and Riverside County General Plan Circulation Element. High occupancy or toll lanes and auxiliary lanes have a prorated average daily traffic volume capacity of 16,000 and 15,000 vehicles per day per lane.

As shown in Table 2, the haul route for the roadway segments are listed by name with the local City or County jurisdiction, roadway classification, build-out number of lanes, and existing number of lanes. The capacity of the roadway segments is based on the generalized average daily traffic volume capacity provided by the local jurisdiction. For roadways which have less than the build-out number of lanes the capacity is prorated based on the existing lanes. For unclassified roadways, the value of 13,000 vehicles per day for a 2 lane roadway is used for the capacity.

C. Existing Traffic Conditions

1. Existing Travel Lanes

Figures 3 to 7 identify the Existing roadway conditions for study roadways. The number of auxiliary (i.e., add-drop lane), general use and high occupancy or toll lanes are identified for the freeways. The Existing number of through lanes and median control (i.e., divided or undivided) are identified for study roadways.

2. Existing Average Daily Traffic Volumes

Figures 3 to 7 depict the Existing average daily traffic volumes for freeways and local roadways. Existing traffic conditions were established through 24-hour counts on local roadways obtained by Kunzman Associates, Inc. in April 2017 and January 2018 (see Appendix C). Existing average daily traffic volumes were obtained from the 2016 Traffic Volumes on California State Highways by the California Department of Transportation.

3. Existing Roadway Volume to Capacity Ratios

By dividing Existing average daily traffic volume by the roadway's daily traffic volume capacity as specified by the jurisdiction, the roadway segment operational analysis has been evaluated for the study roadway segments based on the maximum two-way average daily traffic at Level of Service E. The Existing volume to capacity ratios have been calculated and are shown in Tables 1 and 2.

The study roadway segments currently operate at acceptable Levels of Service for Existing traffic conditions, except for the following study roadway segments that are currently at or near capacity:

Freeway Segments

- I-15 Freeway from Temescal Canyon Road to Ontario Avenue
- I-405 Freeway from Sand Canyon to University Drive
- I-405 Freeway from Culvert Road to Jamboree Boulevard
- I-405 Freeway from Harbor Boulevard to Euclid Street

Roadway Segments

- Pine Avenue from Euclid Avenue to east of Euclid Avenue
- Euclid Avenue from Pine Avenue to Pomona-Rincon Road
- Euclid Avenue from Pomona-Rincon Road to SR-71 Freeway

It should be noted that the Pine Avenue/SR-71 Freeway interchange adjacent to Euclid Avenue within the Chino area is currently not in use as the Pine Avenue is temporarily closed and in need of repair. It is anticipated that once the Pine Avenue roadway segment to the SR-71 Freeway is re-opened that traffic volumes on Euclid Avenue will reduce and the 4 lane section of Euclid Avenue will return to acceptable Levels of Service.

Table 1

Existing Freeway Segment Capacity Analysis

Freeway			Jurisdiction[1]	Number of							Average	Volume	
Route	Segment[1]		Caltrans &	North-East Lanes[1]			South-West Lanes				Daily	to	Level of
Number	From	To	County/City	HOV	GEN	AUX	HOV	GEN	AUX	Capacity[2]	Traffic	Capacity	Service
I-15	Temescal Canyon Road	Weirick Road	Riverside Co.	0	3	0	0	3	0	120,000	144,000	1.200	F
	Weirick Road	Cajalco Road	Riverside Co.	0	3	0	0	3	0	120,000	159,000	1.325	F
	Cajalco Road	El Cerrito Road	Riverside Co.	0	3	0	0	3	0	120,000	169,000	1.408	F
	El Cerrito Road	Ontario Avenue	Corona	0	3	0	0	3	1	138,000	174,000	1.261	F
	Ontario Avenue	Magnolia Avenue	Corona	1	3	1	1	3	1	191,000	169,000	0.885	D
	Magnolia Avenue	Jct. Rte. SR-91	Corona	1	3	1	1	4	1	211,000	187,000	0.886	D
	Jct. Rte. SR-91 WB	Jct. Rte. I-15 NB	Corona	1	0	2	0	0	0	53,500	8,000	0.150	A
	Jct. Rte. SR-91 EB	Jct. Rte. I-15 SB	Corona	0	0	0	1	0	2	53,500	9,000	0.168	A
SR-91	Jct. Rte. I-15	Main Street	Corona	2	4	1	2	4	1	266,000	247,000	0.929	E
	Main Street	West Grand Boulevard	Corona	2	6	1	2	5	1	326,000	255,000	0.782	C
	West Grand Boulevard	Lincoln Avenue	Corona	2	5	1	2	5	1	306,000	248,000	0.810	D
	Lincoln Avenue	Maple Street	Corona	2	5	1	2	5	1	306,000	257,000	0.840	D
	Maple Street	Serfas Club Drive	Corona	2	5	1	2	5	1	306,000	256,000	0.837	D
	Serfas Club Drive	Jct. Rte. SR-71 North	Riverside Co.	2	5	1	2	5	1	306,000	253,000	0.827	D
	Jct. Rte. SR-71 North	Green River Drive	Corona	2	5	1	2	5	1	306,000	267,000	0.873	D
	Green River Drive	Orange/Riverside County Line	Corona	2	5	1	2	5	1	306,000	260,400	0.851	D
	Orange/Riverside County Line	Coal Canyon Road	Yorba Linda	2	5	1	2	5	1	306,000	260,000	0.850	D
	Coal Canyon Road	Gypsum Canyon Road	Yorba Linda	2	5	1	2	5	1	306,000	260,000	0.850	D
	Jct. Rte. SR-91 WB	Jct. Rte. SR-71 NB	Riverside Co.	0	0	1	0	0	0	18,000	18,000	1.000	E
	Jct. Rte. SR-91 EB	Jct. Rte. SR-71 SB	Riverside Co.	0	0	0	0	0	1	18,000	18,000	1.000	E
SR-71	Jct. Rte. SR-91	San Bernardino/ Riverside County Line	Riverside Co.	0	2	0	0	2	0	80,000	70,000	0.875	D
	San Bernardino/ Riverside County Line	Jct. Rte. SR-83 North	Chino	0	2	0	0	2	0	80,000	70,000	0.875	D
	Jct. Rte. SR-83 North	Pine Ave	Chino	0	2	0	0	2	0	80,000	70,000	0.875	D
I-5	Jct. Rte. SR-133 WB	Jct. Rte. I-5 NB	Irvine	0	0	1	0	0	0	18,000	6,030	0.335	A
	Jct. Rte. SR-133 EB	Jct. Rte. I-5 SB	Irvine	0	0	0	0	0	1	18,000	6,550	0.364	A
SR-133	Jct. Rte. I-5	Barranca Parkway	Irvine	0	2	0	0	2	0	80,000	35,000	0.438	A
	Barranca Parkway	Jct. Rte. I-405	Irvine	0	2	0	0	2	0	80,000	30,100	0.376	A
	Jct. Rte. I-405	Jct. Rte. SR-133	Irvine	0	2	0	0	2	0	80,000	46,900	0.586	A
I-405	Jct. Rte. SR-133 WB	Jct. Rte. I-405 NB	Irvine	0	0	1	0	0	0	18,000	8,700	0.483	A
	Jct. Rte. SR-133 EB	Jct. Rte. I-405 SB	Irvine	0	0	0	0	0	1	18,000	3,240	0.180	A
	Jct. Rte. SR-133	Sand Canyon Avenue	Irvine	2	4	1	2	4	1	266,000	250,400	0.941	E
	Sand Canyon Avenue	University Drive	Irvine	2	4	1	2	4	0	248,000	255,900	1.032	F
	University Drive	Culver Drive	Irvine	1	5	1	1	4	1	251,000	244,300	0.973	E
	Culver Drive	Jamboree Boulevard	Irvine	1	5	1	1	4	1	251,000	268,400	1.069	F
	Jamboree Boulevard	Mac Arthur Boulevard	Irvine	1	5	1	1	6	1	291,000	277,000	0.952	E
	Mac Arthur Boulevard	Jct. Rte. SR-55	Costa Mesa	2	5	1	2	5	1	306,000	279,200	0.912	E
	Jct. Rte. 55	Bristol Street	Costa Mesa	2	4	1	2	5	1	286,000	239,200	0.836	D
	Bristol Street	Jct. Rte. SR-73	Costa Mesa	1	4	1	1	5	1	251,000	229,300	0.914	E
	Jct. Rte. SR-73	Harbor Boulevard	Costa Mesa	1	6	1	1	6	1	311,000	292,400	0.940	E
	Harbor Boulevard	Euclid Street	Fountain Valley	1	5	1	1	5	1	271,000	312,400	1.153	F

[1] Abreviations: I = Interstate; SR = State Route; Jct. = Junction; Rte. = Route; Co. = County; HOV= High Occupancy Vehicle or Toll Lane; GEN = General Use Lane; AUX = Auxiliary Lane.

[2] Roadway maximum capacity at Level of Service "E" for roadway classification. Freeway capacity based on the number and capacity of lanes as follows; general use lanes = 2,000 vehicle per hour; HOV/HOT lanes = 1,750 vehicle per hour; auxilary lanes = 1,800 vehicles per hour. The average daily traffic volumes on the freeway are based on a k factor = 0.10 (i.e. ADT = 10 X hourly capacity).

Table 2

Existing Roadway Segment Daily Capacity Analysis

Roadway	Segment[1] From	Segment[1] To	Jurisdiction[1]	Roadway Capacity: Circulation Element -Buildout: Classification[2]	Circulation Element -Buildout: Lanes	Circulation Element -Buildout: Capacity[2]	Existing: Lanes	Existing: Capacity[3]	Average Daily Traffic	Volume to Capacity	Level of Service
La Palma Avenue	West of Yorba Linda Blvd	Yorba Linda Boulevard	Yorba Linda	Primary	4	37,500	4	37,500	15,700	0.419	A
	Yorba Linda Boulevard	East of Yorba Linda Blvd	Yorba Linda	Primary	4	37,500	4	37,500	22,000	0.587	A
	West of Gypsum Canyon R	Gypsum Canyon Road	Yorba Linda	Primary	4	37,500	4	37,500	13,500	0.360	A
Gypsum Canyon Road	La Palma Avenue	SR-91 Freeway Ramps	Yorba Linda	Secondary	4	25,000	4	25,000	14,200	0.568	A
River Road	Santa Ana River	Corydon Street	Norco	Major	4	34,100	3	25,575	21,590	0.844	D
	Corydon Street	Second Street	Norco	Major	4	34,100	4	34,100	21,180	0.621	B
	Second Street	Lincoln Avenue	Norco/Corona	Major	4	34,100	4	34,100	18,710	0.549	A
Lincoln Avenue	River Road	Railroad Street	Corona	Secondary	4	25,900	4	25,900	22,920	0.885	D
	Railroad Street	SR-91 Freeway Ramps	Corona	Secondary	4	25,900	4	25,900	17,340	0.669	B
Auto Center Drive	North of Railroad St	Railroad Street	Corona	Unclassified	2	13,000	2	13,000	430	0.033	A
	Railroad Street	MetroLink	Corona	Secondary	4	25,900	4	25,900	9,480	0.366	A
	MetroLink	Pomona Road	Corona	Secondary	4	25,900	4	25,900	9,590	0.370	A
	Pomona Road	Warlow Road	Corona	Secondary	4	25,900	4	25,900	11,850	0.458	A
	Warlow Road	SR-91 Freeway Ramps	Corona	Secondary	4	25,900	4	25,900	8,790	0.339	A
Temescal Canyon Rd	I-15 Freeway NB Ramps	Dawson Canyon Road	Riverside Co.	Arterial	4	37,000	2	18,500	9,340	0.505	A
Dawson Canyon Road	Temescal Canyon Rd	East of Temescal Canyon Rd	Riverside Co.	Unclassified	-	13,000	2	13,000	2,590	0.199	A
Pine Avenue	Pomona Rincon Road	El Prado Road	Riverside Co.	Primary	2	16,000	0	0	CLOSED	NA	- [4]
	El Prado Road	Euclid Avenue	Chino	Primary	2	16,000	2	16,000	5,250	0.328	A
	Euclid Avenue	East of Euclid Avenue	Chino	Major	4	35,900	2	17,950	27,520	1.533	F
Euclid Avenue	Pine Avenue	Pomona Rincon Road	Chino	Expressway	6	61,300	4	40,867	38,270	0.936	E [5]
	Pomona Rincon Road	SR-71 Freeway Ramps	Chino	Expressway	6	61,300	2	20,433	39,090	1.913	F [5]
New Hope Street	I-405 Freeway Ramps	Talbert Avenue	Fountain Valley	Augmt Primary	4	37,500	4	37,500	15,860	0.423	A
Talbert Avenue	Newhope Street	Hyland Boulevard	Fountain Valley	Augmt Primary	4	37,500	6	56,250	37,060	0.659	B
MacArthur Boulevard	Hyland Boulevard	Harbor Boulevard	Costa Mesa	Major	6	68,000	6	68,000	31,120	0.458	A
Harbor Boulevard	MacArthur Boulevard	Sunflower Avenue	Costa Mesa	Major	6	68,000	6	68,000	34,980	0.514	A
	Sunflower Avenue	South Coast Drive	Costa Mesa	Major	6	68,000	7	79,333	47,970	0.605	B
	South Coast Drive	I-405 Freeway Ramps	Costa Mesa	Major	6	68,000	8	90,667	55,140	0.608	B
Sand Canyon Avenue	Trabuco Road	Irvine Boulevard	Irvine	Major	6	54,000	6	54,000	31,780	0.589	A
	Irvine Boulevard	Portola Avenue	Irvine	Major	6	54,000	4	36,000	19,040	0.529	A
Portola Avenue	Sand Canyon Avenue	Bee Canyon Access Rd	Irvine	Primary	4	32,000	4	32,000	16,550	0.517	A
Bee Canyon Access Rd	Portola Avenue	North of Portola Ave	Orange Co.	Unclassified	2	13,000	3	15,600	2,580	0.165	A

[1] Abbreviations: I = Interstate; SR = State Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; Dr = Drive; St = Street; Augmt = Augmented.

[2] Roadway classification per the General Plan Circulation Element of Riverside County, Cities of Chino, Corona, Costa Mesa, Fountain Valley, Irvine, and Yorba Linda.

[3] Roadway maximum capacity at Level of Service "E" for roadway classification. Capacity adjustment to reflect the number of existing number of travel lanes and when there are only 2 lanes adjusted to 13,000 for Unclassified or Collector; 16,000 for Divided Collector, Secondary or Primary, and 18,000 for Arterial (Standard, Major, Mountain or Urban), unless otherwise noted by juridiction capacity table.

[4] Pine Avenue east of the SR-71 Freeway interchange is currently washed out.

[5] The Pine Avenue/SR-71 Freeway interchange adjacent to Euclid Avenue for Chino area is currently not in use as the Pine Avenue is closed because the roadway was washed out. It is anticipated that once the Pine Avenue roadway segment to the freeway is re-opened that volumes on Euclid Avenue will reduce and will return to acceptable Levels of Service.

Figure 3
Existing Through Travel Lanes / Average Daily Traffic Volumes - Freeways

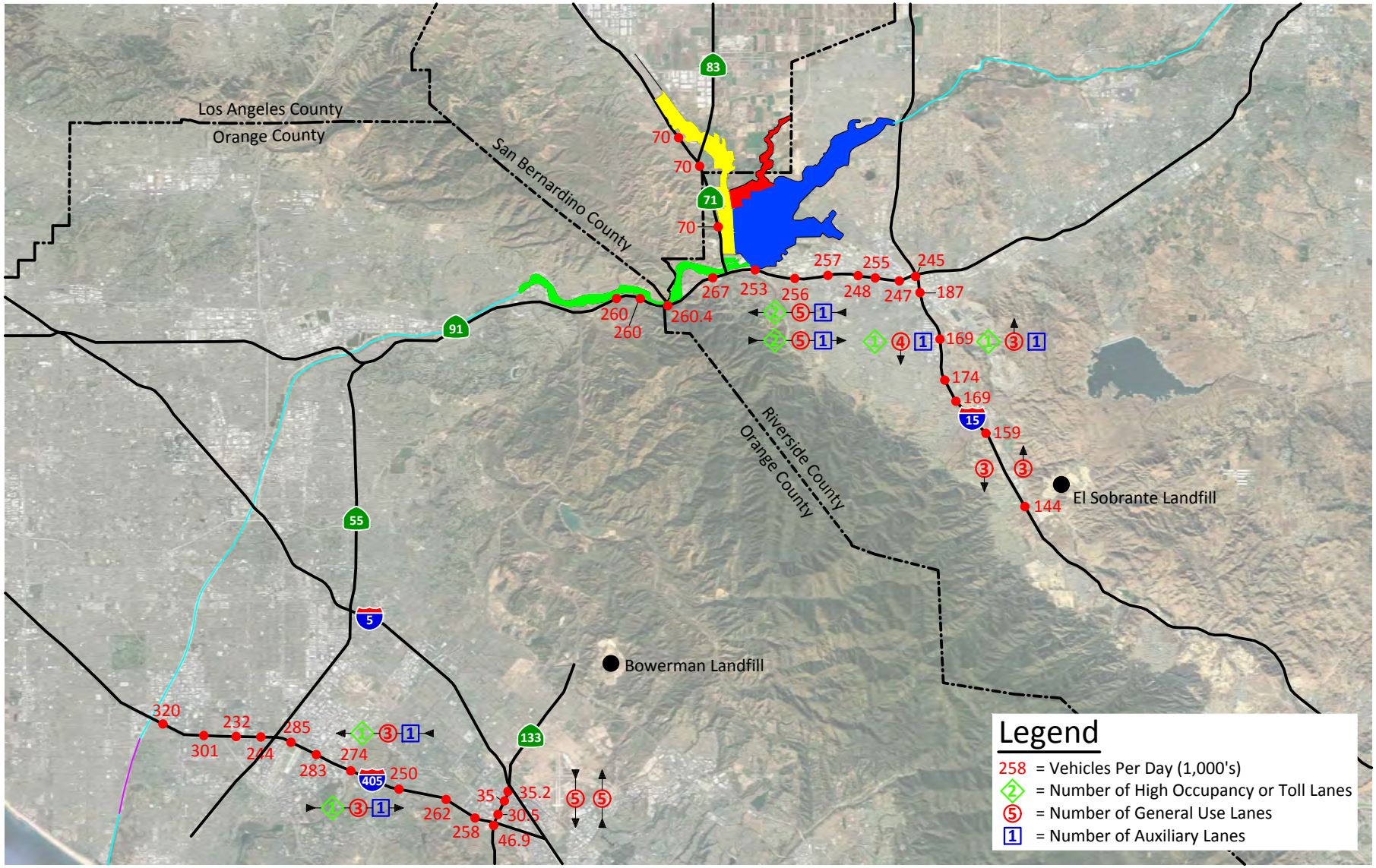


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Figure 4
Existing Through Travel Lanes / Average Daily Traffic Volumes
Upstream SAR Focal Area

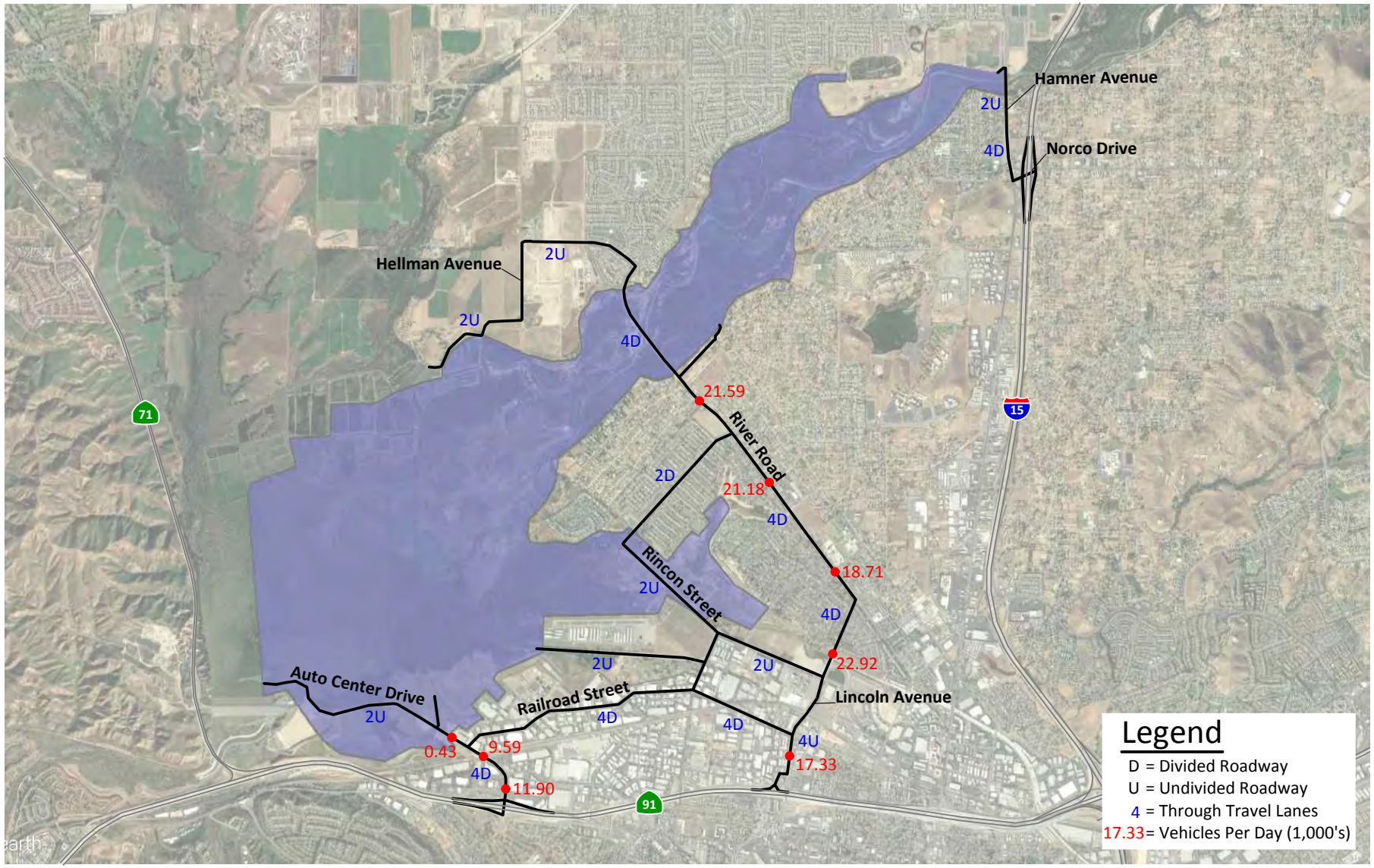

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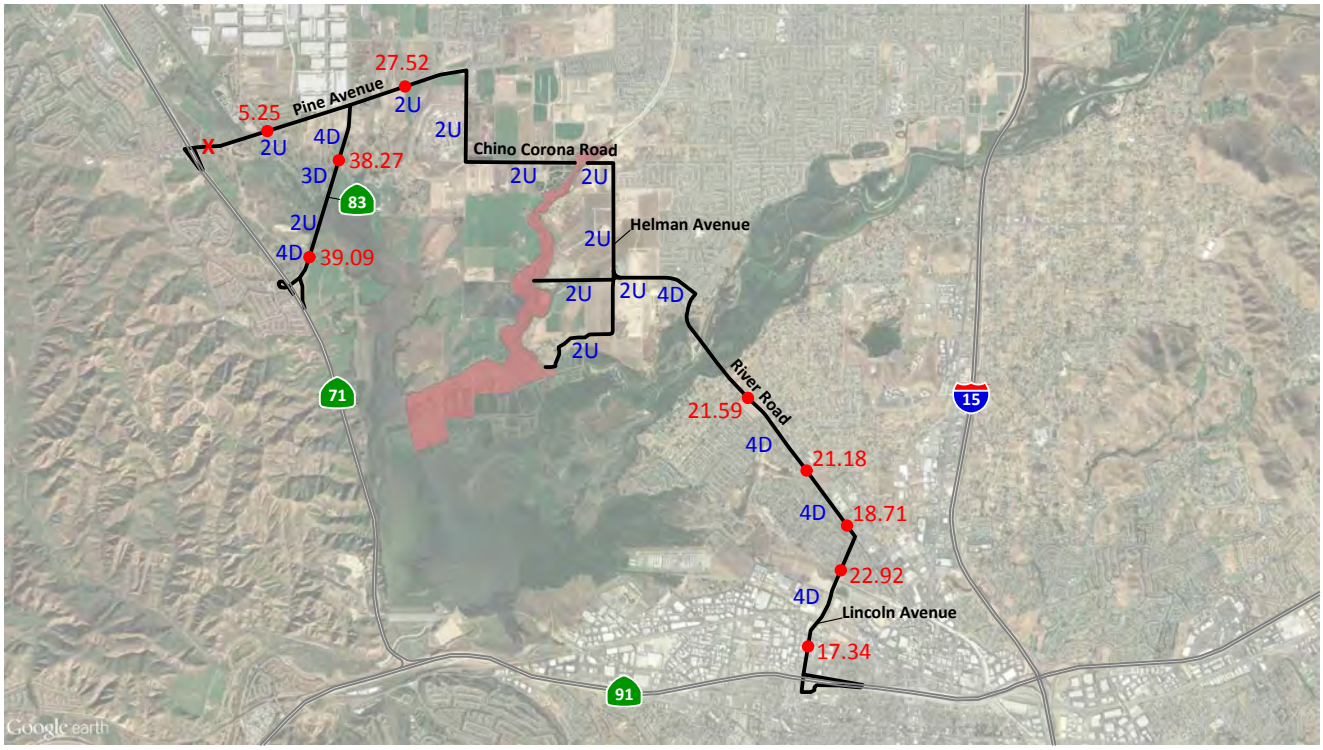
Figure 5
Existing Through Travel Lanes / Average Daily Traffic Volumes

Mill Creek Focal Area



Chino Creek Focal Area

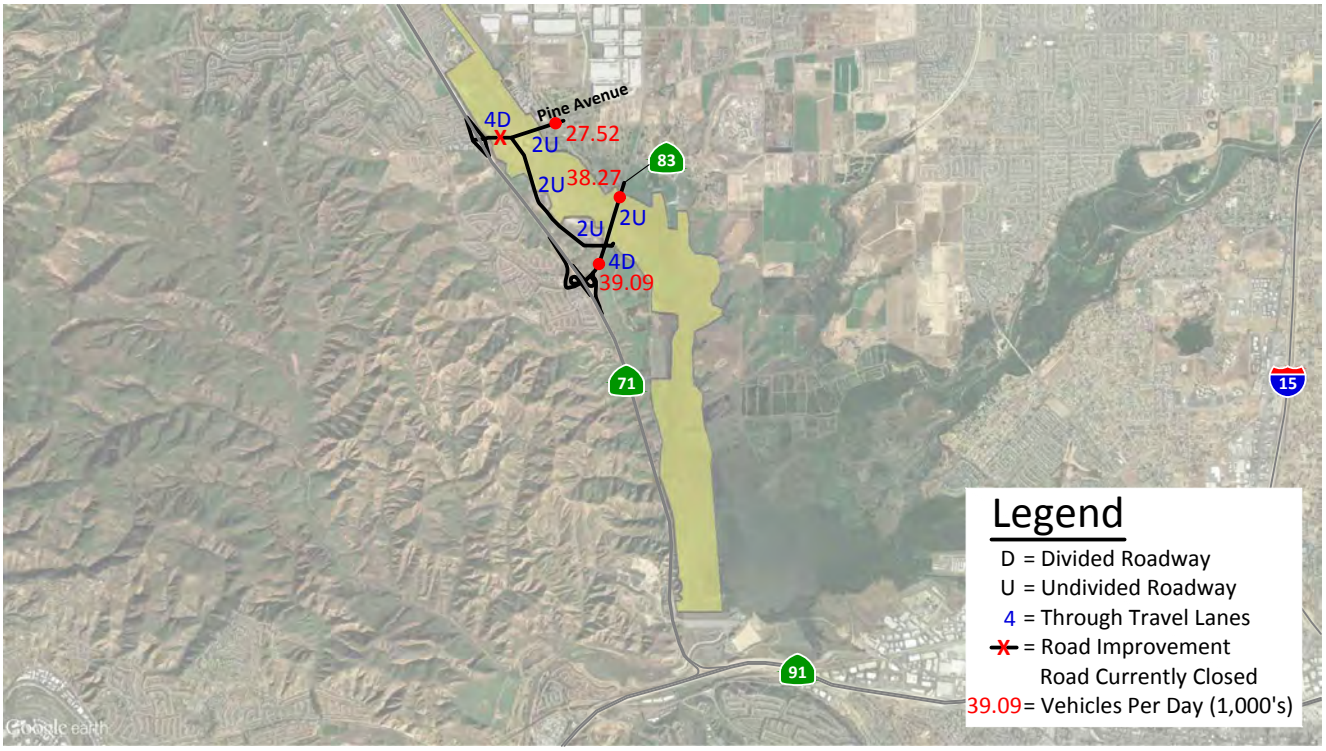
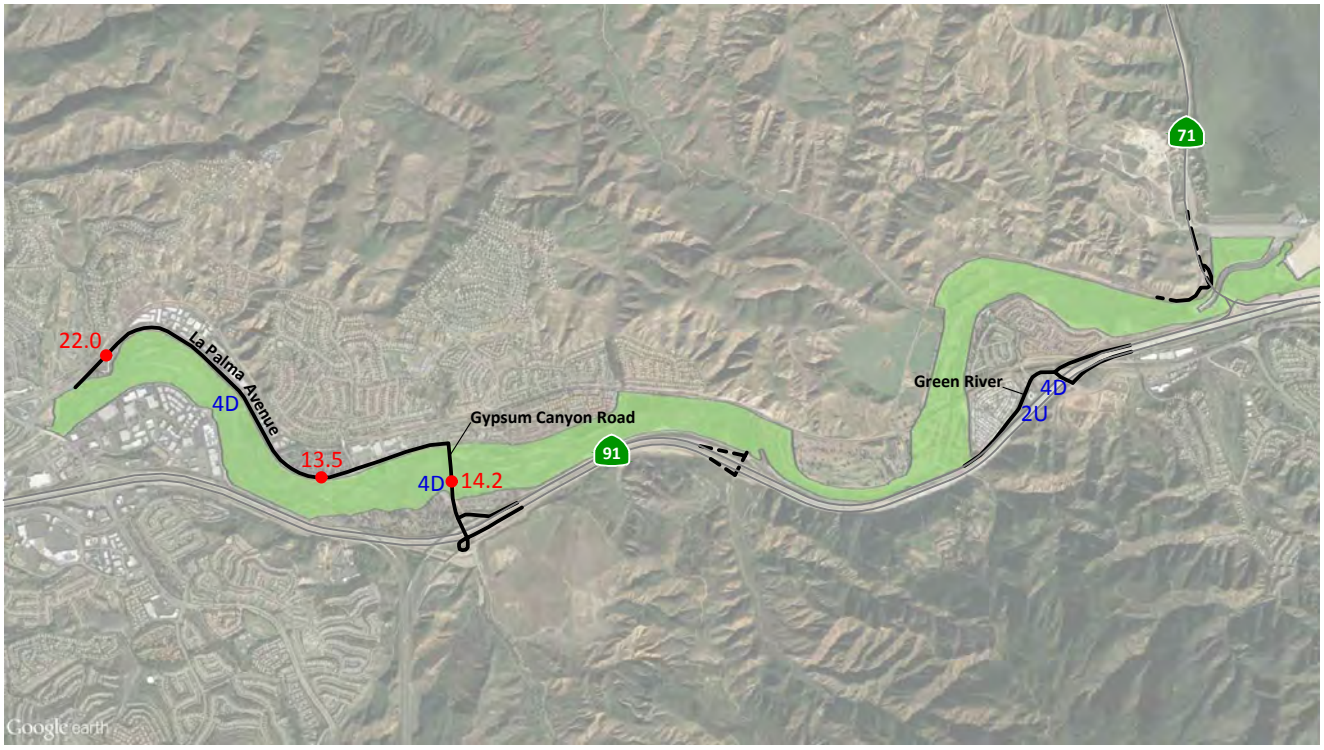


Figure 6
Existing Through Travel Lanes / Average Daily Traffic Volumes

Downstream SAR Focal Area



SAR Lower Reach Focal Area

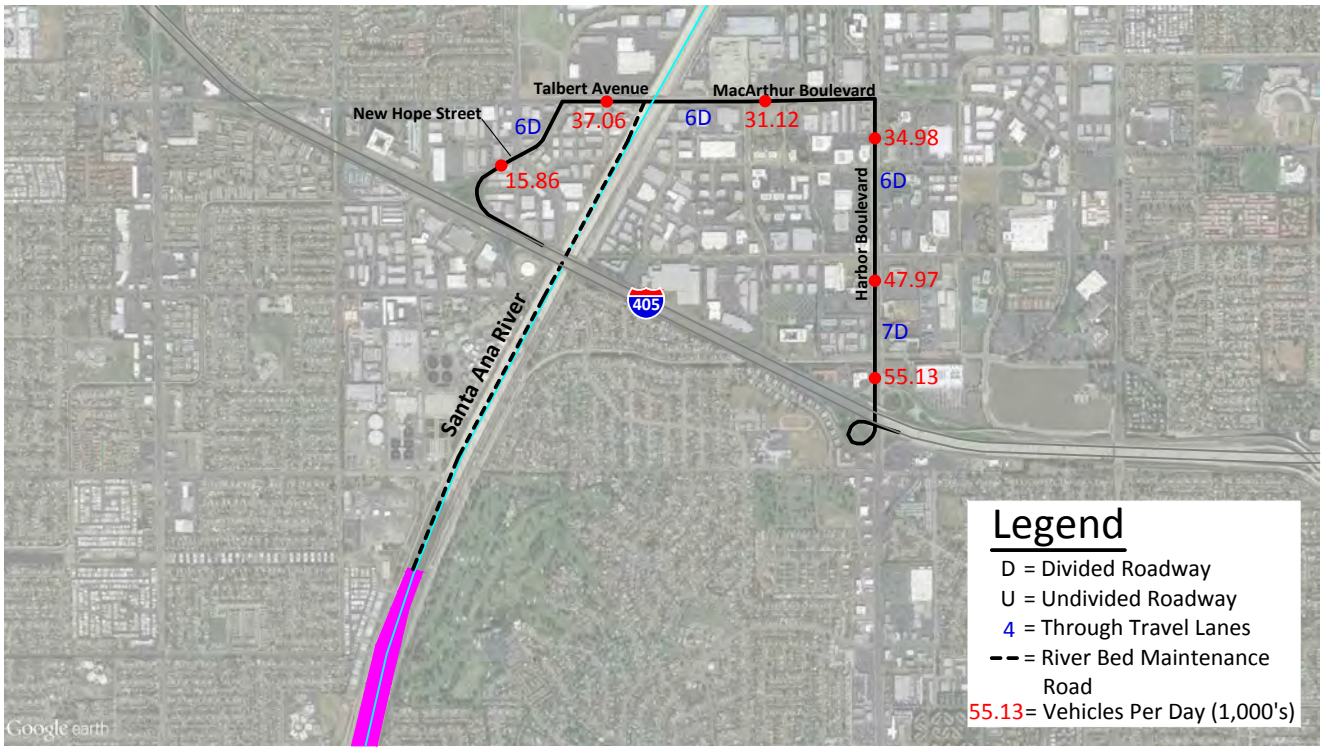
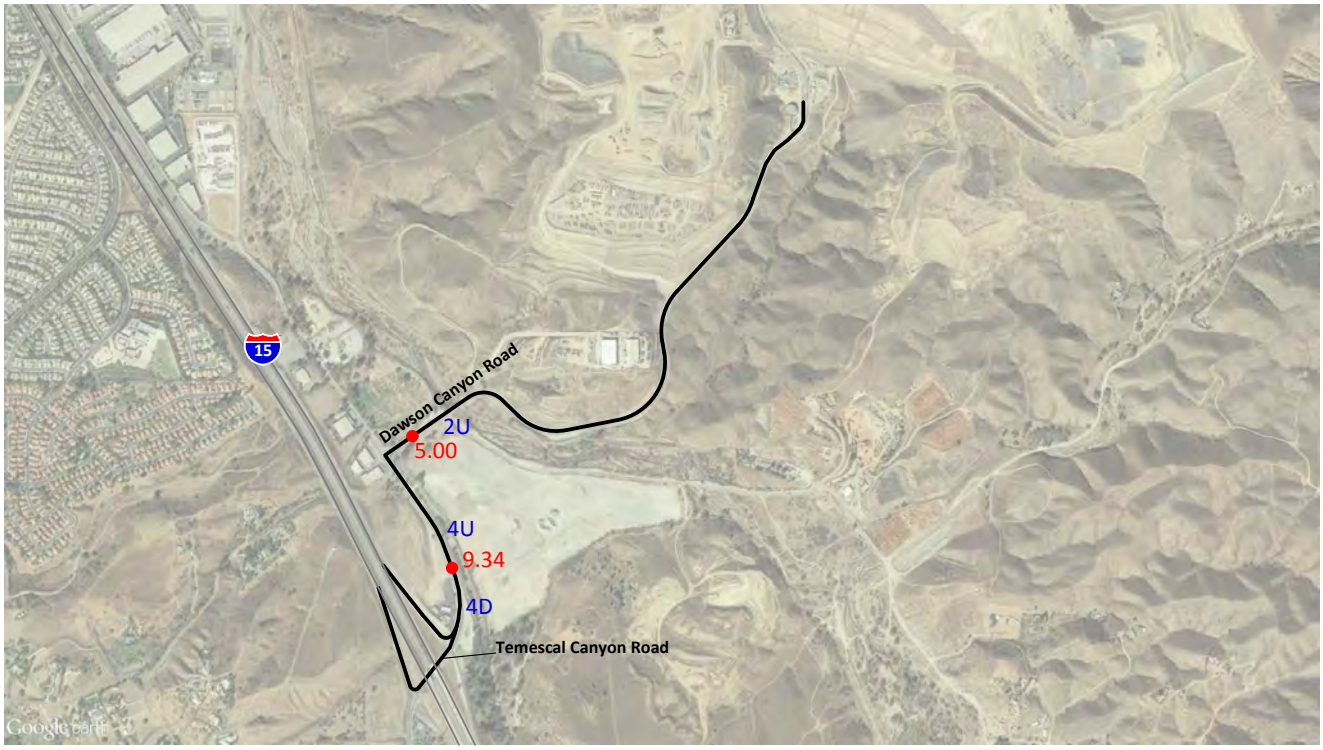
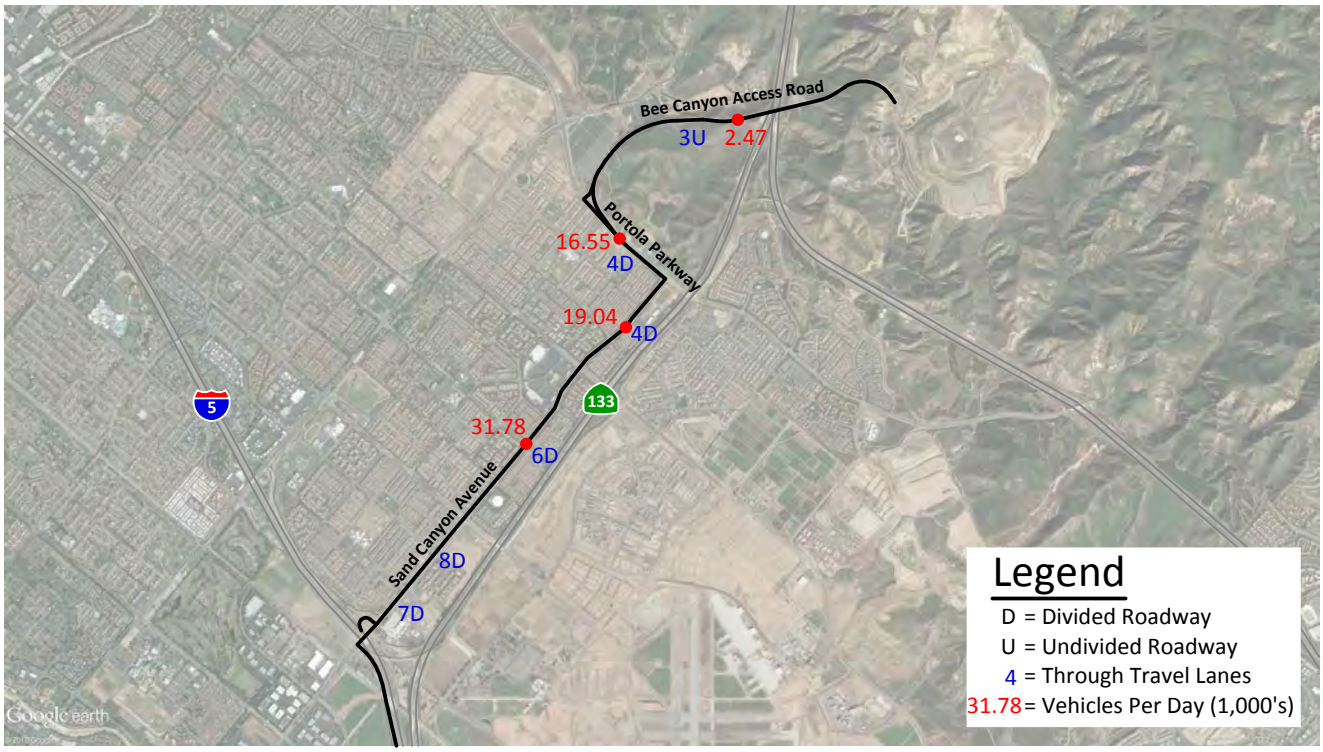


Figure 7
Existing Through Travel Lanes / Average Daily Traffic Volumes

El Sobrante Landfill



Bowerman Landfill



VI. PROJECT TRIPS

The approximately 2,400 gross acre project site proposes the construction of a combination of water conservation, sediment management, and ecosystem restoration measures in four Focal Areas within or near the Prado Basin. The project site is proposed to obtain access to Auto Center Drive and Lincoln Avenue (Upstream SAR), Gypsum Canyon Road and Green River Road (Downstream SAR), Euclid Avenue and Pine Avenue (future connection) (Chino Creek), River Road and Lincoln Avenue (Mill Creek), Santa Ana River Maintenance Road, Talbert Avenue and Harbor Boulevard (SAR Lower Reach). Wherever possible, the project haul route trips will use designated truck routes to and from the freeways which include the I-5, I-15, I-405, SR-71, and SR-91 Freeways.

A. Construction Trip Generation

The proposed project trips are based on employee and truck data provided by the applicant (see Appendix D). The project schedule and haul restrictions are designed to not add project related morning or evening peak hour trips on public roadways. For most operations, the on-site construction activity schedules are from 7:00 AM to 3:00 PM, which will allow construction workers to arrive at and depart from the site before the morning peak period (7:00 AM to 9:00 AM) and evening peak period (4:00 PM to 6:00 PM).

Construction Staff Trips

The proposed project trips are calculated for the additional employee trips that will be performing the construction. The number of construction worker vehicles is estimated using the average ridership of 1.135 persons per vehicle per the South Coast Air Quality Management District CEQA Air Quality Handbook (1993). It is anticipated that the majority of the construction workers would remain on-site throughout the day and approximately half of the workers would leave and return to the site via their vehicles for lunch. Daily trip generation is based on the number of employees multiplied by the inbound trip and outbound trip of two (2), and an additional amount of trips generated by the off-peak lunch time round-trips. The peak hour trip generation is projected to be negligible as the majority of the construction workers are expected to arrive and depart at the project site during off-peak hours (i.e., arrive prior to 7:00 AM and depart prior to 4:00 PM).

For limited operations at Prado Dam during the high flow season (twenty-four hours per day/7 days per week duration), the construction staff shifts will be scheduled such that workers arrive or depart prior to or after the morning and evening peak hours (i.e., 6:30 AM to 2:30 PM; 2:30 PM to 10:30 PM; 10:30 PM to 6:30 PM).

Project Truck Trips

The proposed project trips are calculated by the projected increase in truck trips that will haul off excess soil and deliver material to the site. Daily trip generation is based on the number of truck deliveries, multiplied by the inbound trip and outbound trip of two (2), and all trucks are multiplied by a passenger car equivalent factor of two (2.0). The passenger car

equivalent factor has been obtained from the Highway Capacity Manual for 3 axle trucks. When possible, off-peak (9:15 AM to 3:45 PM) truck delivery is preferred.

For this project, the off-site trucking of sediment to local landfills will occur during the non-peak hours. To avoid traffic volume impacts during the peak hours along the haul route, trucking to and from the site will be restricted to 9:00 AM to 3:00 PM so that truck trips will occur mid-day between the morning and evening peak hours. This operation will occur 6 hours per day, 5 days per week, and every month of the year. Truck hauling for the Prado Basin area will begin after the initial phases of construction and proceed for the entire duration of the project. Truck hauling for the SAR Lower Reach to Bowerman Landfill will begin in year 6 and proceed for the remaining duration of the project.

Detailed construction data from the OCWD regarding equipment hours per month and staffing per month is provided in Appendix D. Based on the applicant data, a detailed yearly breakdown of trips by Alternative and Focal Area are provided in Tables 3 to 6.

Trips for the intensive construction period (Years 1 to 5) as well as the trips during the maintenance period (Years 6 to 50) are summarized by Alternative in Table 7. During the construction period, the trips vary by year and the minimum and maximum trips are shown by Alternative and year. During the maintenance period, trips are constant. The Focal Area Alternatives are projected to generate approximately 324 to 1,222 daily Passenger Car Equivalents trips and 102 to 326 mid-day hourly volume Passenger Car Equivalents trips for Alternatives 2, 3, or 4. Alternative 2 (Proposed Alternative) is projected to generate approximately 471 to 1,103 daily Passenger Car Equivalents trips and 127 to 326 mid-day hourly volume Passenger Car Equivalents trips.

Table 7 summarizes the trips by Focal Area. As shown in Table 7 when the trips are broken down between the various Focal Area roadways, the proposed project trip generation is minimal except for the Upstream SAR and the Lower Reach daily trips.

In general, construction activity is anticipated to begin at 7:00 AM and end at 3:00 PM, unless otherwise specified. To avoid traffic volume impacts during the peak hours along the truck haul routes, trucking to/from the site will be restricted between the hours of 9:00 AM to 3:00 PM so that truck trips will occur mid-day between the morning and evening peak periods.

B. Trip Distribution

To determine the trip distributions for the proposed project, truck trips are distributed 100% from the site(s) to the local landfill and staff trips are distributed along the freeway corridors nearest the site(s). Figures 8 and 12 contain the directional distributions of the project trips.

C. Trip Assignment

Based on the identified trip generation and distributions, project average daily traffic volumes have been calculated and shown in Tables 8 and 9 and on Figures 13 to 17. Both the maximum construction period volumes and the maintenance period volumes are shown

with the maximum construction volumes for years of 1 to 5 are shown. Project mid-day hourly roadway segment volumes expected from the project are shown on Figures 18 and 22.

D. Modal Split

The project trip reducing potential of public transit has not been considered in this report. Essentially the traffic volume projections are conservative in that public transit might be able to reduce the project trips.

Table 3

Project Trip Generation Alternative - 2 Plan 11 (Proposed Alternative)

Description		Units[1]	PCE[2]	Quantity[3]	Mid-Day Hour In	Out	Total	Daily	Quantity[3]	Mid-Day Hour In	Out	Total	Daily	Quantity[3]	Mid-Day Hour In	Out	Total	Daily
Trip Generation Rates																		
Contruction Staff (7:00 AM-3:00 PM)[4]		EMP	1.0		0.50	0.50	1.00	3.00		0.50	0.50	1.00	3.00		0.50	0.50	1.00	3.00
Off-Site 4-Axle Haul Truck for	SU/MC	TRK	3.0		0.50	0.50	1.00	6.00		0.50	0.50	1.00	6.00		0.50	0.50	1.00	6.00
Inbound Material & Outbound	SD/CC	TRK	3.0		0.33	0.33	0.67	4.00		0.33	0.33	0.67	4.00		0.33	0.33	0.67	4.00
Debris (9:00 AM -3:00 PM)[5]	LSAR	TRK	3.0		0.25	0.25	0.50	3.00		0.25	0.25	0.50	3.00		0.25	0.25	0.50	3.00
Trips Generated				Year 1					Year 2					Year 3				
Upstream SAR/ Prado Basin	Staff	PCE	1.0	77	39	38	77	231	75	38	37	75	225	20	10	10	20	60
Upstream SAR/ Prado Basin	Truck	PCE	3.0	10	15	15	30	180	3	5	4	9	54	11	17	16	33	198
Subtotal					54	53	107	411		43	41	84	279		27	26	53	258
Chino Creek	Staff	PCE	1.0	10	5	5	10	30	108	54	54	108	324	35	18	17	35	105
Chino Creek	Truck	PCE	3.0	0.0	0	0	0	0	0.9	1	1	2	11	1.0	1	1	2	12
Subtotal					5	5	10	30		55	55	110	335		19	18	37	117
Mill Creek	Staff	PCE	1.0	10	5	5	10	30	101	51	50	101	303	23	12	11	23	69
Mill Creek	Truck	PCE	3.0	0.0	0	0	0	0	1.0	2	1	3	18	0.1	0	0	0	2
Subtotal					5	5	10	30		53	51	104	321		12	11	23	71
Downstream Santa Ana River	Staff	PCE	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Downstream Santa Ana River	Truck	PCE	3.0	0.0	0	0	0	0	14.0	14	14	28	168	0.0	0	0	0	0
Subtotal					0	0	0	0		14	14	28	168		0	0	0	0
Lower Santa Ana River	Staff	PCE	1.0	0	0	0	0	0	0	0	0	0	0	3	2	1	3	9
Lower Santa Ana River	Truck	PCE	3.0	0	0	0	0	0	0	0	0	0	0	2	2	1	3	18
Subtotal					0	0	0	0		0	0	0	0		4	2	6	27
Total					64	63	127	471		165	161	326	1,103		62	57	119	473
Trips Generated				Year 4					Year 5					Years 6 to 50				
Upstream SAR/ Prado Basin	Staff	PCE	1.0	47	24	23	47	141	47	24	23	47	141	35	18	17	35	105
Upstream SAR/ Prado Basin	Truck	PCE	3.0	13	20	19	39	234	13	20	19	39	234	13	20	19	39	234
Subtotal					44	42	86	375		44	42	86	375		38	36	74	339
Chino Creek	Staff	PCE	1.0	66	33	33	66	198	30	15	15	30	90	29	15	14	29	87
Chino Creek	Truck	PCE	3.0	0.4	0	1	1	5	0.2	0	0	0	2	0.2	0	0	0	2
Subtotal					33	34	67	203		15	15	30	92		15	14	29	89
Mill Creek	Staff	PCE	1.0	56	28	28	56	168	24	12	12	24	72	24	12	12	24	72
Mill Creek	Truck	PCE	3.0	0.3	0	1	1	5	0.1	0	0	0	2	0.1	0	0	0	2
Subtotal					28	29	57	173		12	12	24	74		12	12	24	74
Downstream Santa Ana River	Staff	PCE	1.0	0	0	0	0	0	24	12	12	24	72	9	5	4	9	27
Downstream Santa Ana River	Truck	PCE	3.0	0.0	0	0	0	0	0.1	0	0	0	1	0.0	0	0	0	0
Subtotal					0	0	0	0		12	12	24	73		5	4	9	27
Lower Santa Ana River	Staff	PCE	1.0	2	1	1	2	6	4	2	2	4	12	4	2	2	4	12
Lower Santa Ana River	Truck	PCE	3.0	1	1	1	2	9	2	2	1	3	18	2	2	1	3	18
Subtotal					2	2	4	15		4	3	7	30		4	3	7	30
Total					107	107	214	766		87	84	171	644		74	69	143	559

[1] Abbreviations: EMP = Employee; TRK = 18-wheel haul truck; PCE = Passenger Car Equivalent; SAR = Santa Ana River; SU = Upstream Santa Ana River; MC = Mill Creek; CC= Chino Creek; SD = Downstream Santa Ana River; LASR = Lower Santa Ana River.

[2] Passenger Car Equivalent (PCE) factors have been obtained from the County of San Bernardino Congestion Management Plan per direction of the County of Riverside staff. Cars (such as employee vehicles) use a PCE of 1.0, Light duty trucks use a PCE of 1.5. Medium duty trucks with 3 axles use a PCE of 2.0 and Heavy duty trucks with 4 or more axles use a PCE of 3.0.

[3] Source: Orange County Water District (OCWD) construction timeline, staffing quantities and equipment hour details, dated December 31, 2017 and January 26, 2018).

[4] Assumption for typical staff lunch is that the site has NO food truck delivery and 50% of day-time shift and 10% of night-time shift staff vehicles leave and return to the site during lunch hour. The day-time shift will contribute to the mid-day peak hour and lunch trips are included in daily trip values.

[5] Drivers for haul trucks work from 7:00AM to 3:00PM and do not contribute peak hour trips. Haul trucks operate off-site from 9:00AM to 3:00PM and do not contribute peak hour trips. Truck drivers load debris, off-load in-coming materials and other on-site duties from 7:00AM to 9:00AM.

[6] Morning and evening peak hour trips are calculated as a percentage of the morning peak hours for which the staff will operate at the site. For this project with a work day of 7:00 AM to 3:00 PM, construction workers will arrive at the site prior to 7:00 AM and depart at 3:00PM will not contribute to the morning or evening peak hour traffic.

Table 4

Project Trip Generation Alternative - 3 Plan 9

Description		Units[1]	PCE[2]	Quantity[3]	Mid-Day Hour In	Out	Total	Daily	Quantity[3]	Mid-Day Hour In	Out	Total	Daily	Quantity[3]	Mid-Day Hour In	Out	Total	Daily
Trip Generation Rates																		
Contruction Staff (7:00 AM-3:00 PM)[4]		EMP	1.0		0.50	0.50	1.00	3.00		0.50	0.50	1.00	3.00		0.50	0.50	1.00	3.00
Off-site 4-Axle Haul Truck for	SU/MC	TRK	3.0		0.50	0.50	1.00	6.00		0.50	0.50	1.00	6.00		0.50	0.50	1.00	6.00
Inbound Material & Outbound	SD/CC	TRK	3.0		0.33	0.33	0.67	4.00		0.33	0.33	0.67	4.00		0.33	0.33	0.67	4.00
Debris (9:00 AM -3:00 PM)[5]	LSAR	TRK	3.0		0.25	0.25	0.50	3.00		0.25	0.25	0.50	3.00		0.25	0.25	0.50	3.00
Trips Generated				Year 1					Year 2					Year 3				
Upstream SAR/ Prado Basin	Staff	PCE	1.0	76	38	38	76	228	41	21	20	41	123	47	24	23	47	141
Upstream SAR/ Prado Basin	Truck	PCE	3.0	2	3	3	6	36	1	2	1	3	18	1	2	1	3	18
Subtotal					41	41	82	264		23	21	44	141		26	24	50	159
Chino Creek	Staff	PCE	1.0	10	5	5	10	30	59	30	29	59	177	82	41	41	82	246
Chino Creek	Truck	PCE	3.0	0.0	0	0	0	0	0.6	1	0	1	7	2.3	2	3	5	28
Subtotal					5	5	10	30		31	29	60	184		43	44	87	274
Mill Creek	Staff	PCE	1.0	10	5	5	10	30	56	28	28	56	168	55	28	27	55	165
Mill Creek	Truck	PCE	3.0	0.0	0	0	0	0	0.6	1	1	2	11	0.3	0	1	1	5
Subtotal					5	5	10	30		29	29	58	179		28	28	56	170
Downstream Santa Ana River	Staff	PCE	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Downstream Santa Ana River	Truck	PCE	3.0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	0	0	0
Subtotal					0	0	0	0		0	0	0	0		0	0	0	0
Lower Santa Ana River	Staff	PCE	1.0	0	0	0	0	0	0	0	0	0	0	3	2	1	3	9
Lower Santa Ana River	Truck	PCE	3.0	0	0	0	0	0	0	0	0	0	0	2	2	1	3	18
Subtotal					0	0	0	0		0	0	0	0		4	2	6	27
Total					51	51	102	324		83	79	162	504		101	98	199	630
Year				Year 4					Year 5					Years 6 to 50				
Upstream SAR/ Prado Basin	Staff	PCE	1.0	46	23	23	46	138	45	23	22	45	135	31	16	15	31	93
Upstream SAR/ Prado Basin	Truck	PCE	3.0	1	2	1	3	18	1	2	1	3	18	1	2	1	3	18
Subtotal					25	24	49	156		25	23	48	153		18	16	34	111
Chino Creek	Staff	PCE	1.0	65	33	32	65	195	29	15	14	29	87	26	13	13	26	78
Chino Creek	Truck	PCE	3.0	0.4	0	1	1	5	0.2	0	0	0	2	0.2	0	0	0	2
Subtotal					33	33	66	200		15	14	29	89		13	13	26	80
Mill Creek	Staff	PCE	1.0	55	28	27	55	165	23	12	11	23	69	21	11	10	21	63
Mill Creek	Truck	PCE	3.0	0.3	0	1	1	5	0.1	0	0	0	2	0.1	0	0	0	2
Subtotal					28	28	56	170		12	11	23	71		11	10	21	65
Downstream Santa Ana River	Staff	PCE	1.0	0	0	0	0	0	23	12	11	23	69	8	4	4	8	24
Downstream Santa Ana River	Truck	PCE	3.0	0.0	0	0	0	0	0.2	0	0	0	2	0.0	0	0	0	0
Subtotal					0	0	0	0		12	11	23	71		4	4	8	24
Lower Santa Ana River	Staff	PCE	1.0	2	1	1	2	6	4	2	2	4	12	4	2	2	4	12
Lower Santa Ana River	Truck	PCE	3.0	1	1	1	2	9	2	2	1	3	18	2	2	1	3	18
Subtotal					2	2	4	15		4	3	7	30		4	3	7	30
Total					88	87	175	541		68	62	130	414		50	46	96	310

[1] Abbreviations: EMP = Employee; TRK = 18-wheel haul truck; PCE = Passenger Car Equivalent; SAR = Santa Ana River; SU = Upstream Santa Ana River; MC = Mill Creek; CC= Chino Creek; SD = Downstream Santa Ana River; LASR = Lower Santa Ana River.

[2] Passenger Car Equivalent (PCE) factors have been obtained from the County of San Bernardino Congestion Management Plan per direction of the County of Riverside staff. Cars (such as employee vehicles) use a PCE of 1.0, Light duty trucks use a PCE of 1.5. Medium duty trucks with 3 axles use a PCE of 2.0 and Heavy duty trucks with 4 or more axles use a PCE of 3.0.

[3] Source: Orange County Water District (OCWD) construction timeline, staffing quantities and equipment hour details, dated December 31, 2017 and January 26, 2018).

[4] Assumption for typical staff lunch is that the site has NO food truck delivery and 50% of day-time shift and 10% of night-time shift staff vehicles leave and return to the site during lunch hour. The day-time shift will contribute to the mid-day peak hour and lunch trips are included in daily trip values.

[5] Drivers for haul trucks work from 7:00 AM to 3:00 PM and do not contribute peak hour trips. Haul trucks operate off-site from 9:00 AM to 3:00 PM and do not contribute peak hour trips. Truck drivers load debris, off-load in-coming materials and other on-site duties from 7:00 AM to 9:00 AM.

[6] Morning and evening peak hour trips are calculated as a percentage of the morning peak hours for which the staff will operate at the site. For this project with a work day of 7:00 AM to 3:00 PM, construction workers will arrive at the site prior to 7:00 AM and depart at 3:00 PM will not contribute to the morning or evening peak hour traffic volumes.

Table 5

Project Trip Generation Alternative - 4 Plan 14

Description		Units[1]	PCE[2]	Quantity[3]	Mid-Day Hour In	Out	Total	Daily	Quantity[3]	Mid-Day Hour In	Out	Total	Daily	Quantity[3]	Mid-Day Hour In	Out	Total	Daily
Trip Generation Rates																		
Contruction Staff (7:00 AM-3:00 PM)[4]		EMP	1.0		0.50	0.50	1.00	3.00		0.50	0.50	1.00	3.00		0.50	0.50	1.00	3.00
Off-site 4-Axle Haul Truck for	SU/MC	TRK	3.0		0.50	0.50	1.00	6.00		0.50	0.50	1.00	6.00		0.50	0.50	1.00	6.00
Inbound Material & Outbound	SD/CC	TRK	3.0		0.33	0.33	0.67	4.00		0.33	0.33	0.67	4.00		0.33	0.33	0.67	4.00
Debris (9:00 AM -3:00 PM)[5]	LSAR	TRK	3.0		0.25	0.25	0.50	3.00		0.25	0.25	0.50	3.00		0.25	0.25	0.50	3.00
Trips Generated				Year 1					Year 2					Year 3				
Upstream SAR/ Prado Basin	Staff	PCE	1.0	77	39	38	77	231	59	30	29	59	177	20	10	10	20	60
Upstream SAR/ Prado Basin	Truck	PCE	3.0	10	15	15	30	180	22	33	33	66	396	11	17	16	33	198
Subtotal					54	53	107	411		63	62	125	573		27	26	53	258
Chino Creek	Staff	PCE	1.0	10	5	5	10	30	85	43	42	85	255	35	18	17	35	105
Chino Creek	Truck	PCE	3.0	0.0	0	0	0	0	0.7	1	0	1	8	1.0	1	1	2	12
Subtotal					5	5	10	30		44	42	86	263		19	18	37	117
Mill Creek	Staff	PCE	1.0	10	5	5	10	30	80	40	40	80	240	24	12	12	24	72
Mill Creek	Truck	PCE	3.0	0.0	0	0	0	0	0.8	1	1	2	14	0.1	0	0	0	2
Subtotal					5	5	10	30		41	41	82	254		12	12	24	74
Downstream Santa Ana River	Staff	PCE	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Downstream Santa Ana River	Truck	PCE	3.0	0.0	0	0	0	0	11.0	11	11	22	132	0.0	0	0	0	0
Subtotal					0	0	0	0		11	11	22	132		0	0	0	0
Lower Santa Ana River	Staff	PCE	1.0	0	0	0	0	0	0	0	0	0	0	3	2	1	3	9
Lower Santa Ana River	Truck	PCE	3.0	0	0	0	0	0	0	0	0	0	0	2	2	1	3	18
Subtotal					0	0	0	0		0	0	0	0		4	2	6	27
Total					64	63	127	471		159	156	315	1,222		62	58	120	476
Trips Generated				Year 4					Year 5					Years 6 to 50				
Upstream SAR/ Prado Basin	Staff	PCE	1.0	47	24	23	47	141	47	24	23	47	141	35	18	17	35	105
Upstream SAR/ Prado Basin	Truck	PCE	3.0	13	20	19	39	234	13	20	19	39	234	13	20	19	39	234
Subtotal					44	42	86	375		44	42	86	375		38	36	74	339
Chino Creek	Staff	PCE	1.0	66	33	33	66	198	30	15	15	30	90	29	15	14	29	87
Chino Creek	Truck	PCE	3.0	0.4	0	1	1	5	0.2	0	0	0	2	0.2	0	0	0	2
Subtotal					33	34	67	203		15	15	30	92		15	14	29	89
Mill Creek	Staff	PCE	1.0	56	28	28	56	168	24	12	12	24	72	24	12	12	24	72
Mill Creek	Truck	PCE	3.0	0.3	0	1	1	5	0.1	0	0	0	2	0.1	0	0	0	2
Subtotal					28	29	57	173		12	12	24	74		12	12	24	74
Downstream Santa Ana River	Staff	PCE	1.0	0	0	0	0	0	24	12	12	24	72	9	5	4	9	27
Downstream Santa Ana River	Truck	PCE	3.0	0.0	0	0	0	0	0.1	0	0	0	1	0.0	0	0	0	0
Subtotal					0	0	0	0		12	12	24	73		5	4	9	27
Lower Santa Ana River	Staff	PCE	1.0	2	1	1	2	6	4	2	2	4	12	4	2	2	4	12
Lower Santa Ana River	Truck	PCE	3.0	1	1	1	2	9	2	2	1	3	18	2	2	1	3	18
Subtotal					2	2	4	15		4	3	7	30		4	3	7	30
Total					107	107	214	766		87	84	171	644		74	69	143	559

[1] Abbreviations: EMP = Employee; TRK = 18-wheel haul truck; PCE = Passenger Car Equivalent; SAR = Santa Ana River; SU = Upstream Santa Ana River; MC = Mill Creek; CC= Chino Creek; SD = Downstream Santa Ana River; LASR = Lower Santa Ana River.

[2] Passenger Car Equivalent (PCE) factors have been obtained from the County of San Bernardino Congestion Management Plan per direction of the County of Riverside staff. Cars (such as employee vehicles) use a PCE of 1.0, Light duty trucks use a PCE of 1.5. Medium duty trucks with 3 axles use a PCE of 2.0 and Heavy duty trucks with 4 or more axles use a PCE of 3.0.

[3] Source: Orange County Water District (OCWD) construction timeline, staffing quantities and equipment hour details, dated December 31, 2017 and January 26, 2018).

[4] Assumption for typical staff lunch is that the site has NO food truck delivery and 50% of day-time and 10% of night-time staff vehicles leave and return to the site during lunch hour. The day-time shift will contribute to the mid-day peak hour and lunch trips are included in daily trip value for day and night staff trips.

[5] Drivers for haul trucks work from 7:00 AM to 3:00 PM and do not contribute peak hour trips. Haul trucks operate off-site from 9:00 AM to 3:00 PM and do not contribute peak hour trips. Truck drivers load debris, off-load in-coming materials and other on-site duties from 7:00 AM to 9:00 AM.

[6] Morning and evening peak hour trips are calculated as a percentage of the morning peak hours for which the staff will operate at the site. For this project with a work day of 7:00 AM to 3:00 PM, construction workers will arrive at the site prior to 7:00 AM and depart at 3:00 PM will not contribute to the morning or evening peak hour traffic volumes.

Table 6

Project Trip Generation Alternative Summary

	Initial Intensive Operations Construction Period Years 1-5										Maintenance Period Years 6-50 PCE			
	Minimum PCE[1]					Maximum PCE								
		Mid-Day Hour					Mid-Day Hour				Mid-Day Hour			
Alternative	Year	In	Out	Total	Daily	Year	In	Out	Total	Daily	In	Out	Total	Daily
2 (Plan 11 Proposed Alternative)	1	64	63	127	471	2	165	161	326	1,103	74	69	143	559
3 (Plan 9)	1	51	51	102	324	3	101	98	199	630	50	46	96	310
4 (Plan 14)	1	64	63	127	471	2	159	156	315	1,222	74	69	143	559

[1] PCE = Passenger Car Equivalents

Table 7

Project Trip Generation Focal Area Summary

Focal Area	Initial Intensive Operations Construction Period Years 1-5										Maintenance Period Years 6-50 PCE			
	Minimum PCE[1]					Maximum PCE								
	Year	Mid-Day Hour			Daily	Year	Mid-Day Hour			Daily	Mid-Day Hour			Daily
		In	Out	Total			In	Out	Total		In	Out	Total	
UpStream SAR[2]	3	27	26	53	258	1	54	53	107	411	38	36	74	339
Chino Creek	1	5	5	10	30	2	55	55	110	335	15	14	29	89
Mill Creek	1	5	5	10	30	2	53	51	104	321	12	12	24	74
DownStream SAR	1	-	-	-	-	2	14	14	28	168	5	4	9	27
Lower SAR	1	-	-	-	-	5	4	3	7	30	4	3	7	30

[1] PCE = Passenger Car Equivalents

[2] SAR = Santa Ana River

Table 8

Project Freeway Segment Capacity Analysis

Freeway			Existing Capacity[2]	Alternative - 2				Alternative - 3				Alternative - 4			
Route Number	Segment[1] From	Segment[1] To		ADT CST	ADT Mnt	% ADT CST	% ADT Mnt	ADT CST	ADT Mnt	% ADT CST	% ADT Mnt	ADT CST[1]	ADT Mnt[1]	% ADT CST	% ADT Mnt
I-15	Temescal Canyon Rd	Weirick Road	120,000	1,103	529	0.92%	0.44%	603	280	0.50%	0.23%	1,222	529	1.02%	0.44%
	Weirick Road	Cajalco Road	120,000	1,103	529	0.92%	0.44%	603	280	0.50%	0.23%	1,222	529	1.02%	0.44%
	Cajalco Road	El Cerrito Road	120,000	1,103	529	0.92%	0.44%	603	280	0.50%	0.23%	1,222	529	1.02%	0.44%
	El Cerrito Road	Ontario Avenue	138,000	1,103	529	0.80%	0.38%	603	280	0.44%	0.20%	1,222	529	0.89%	0.38%
	Ontario Avenue	Magnolia Avenue	191,000	1,103	529	0.58%	0.28%	603	280	0.32%	0.15%	1,222	529	0.64%	0.28%
	Magnolia Avenue	Jct. Rte. SR-91	211,000	1,103	529	0.52%	0.25%	603	280	0.29%	0.13%	1,222	529	0.58%	0.25%
	Jct. Rte. SR-91 WB	Jct. Rte. I-15 NB	53,500	1,103	529	2.06%	0.99%	603	280	1.13%	0.52%	1,222	529	2.28%	0.99%
	Jct. Rte. SR-91 EB	Jct. Rte. I-15 SB	53,500	1,103	529	2.06%	0.99%	603	280	1.13%	0.52%	1,222	529	2.28%	0.99%
SR-91	Jct. Rte. I-15	Main Street	266,000	1,103	529	0.41%	0.20%	603	280	0.23%	0.11%	1,222	529	0.46%	0.20%
	Main Street	West Grand Blvd	326,000	1,103	529	0.34%	0.16%	603	280	0.18%	0.09%	1,222	529	0.37%	0.16%
	West Grand Blvd	Lincoln Avenue	306,000	1,103	529	0.36%	0.17%	603	280	0.20%	0.09%	1,222	529	0.40%	0.17%
	Lincoln Avenue	Maple Street	306,000	782	359	0.26%	0.12%	433	131	0.14%	0.04%	968	359	0.32%	0.12%
	Maple Street	Serfas Club Drive	306,000	782	359	0.26%	0.12%	433	131	0.14%	0.04%	968	359	0.32%	0.12%
	Serfas Club Drive	Jct. Rte. SR-71 North	306,000	503	20	0.16%	0.01%	274	20	0.09%	0.01%	395	20	0.13%	0.01%
	Jct. Rte. SR-71 North	Green River Drive	306,000	168	18	0.05%	0.01%	18	18	0.01%	0.01%	132	18	0.04%	0.01%
	Green River Drive	Orange/Riverside County Line	306,000	168	18	0.05%	0.01%	18	18	0.01%	0.01%	132	18	0.04%	0.01%
	Orange/Riverside County Line	Coal Canyon Road	306,000	168	18	0.05%	0.01%	18	18	0.01%	0.01%	132	18	0.04%	0.01%
	Coal Canyon Road	Gypsum Canyon Rd	306,000	168	18	0.05%	0.01%	18	18	0.01%	0.01%	132	18	0.04%	0.01%
	Jct. Rte. SR-91 WB	Jct. Rte. SR-71 NB	18,000	335	89	1.86%	0.49%	274	80	1.52%	0.44%	263	89	1.46%	0.49%
	Jct. Rte. SR-91 EB	Jct. Rte. SR-71 SB	18,000	335	89	1.86%	0.49%	274	80	1.52%	0.44%	263	89	1.46%	0.49%
SR-71	Jct. Rte. SR-91	San Bernardino/ Riverside County	80,000	335	89	0.42%	0.11%	274	80	0.34%	0.10%	263	89	0.33%	0.11%
	San Bernardino/ Riverside County	Jct. Rte. SR-83 North	80,000	335	89	0.42%	0.11%	274	80	0.34%	0.10%	263	89	0.33%	0.11%
	Jct. Rte. SR-83 North	Pine Ave	80,000	335	89	0.42%	0.11%	274	80	0.34%	0.10%	263	89	0.33%	0.11%
I-5	Jct. Rte. SR-133 WB	Jct. Rte. I-5 NB	18,000	30	30	0.17%	0.17%	30	30	0.17%	0.17%	30	30	0.17%	0.17%
	Jct. Rte. SR-133 EB	Jct. Rte. I-5 SB	18,000	30	30	0.17%	0.17%	30	30	0.17%	0.17%	30	30	0.17%	0.17%
SR-133	Jct. Rte. I-5	Barranca Parkway	80,000	30	30	0.04%	0.04%	30	30	0.04%	0.04%	30	30	0.04%	0.04%
	Barranca Parkway	Jct. Rte. I-405	80,000	30	30	0.04%	0.04%	30	30	0.04%	0.04%	30	30	0.04%	0.04%
	Jct. Rte. I-405	Jct. Rte. SR-133	80,000	30	30	0.04%	0.04%	30	30	0.04%	0.04%	30	30	0.04%	0.04%
I-405	Jct. Rte. SR-133 WB	Jct. Rte. I-405 NB	18,000	30	30	0.17%	0.17%	30	30	0.17%	0.17%	30	30	0.17%	0.17%
	Jct. Rte. SR-133 EB	Jct. Rte. I-405 SB	18,000	30	30	0.17%	0.17%	30	30	0.17%	0.17%	30	30	0.17%	0.17%
	Jct. Rte. SR-133	Sand Canyon Ave	342,000	30	30	0%	0.0%	30	30	0%	0%	30	30	0%	0.0%
	Sand Canyon Avenue	University Drive	342,000	30	30	0%	0.0%	30	30	0%	0%	30	30	0%	0.0%
	University Drive	Culver Drive	362,000	30	30	0%	0.0%	30	30	0%	0%	30	30	0%	0.0%
	Culver Drive	Jamboree Blvd	362,000	30	30	0%	0.0%	30	30	0%	0%	30	30	0%	0.0%
	Jamboree Blvd	Mac Arthur Blvd	402,000	30	30	0%	0.0%	30	30	0%	0%	30	30	0%	0.0%
	Mac Arthur Blvd	Jct. Rte. SR-55	382,000	30	30	0%	0.0%	30	30	0%	0%	30	30	0%	0.0%
	Jct. Rte. 55	Bristol Street	362,000	30	30	0%	0.0%	30	30	0%	0%	30	30	0%	0.0%
	Bristol Street	Jct. Rte. SR-73	362,000	30	30	0%	0.0%	30	30	0%	0%	30	30	0%	0.0%
	Jct. Rte. SR-73	Harbor Boulevard	382,000	30	30	0%	0.0%	30	30	0%	0%	30	30	0%	0.0%
	Harbor Boulevard	Euclid Street	382,000	30	30	0%	0.0%	30	30	0%	0%	30	30	0%	0.0%

[1] Abreviations: I = Interstate; SR = State Route; Jct. = Junction; Rte. = Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; ADT= Average Daily Traffic; CST = Construction Period; MNT = Ma

[2] See Table 1 Existing Freeway Segment Capacity.

Table 9

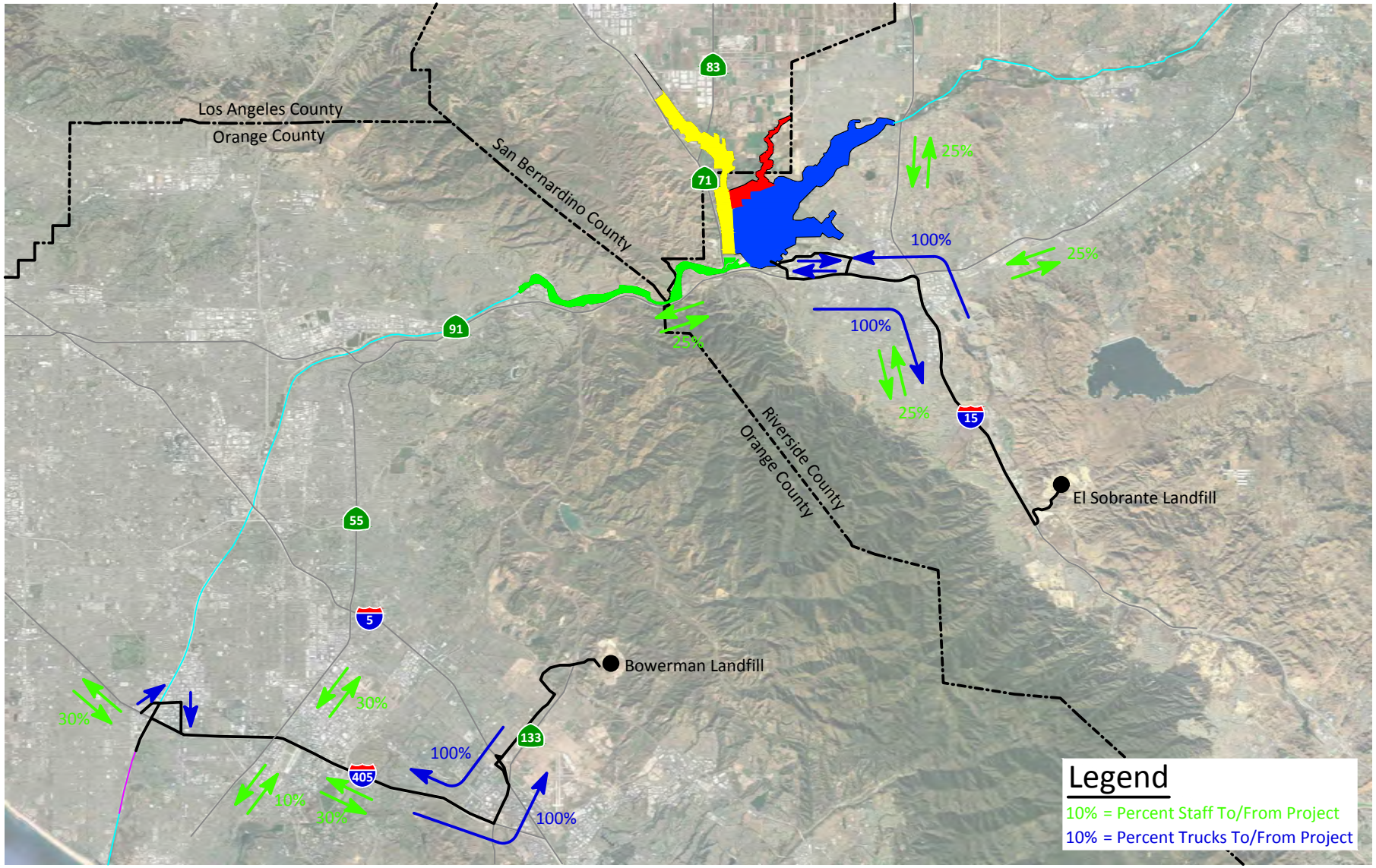
Project Roadway Segment Capacity Analysis

Roadway	Segment[1]		Existing	Alternative - 2				Alternative - 3				Alternative - 4			
				ADT	ADT	% ADT		ADT	ADT	% ADT		ADT	ADT	% ADT	
	From	To	Capacity[2]	CST	Mnt	CST	Mnt	CST	Mnt	CST	Mnt	CST[1]	Mnt[1]	CST	Mnt
La Palma Avenue	W of Yorba Linda Blvd	Yorba Linda Boulevard	37,500	168	27	0.4%	0.1%	71	24	0.2%	0.1%	132	27	0.4%	0.1%
	Yorba Linda Boulevard	E of Yorba Linda Blvd	37,500	168	27	0.4%	0.1%	71	24	0.2%	0.1%	132	27	0.4%	0.1%
	W of Gypsum Canyon Rd	Gypsum Canyon Rd	37,500	168	27	0.4%	0.1%	71	24	0.2%	0.1%	132	27	0.4%	0.1%
Gypsum Canyon Road	La Palma Avenue	SR-91 Freeway Ramps	25,000	168	27	0.7%	0.1%	71	24	0.3%	0.1%	132	27	0.5%	0.1%
River Road	Santa Ana River	Corydon Street	25,575	321	74	1.3%	0.3%	179	65	0.7%	0.3%	254	74	1.0%	0.3%
	Corydon Street	Second Street	34,100	321	74	0.9%	0.2%	179	65	0.5%	0.2%	254	74	0.7%	0.2%
	Second Street	Lincoln Avenue	34,100	321	74	0.9%	0.2%	179	65	0.5%	0.2%	254	74	0.7%	0.2%
Lincoln Avenue	River Road	Railroad Street	25,900	321	74	1.2%	0.3%	179	65	0.7%	0.3%	254	74	1.0%	0.3%
	Railroad Street	SR-91 Freeway Ramps	25,900	321	74	1.24%	0.29%	179	65	0.7%	0.3%	254	74	0.98%	0.29%
Auto Center Drive	North of Railroad St	Railroad Street	13,000	411	339	3.2%	2.6%	264	111	2.0%	0.9%	573	339	4.4%	2.6%
	Railroad Street	MetroLink	25,900	411	339	1.59%	1.31%	264	111	1.0%	0.4%	573	339	2.21%	1.31%
	MetroLink	Pomona Road	25,900	411	339	1.59%	1.31%	264	111	1.0%	0.4%	573	339	2.21%	1.31%
	Pomona Road	Warlow Road	25,900	411	339	1.59%	1.31%	264	111	1.0%	0.4%	573	339	2.21%	1.31%
	Warlow Road	SR-91 Freeway Ramps	25,900	411	339	1.59%	1.31%	264	111	1.0%	0.4%	573	339	2.21%	1.31%
Temescal Canyon Road	I-15 Freeway NB Ramps	Dawson Canyon Rd	18,500	751	529	4.1%	2.9%	526	280	2.8%	1.5%	751	529	4.1%	2.9%
Dawson Canyon Road	Temescal Canyon Rd	Rd	13,000	751	529	5.8%	4.1%	526	280	4.0%	2.2%	751	529	5.8%	4.1%
Pine Avenue	Pomona Rincon Road	El Prado Road	16,000	335	89	2.1%	0.6%	274	80	1.7%	0.5%	263	89	1.6%	0.6%
	El Prado Road	Euclid Avenue	16,000	335	89	2.1%	0.6%	274	80	1.7%	0.5%	263	89	1.6%	0.6%
	Euclid Avenue	East of Euclid Avenue	17,950	335	89	1.9%	0.5%	274	80	1.5%	0.4%	263	89	1.5%	0.5%
Euclid Avenue	Pine Avenue	Pomona Rincon Road	40,867	335	89	0.8%	0.2%	274	80	0.7%	0.2%	263	89	0.6%	0.2%
	Pomona Rincon Road	SR-71 Freeway Ramps	20,433	335	89	1.6%	0.4%	274	80	1.3%	0.4%	263	89	1.3%	0.4%
New Hope Street	I-405 Freeway Ramps	Talbert Avenue	37,500	15	15	0%	0.0%	15	15	0%	0%	15	15	0%	0.0%
Talbert Avenue	Newhope Street	Hyland Boulevard	56,250	15	15	0%	0.0%	15	15	0%	0%	15	15	0%	0.0%
MacArthur Boulevard	Hyland Boulevard	Harbor Boulevard	68,000	15	15	0%	0.0%	15	15	0%	0%	15	15	0%	0.0%
Harbor Boulevard	MacArthur Boulevard	Sunflower Avenue	68,000	15	15	0%	0.0%	15	15	0%	0%	15	15	0%	0.0%
	Sunflower Avenue	South Coast Drive	79,333	15	15	0%	0.0%	15	15	0%	0%	15	15	0%	0.0%
	South Coast Drive	I-405 Freeway Ramps	90,667	15	15	0%	0.0%	15	15	0%	0%	15	15	0%	0.0%
Sand Canyon Avenue	Trabuco Road	Irvine Boulevard	54,000	15	15	0%	0.0%	15	15	0%	0%	15	15	0%	0.0%
	Irvine Boulevard	Portola Avenue	36,000	15	15	0%	0.0%	15	15	0%	0%	15	15	0%	0.0%
Portola Avenue	Sand Canyon Avenue	Bee Canyon Access Rd	32,000	15	15	0%	0.0%	15	15	0%	0%	15	15	0%	0.0%
Bee Canyon Access Rd	Portola Avenue	North of Portola Ave	15,600	15	15	0%	0.1%	15	15	0%	0%	15	15	0%	0.1%

[1] Abreviations: I = Interstate; SR = State Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; Dr = Drive; St = Street; ADT= Average Daily Traffic; CST = Construction Period; MNT = Maintenance Period.

[2] See Table 1 Existing Roadway Segment Capacity

Figure 8
Project Trip Distribution - Freeways

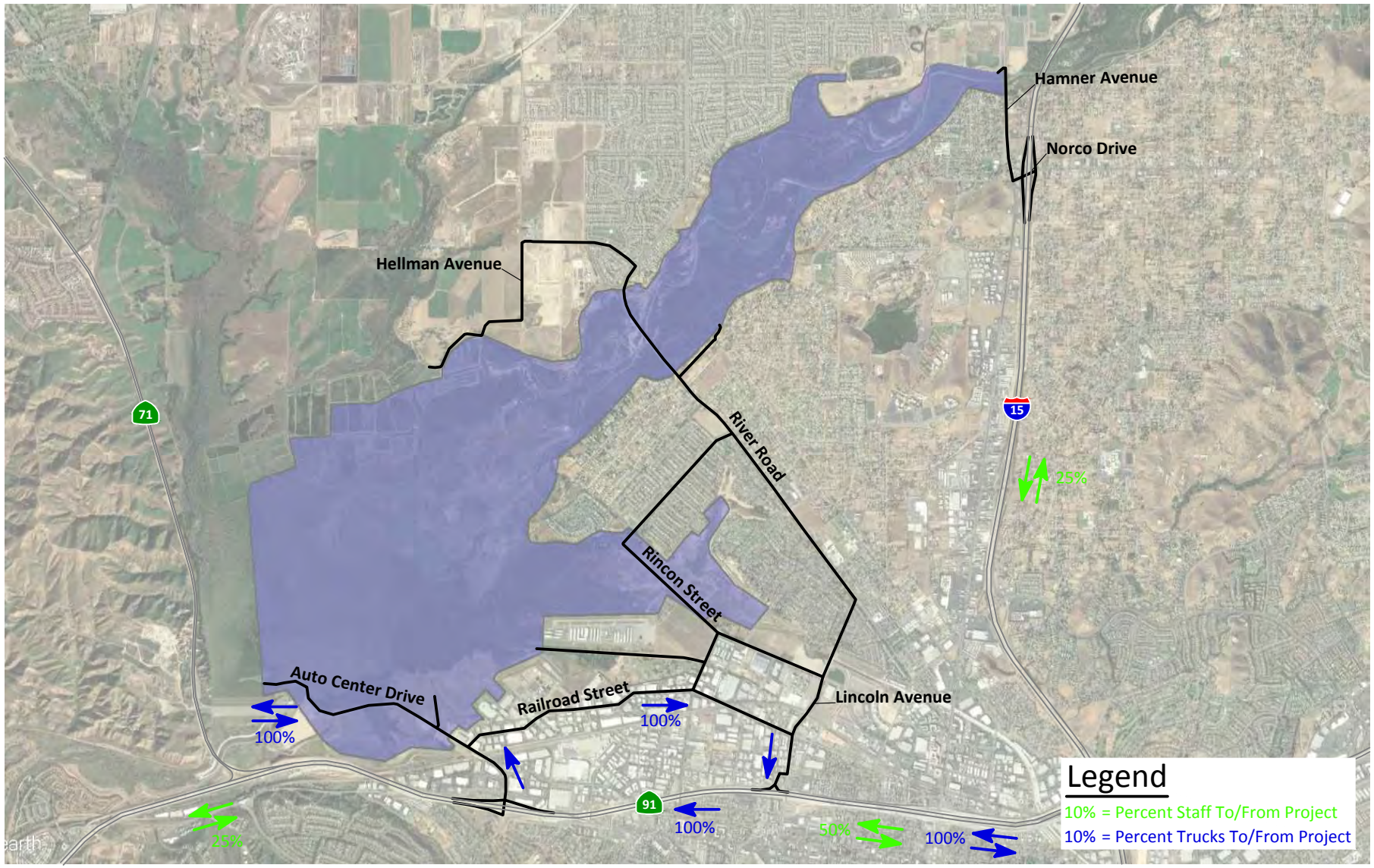


KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912a

Figure 9
Project Trip Distribution
Upstream SAR Focal Area



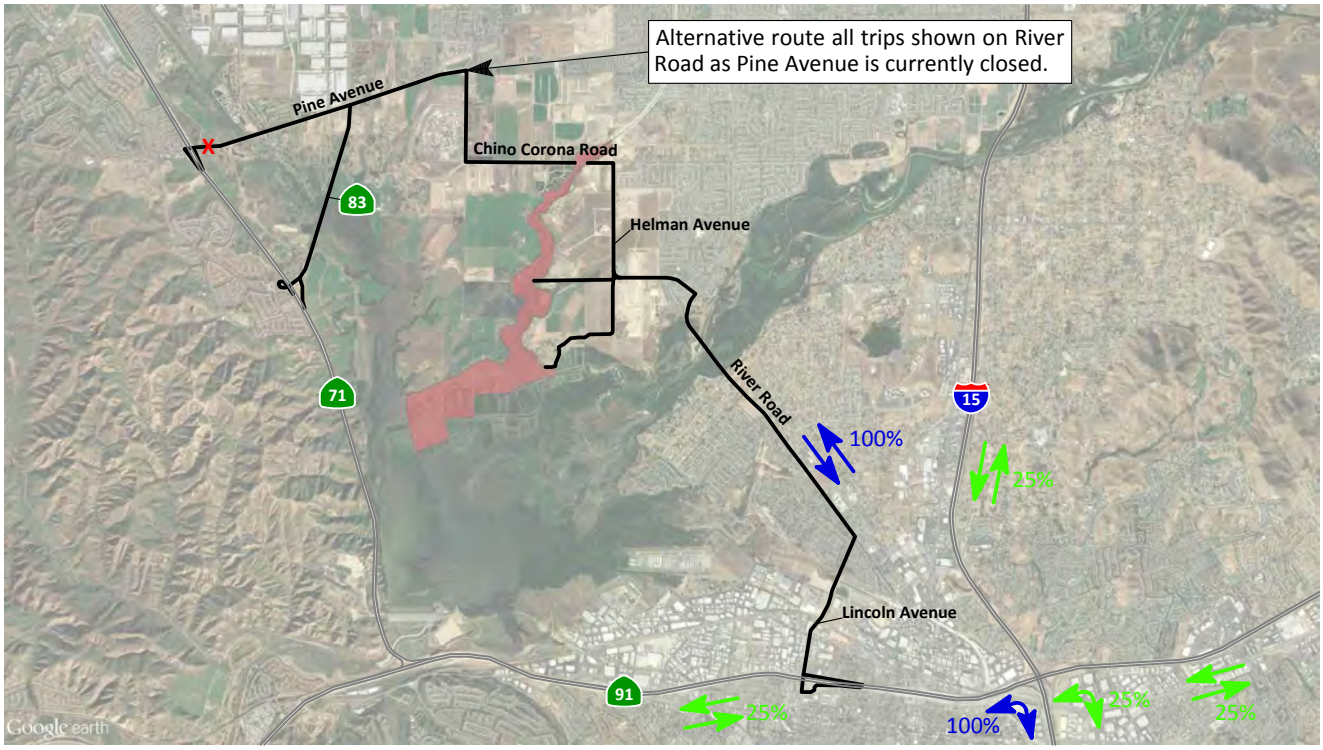
KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912a

Figure 10
Project Trip Distribution

Mill Creek Focal Area



Chino Creek Focal Area

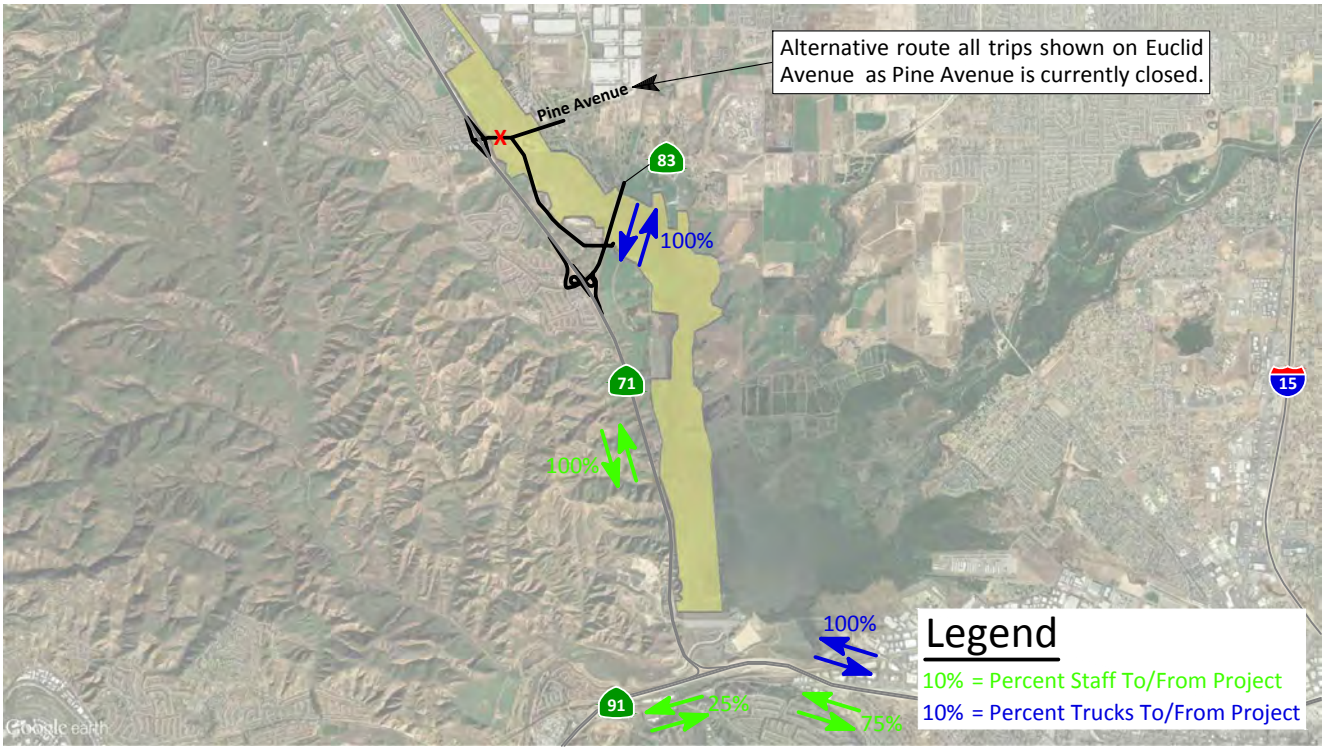
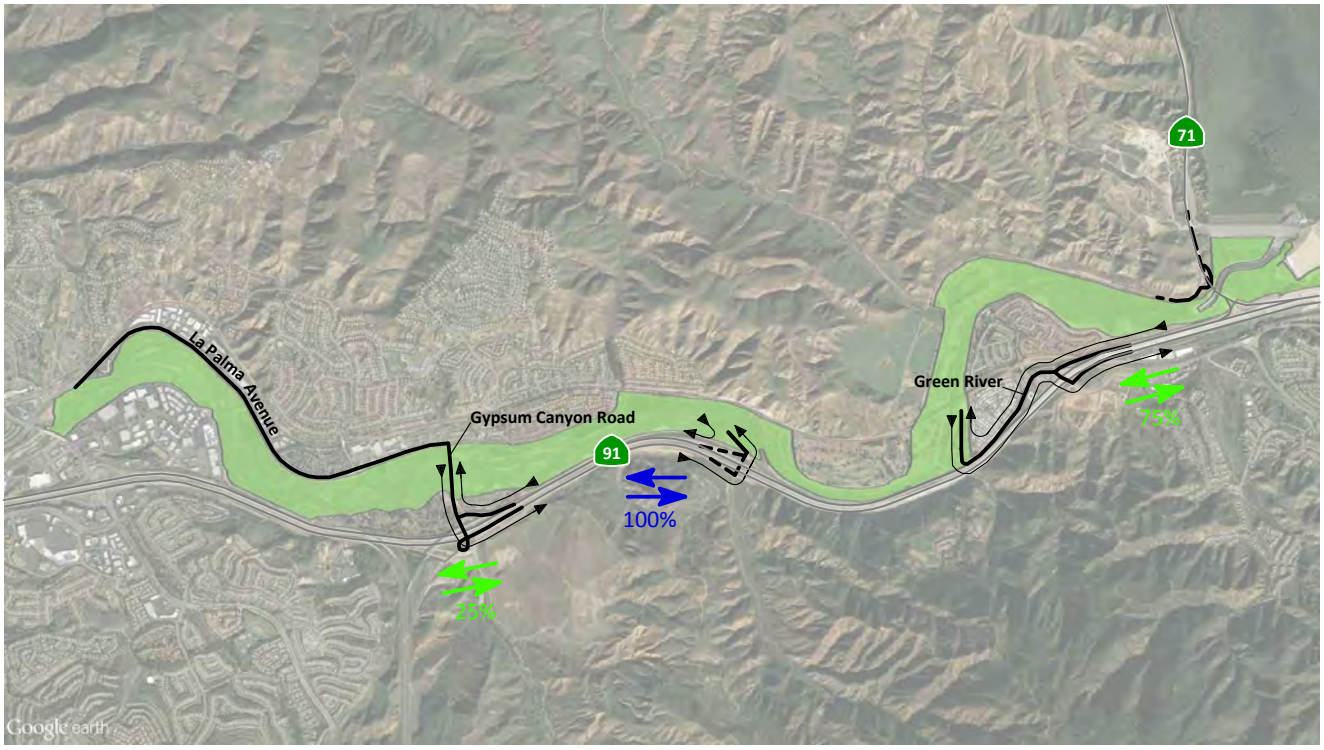


Figure 11
Project Trip Distribution

Downstream SAR Focal Area



SAR Lower Reach Focal Area

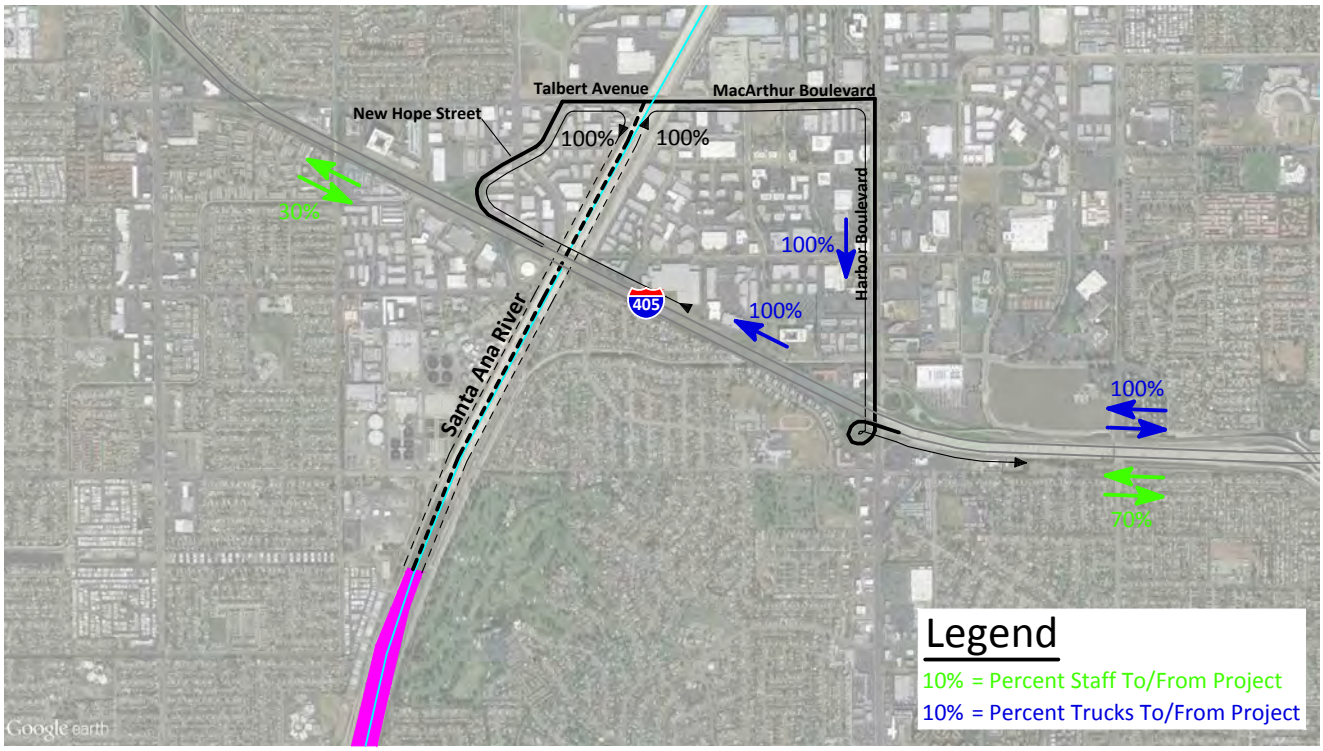


Figure 12
Project Trip Distribution

El Sobrante Landfill

Bowerman Landfill

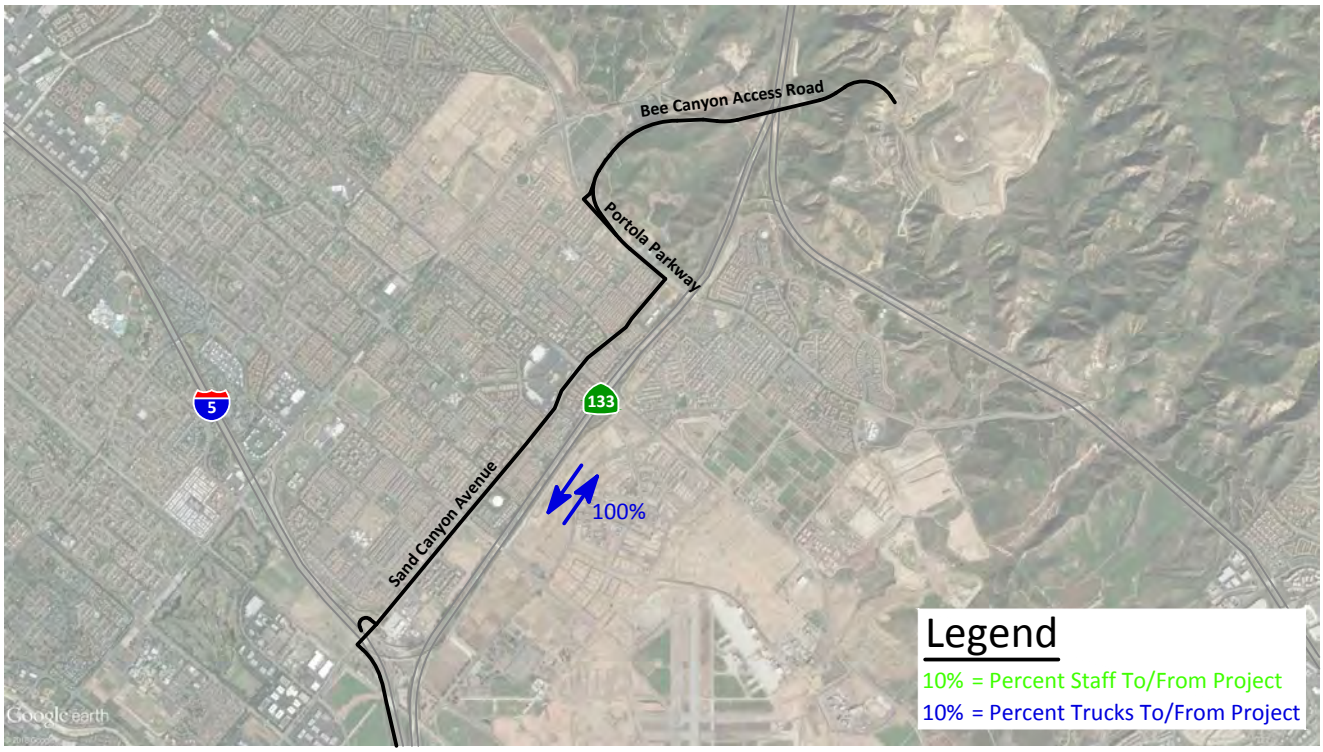
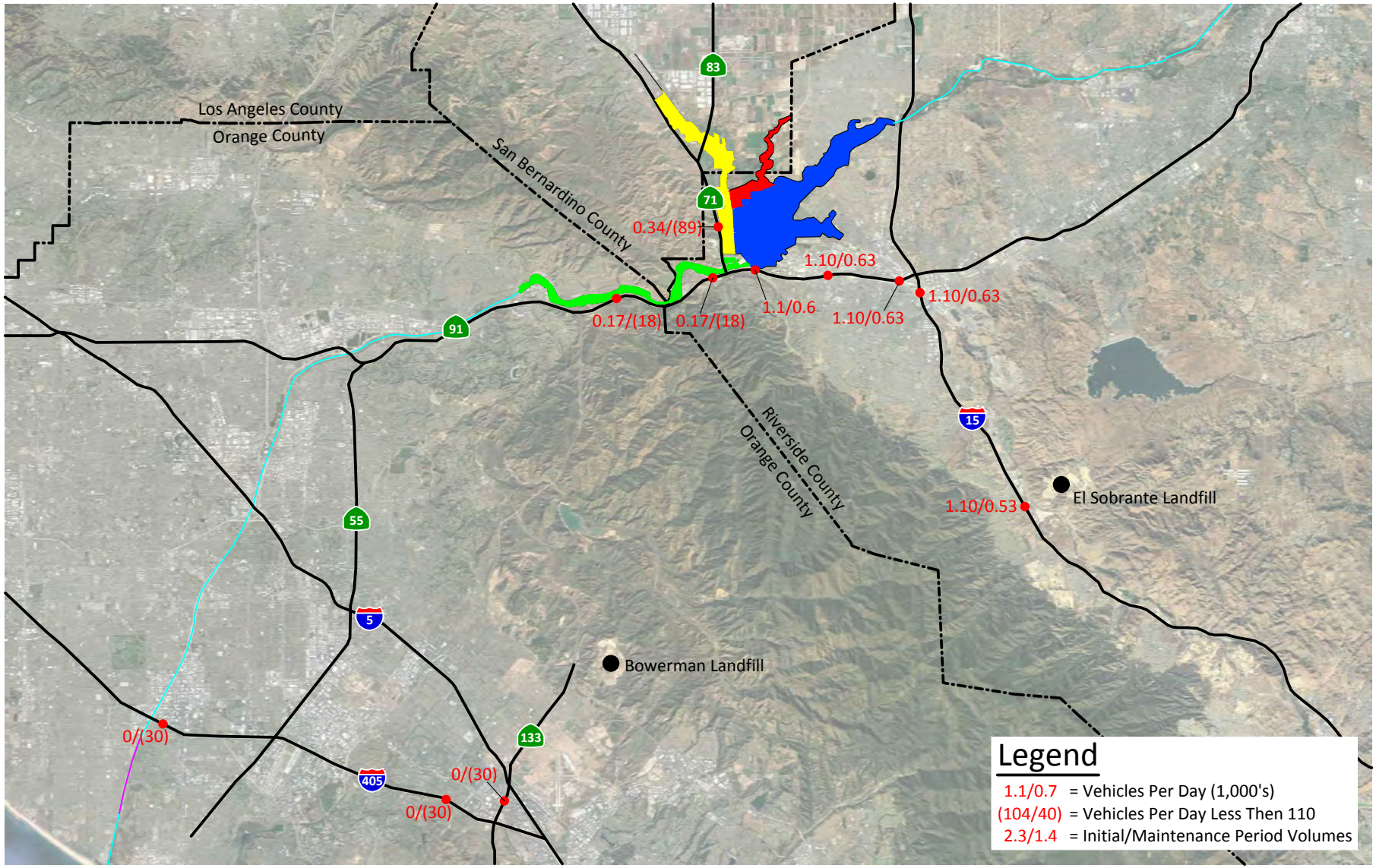


Figure 13
Project Average Daily Traffic Volumes - Freeways

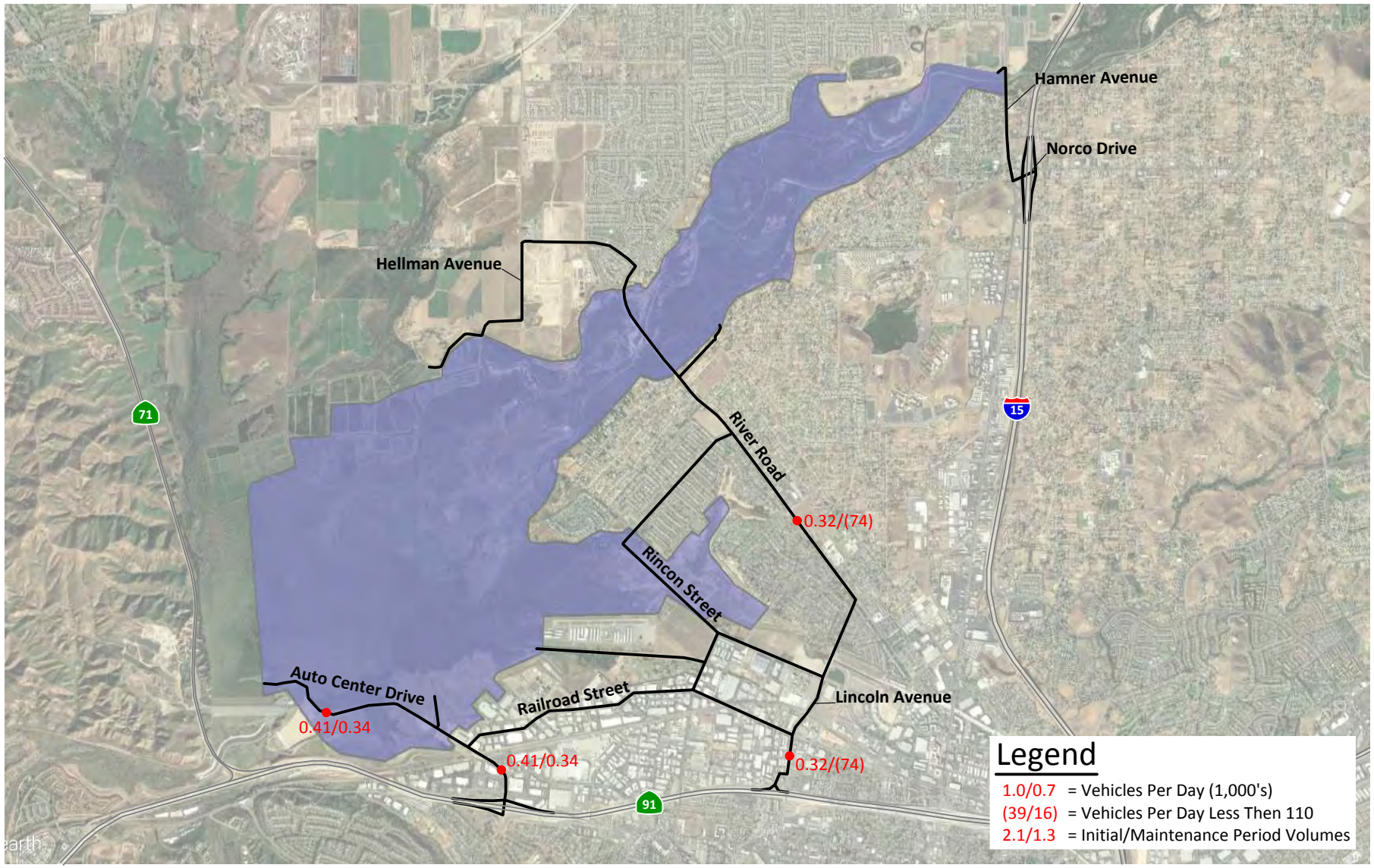


KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912a

Figure 14
Project Average Daily Traffic Volumes
Upstream SAR Focal Area



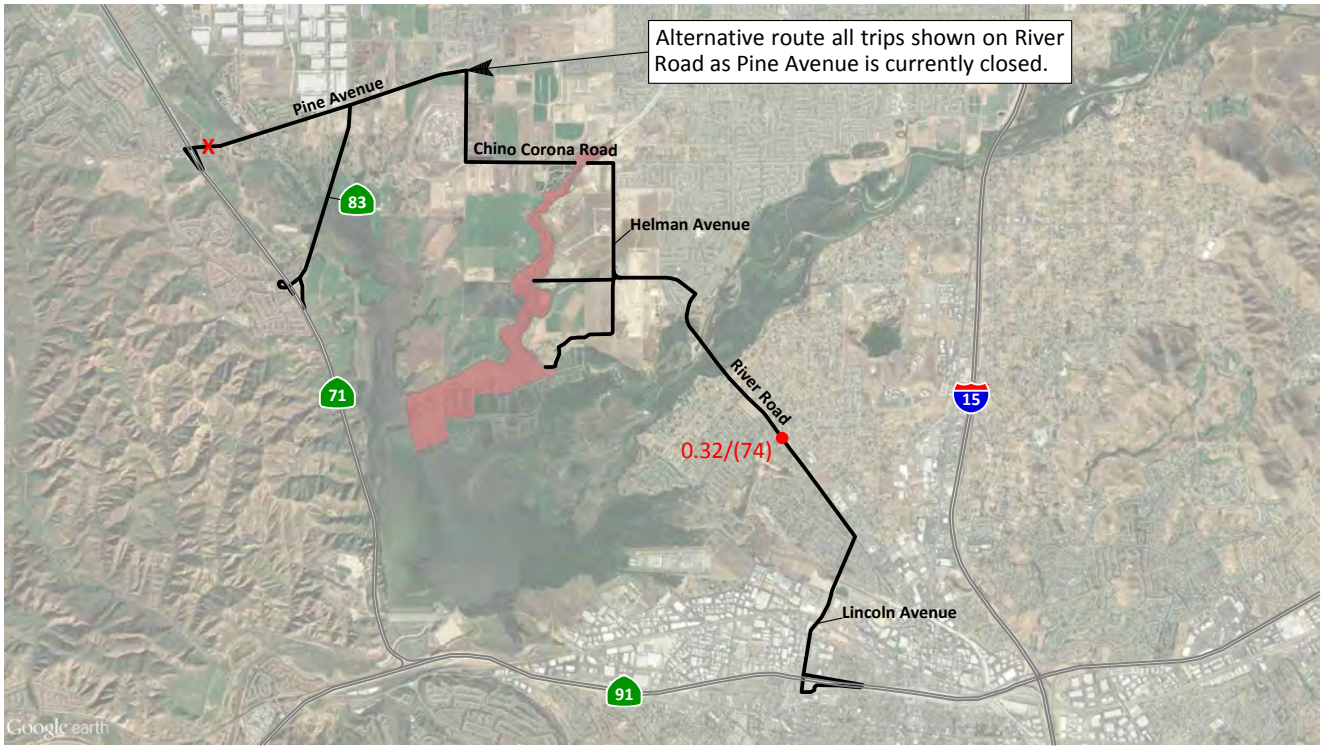
KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912a

Figure 15
Project Average Daily Traffic Volumes

Mill Creek Focal Area



Chino Creek Focal Area

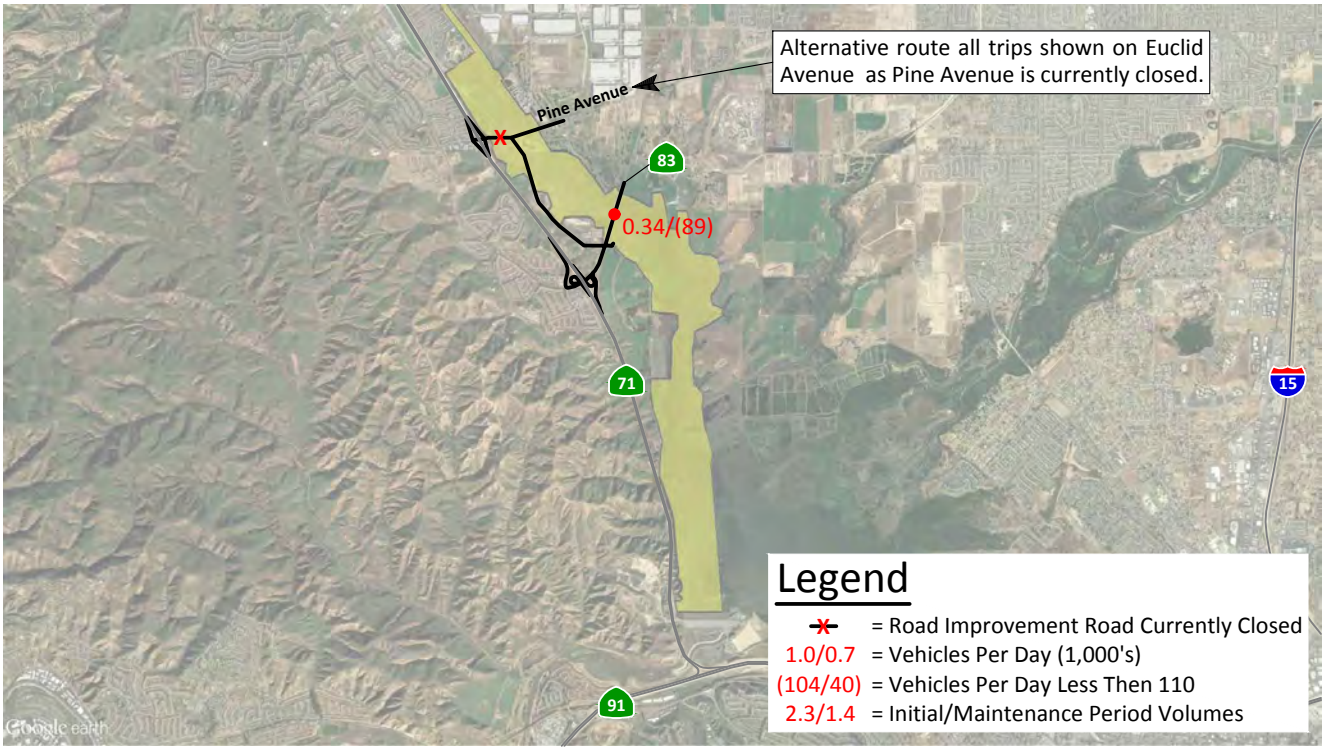
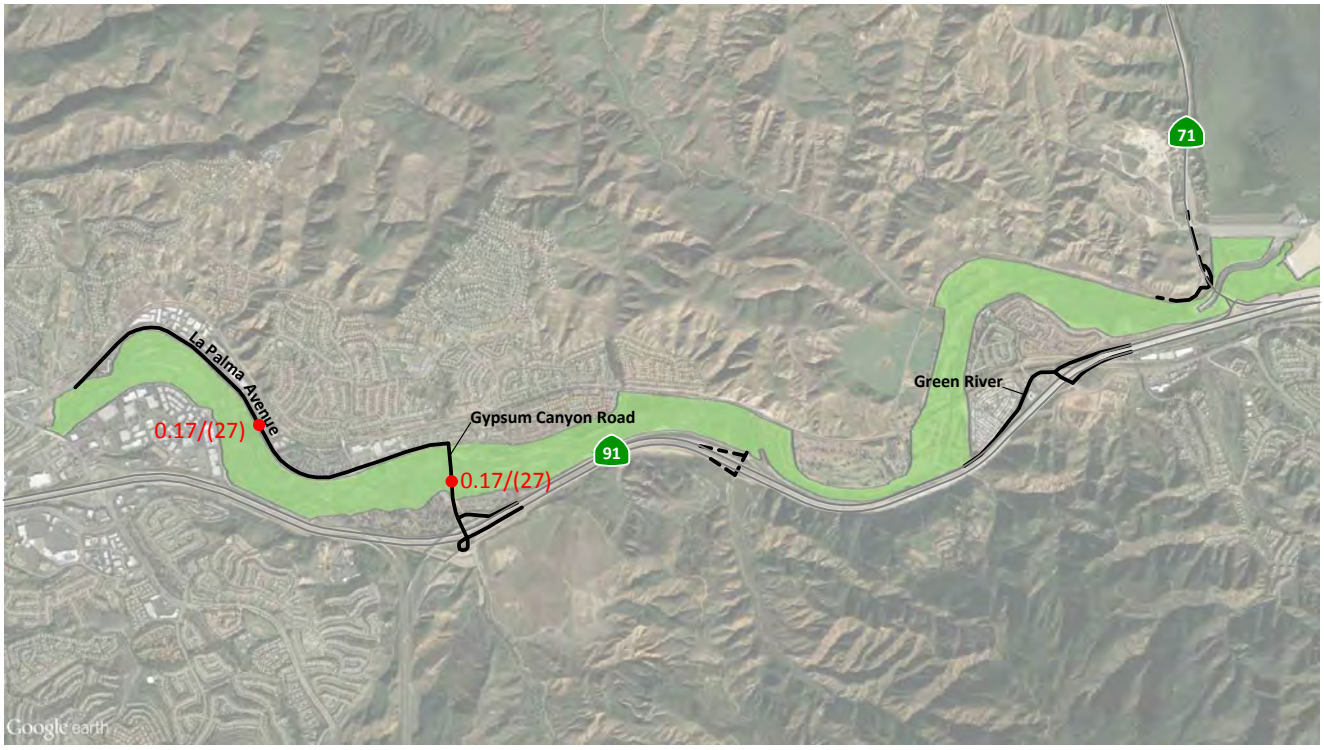


Figure 16
Project Average Daily Traffic Volumes

Downstream SAR Focal Areas



SAR Lower Reach Focal Area

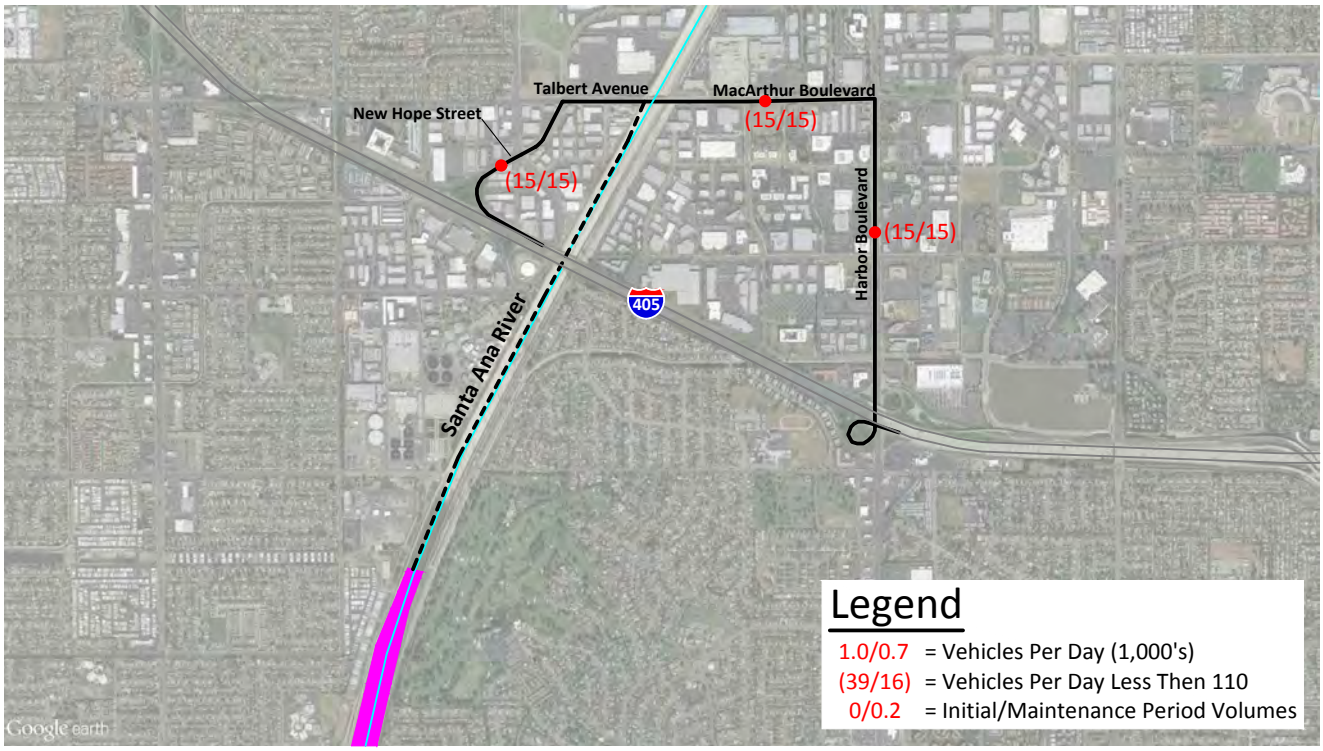
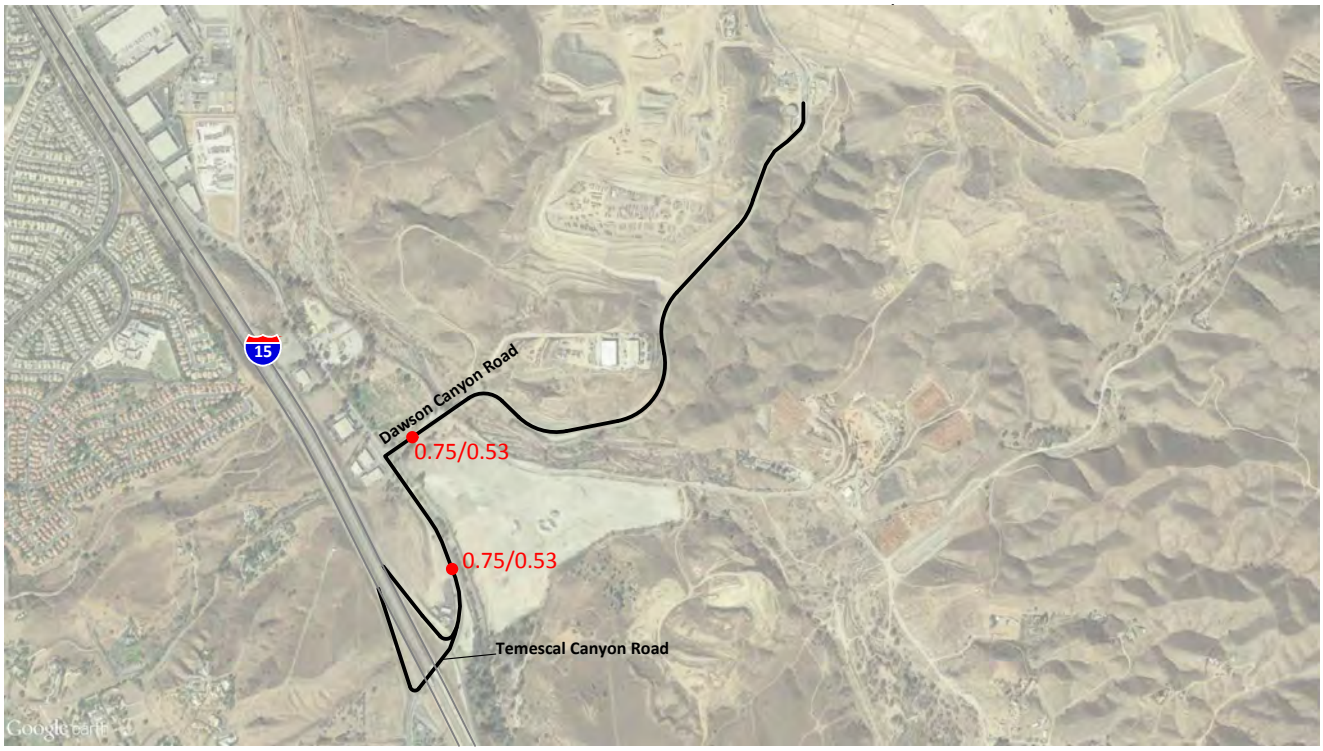


Figure 17
Project Average Daily Traffic Volumes

El Sobrante Landfill



Bowerman Landfill

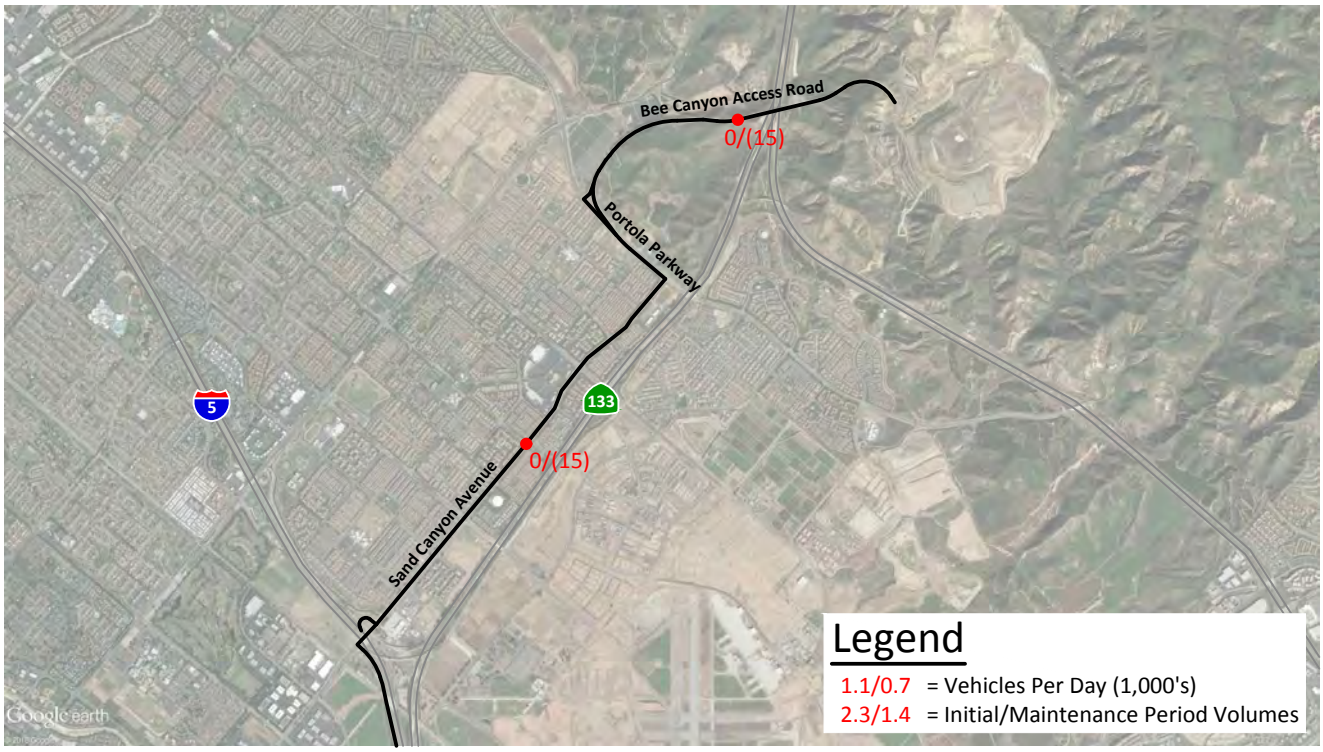
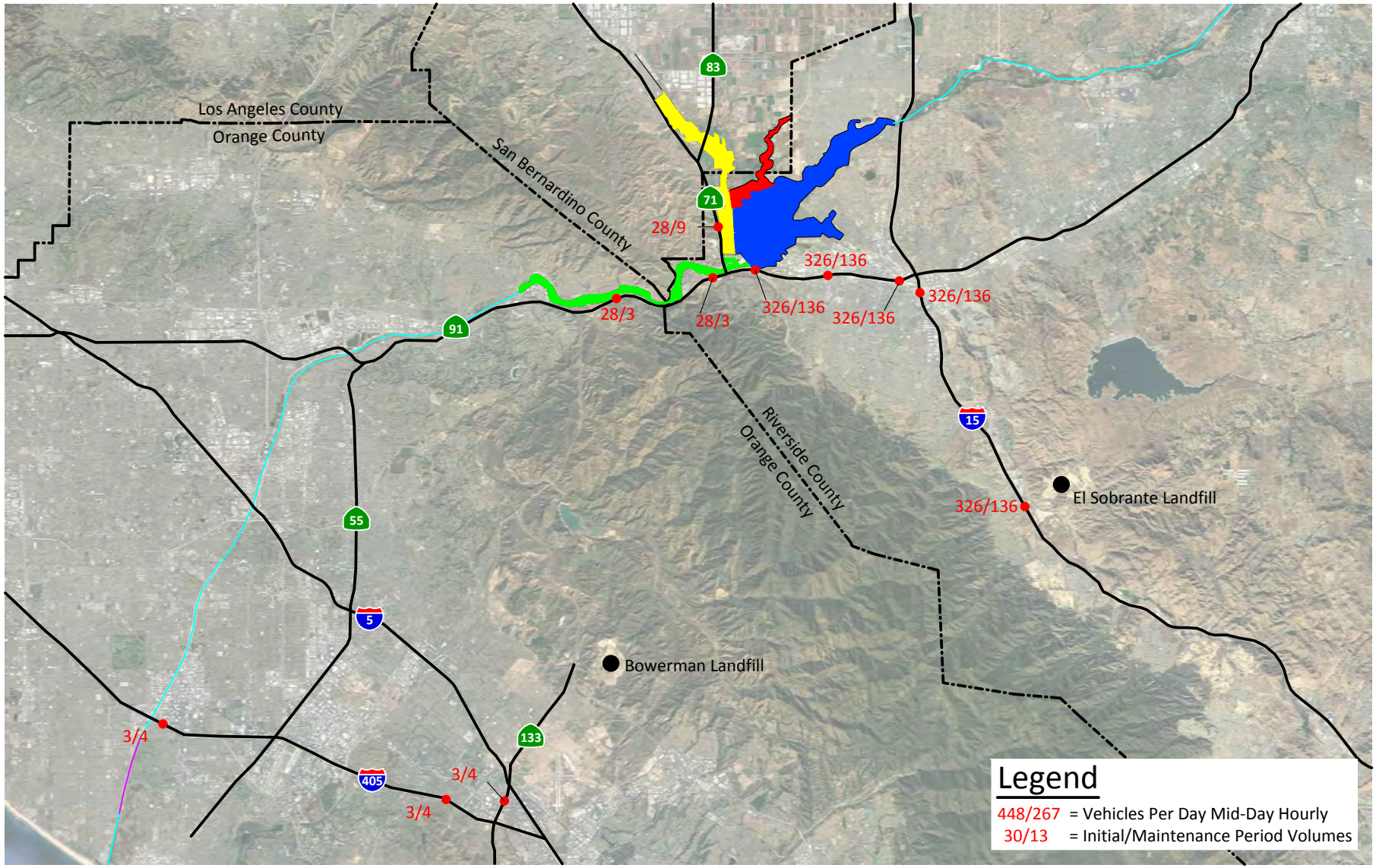


Figure 18
Project Mid-Day Hourly Volume - Freeways

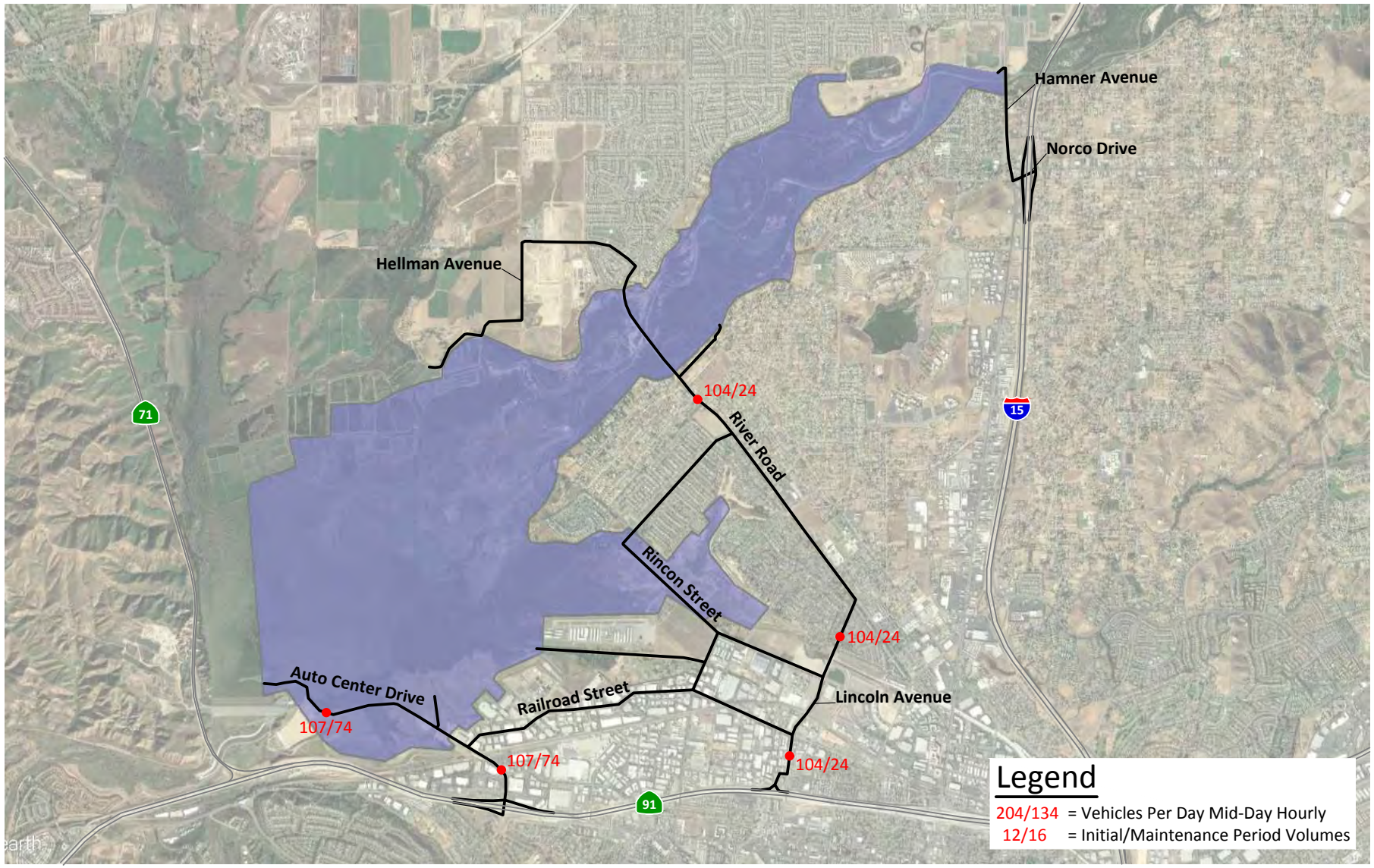


KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912a

Figure 19
Project Mid-Day Hourly Volume
Upstream SAR Focal Area



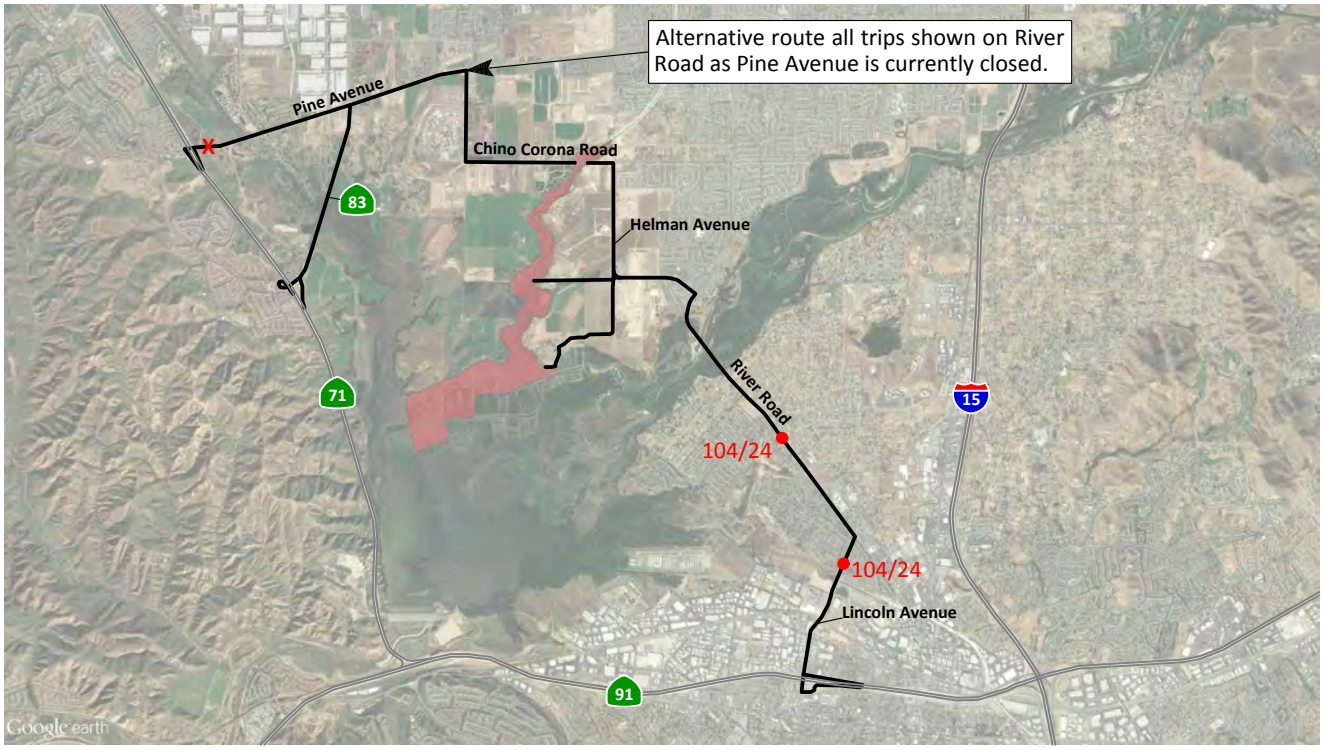
KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912a

Figure 20
Project Mid-Day Hourly Volume

Mill Creek Focal Area



Chino Creek Focal Area

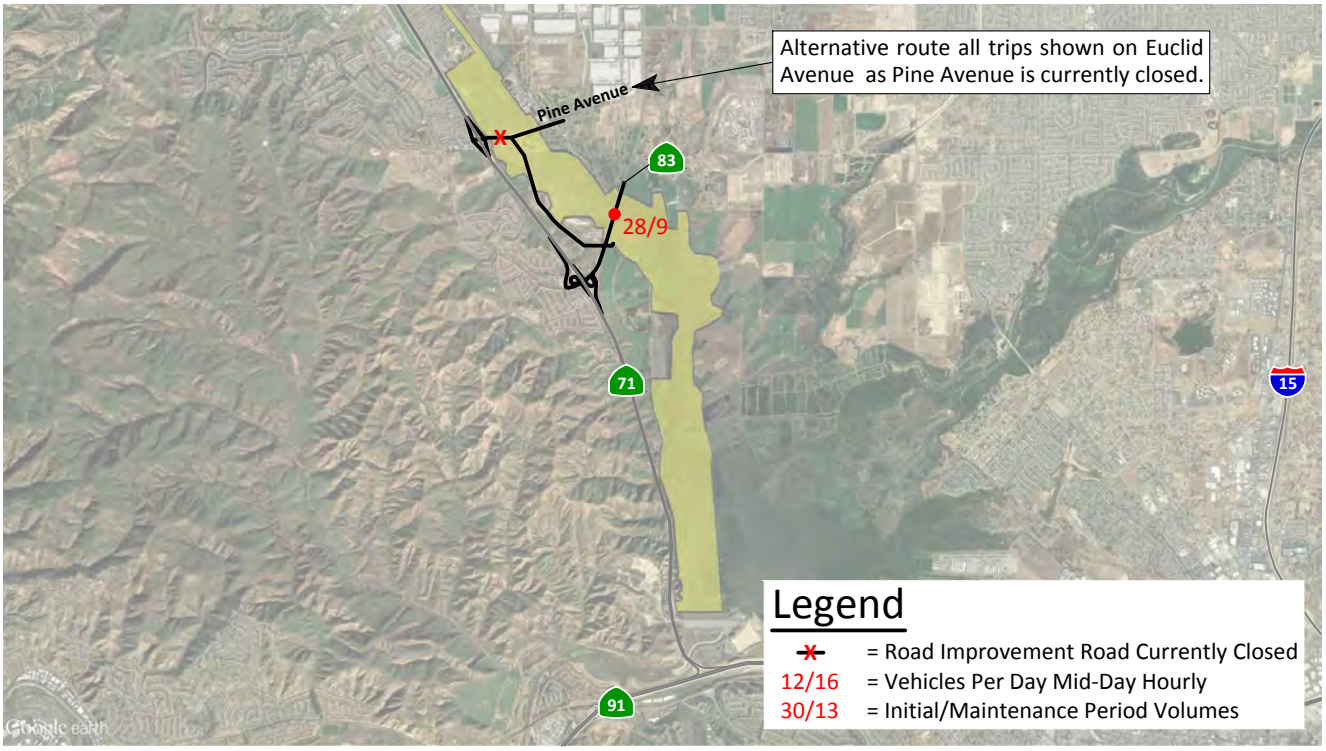
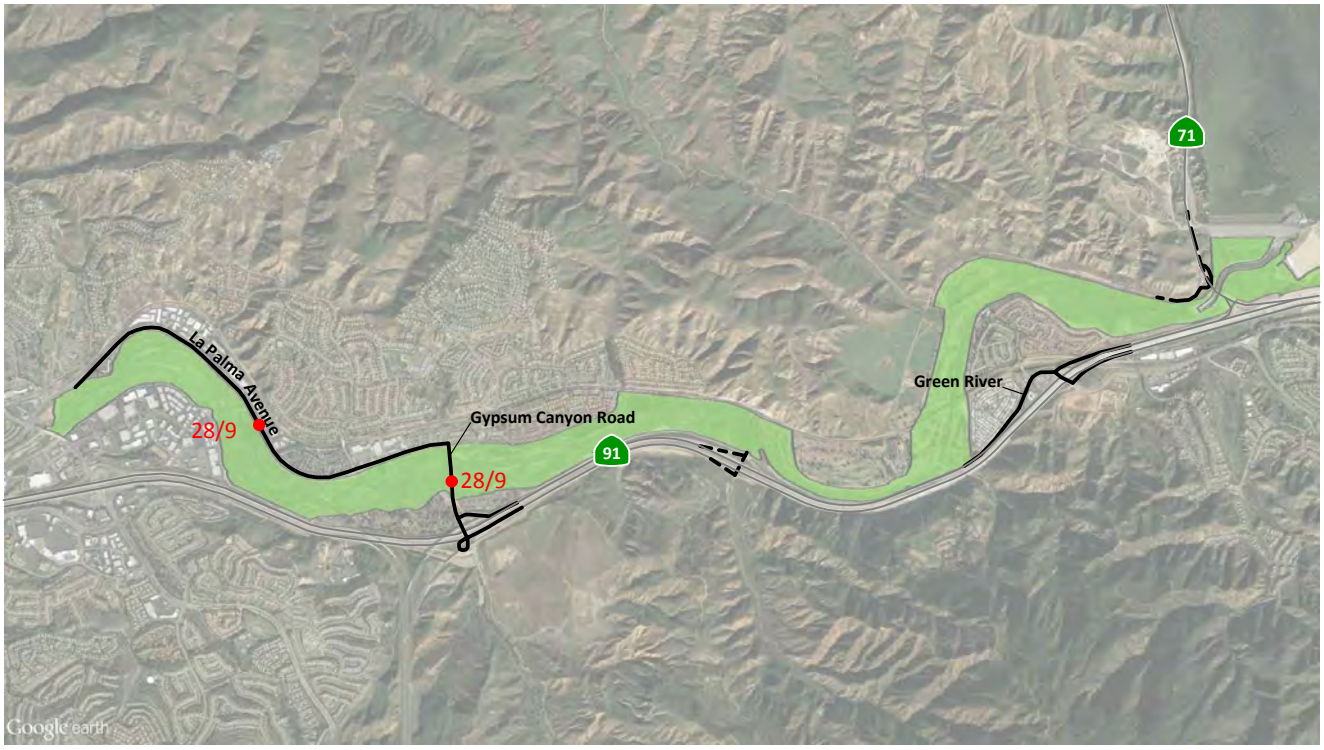


Figure 21
Project Mid-Day Hourly Volume

Downstream SAR Focal Area



SAR Lower Reach Focal Area

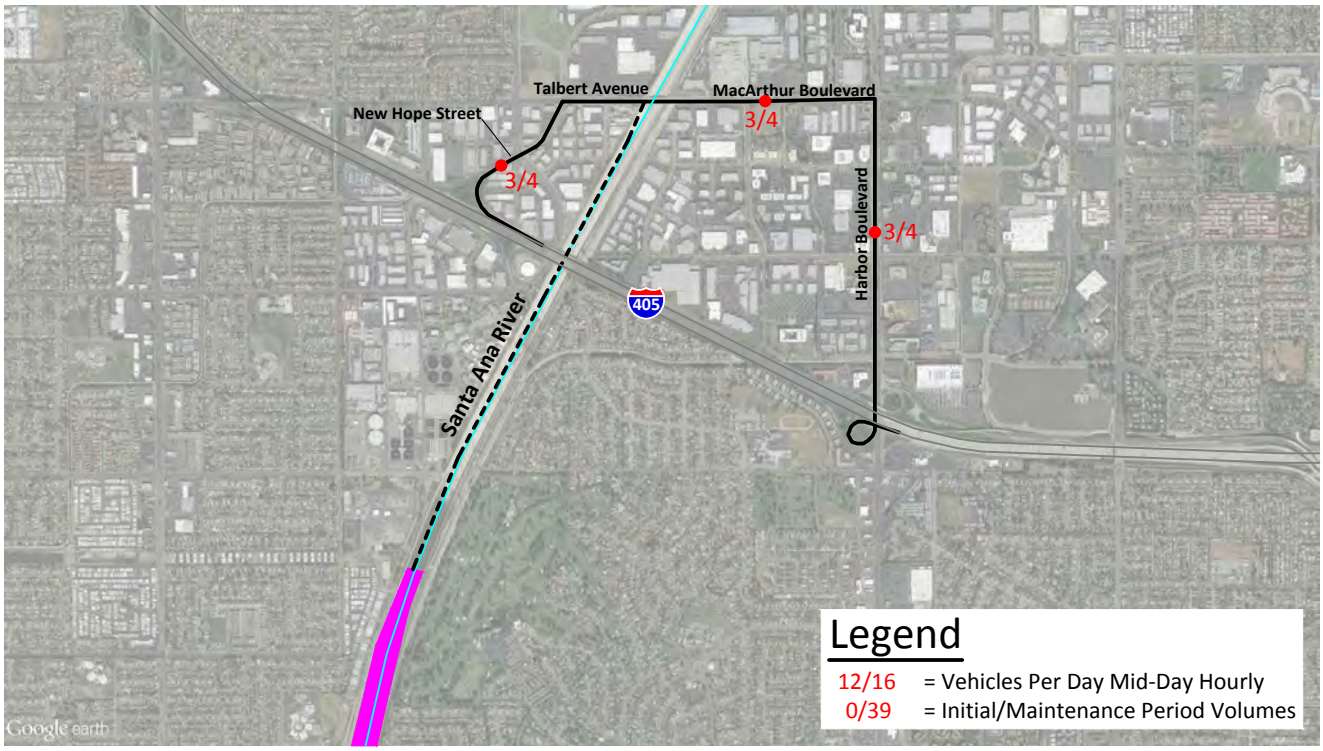
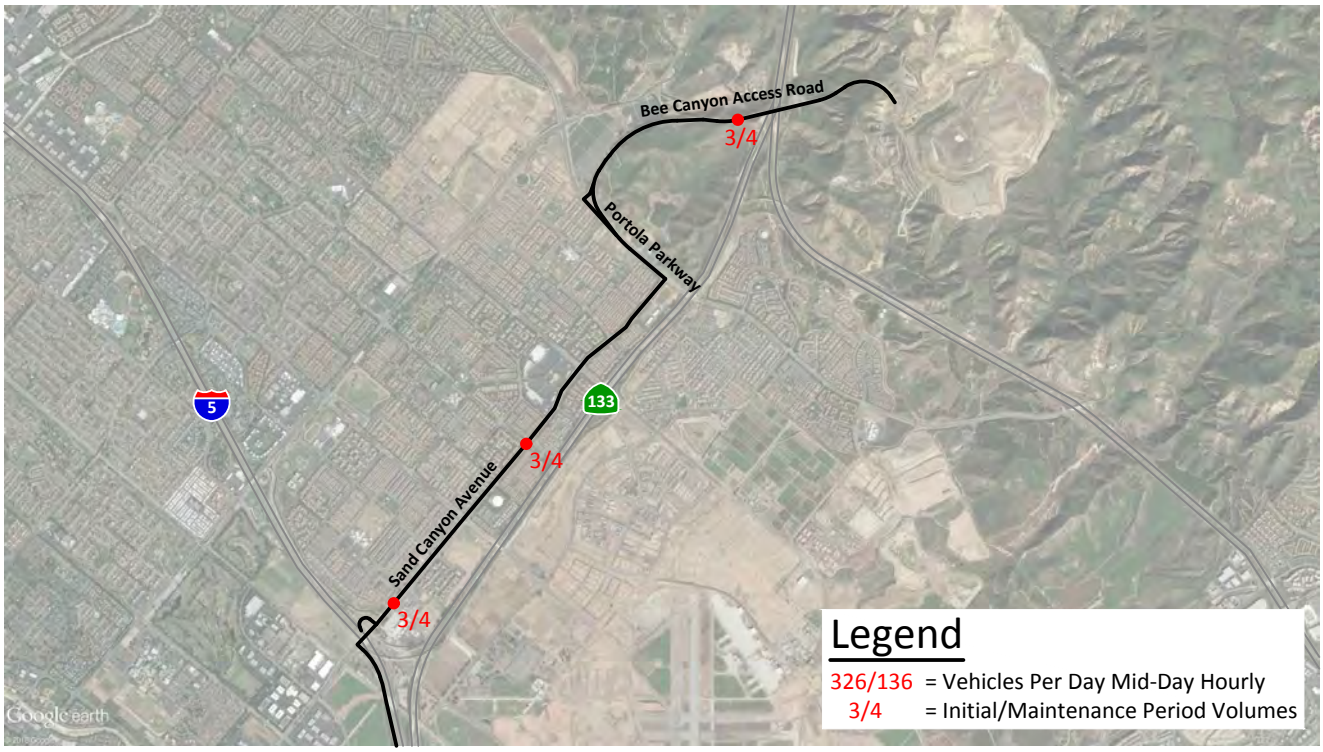


Figure 22
Project Mid-Day Hourly Volume

El Sobrante Landfill

Bowerman Landfill



VII. TRAFFIC ANALYSIS

To assess future traffic conditions, existing traffic volumes are combined with ambient growth, and project trips. For Existing Plus Project traffic conditions, existing traffic volumes are combined with construction year one project trips. Because the project trips vary during the construction period and to provide a conservative analysis of the alternatives, the years with the maximum construction trips are analyzed for the construction period (Years 1 to 5). The maximum construction trip values occur during years 2 and 3 (see Table 7). These years, Construction Year 2-2022 and Construction Year 3-2023, have been analyzed along with the first and the ultimate year of the maintenance period, Maintenance Year 6-2026 and Maintenance Year 50-2071.

A. Method of Projection

1. Background Traffic

To assess background traffic conditions, existing traffic volumes are combined with ambient growth.

2. Ambient Growth

To account for ambient growth on roadways, traffic volumes have been calculated based on a "conservative" 2.0 percent annual growth rate of existing traffic volumes for construction year 2 – 2022, construction year 3- 2023, and maintenance year 6 – 2026. 2026 reflects 4 years of growth, 2023 reflects 5 years of growth and 2026 reflects 9 years of growth. For the ultimate year of the project maintenance year 50-2071, the growth of the area is reduced to 0.5 percent annual growth rate to reflect the future buildout.

B. Roadway Segment Analysis and Average Daily Traffic Volumes

The technique used to assess the capacity needs of a roadway segment is called Volume to Capacity Ratio. The volume of traffic using the roadway segment is compared with the capacity of the roadway segment. For Existing Plus Ambient Growth traffic conditions, existing traffic volumes are combined with ambient growth. The Future Without Project volume to capacity ratios have been calculated for Construction Period (Years 2 and 3) and Maintenance Period (Years 6 and 50) are shown in Tables 10 to 13. The Future With Project volume to capacity ratios have been calculated for Existing With Project, Construction Period (Years 2 and 3), and Maintenance Period (Years 6 and 50) are shown in Tables 14 to 17 for Alternative 2, Tables 18 to 21 for Alternative 3, and Tables 22 to 25 for Alternative 4.

Tables 26 to 31 show a summarized comparison of "Without Project" and "With Project" traffic conditions by analysis year (Existing Plus Project-2021, Construction Year 2-2022, Construction Year 3-2023, Maintenance Year 6-2026, and Maintenance Year 50-2071) for the freeway and roadway segments of each of the Alternatives.

1. Existing With Project

For Alternative 2, the study roadway segments are projected to operate at acceptable Levels of Service for Existing With Project traffic conditions, except for the study roadway segments listed for the Existing Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

For Alternative 3, the study roadway segments are projected to operate at acceptable Levels of Service for Existing With Project (2021) traffic conditions, except for the study roadway segments listed for the Existing Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

For Alternative 4, the study roadway segments are projected to operate at acceptable Levels of Service for Existing With Project (2021) traffic conditions, except for the study roadway segments listed for the Existing Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

2. Construction Year 2 - 2022

Without Project

The study roadway segments are projected to operate at acceptable Levels of Service for Year 2022 Without Project traffic conditions, except for the following study roadway segments that are projected to be at or near capacity:

Freeway Segments

- I-15 Freeway from Temescal Canyon Road to Ontario Avenue
- SR-91 Freeway from I-15 Freeway to Main Street
- SR-91 Freeway Ramps Junction to SR-71 Freeway Ramps

Roadway Segments

- River Road from SAR to east of Corydon Street
- Lincoln Avenue from River Road to Railroad Street
- Pine Avenue from Euclid Avenue to east of Euclid Avenue
- Euclid Avenue from Pomona-Rincon Road to SR-71 Freeway

It should be noted that the following study roadway segments are scheduled for improvements to be completed by the end of 2021. One lane in each direction is anticipated for the Pine Avenue roadway reconstruction and connection to SR-71 Freeway. I-405 Freeway from SR-133 Freeway to Euclid Avenue will have one additional general use lane in each direction added and the number of express high occupancy or toll lanes will be 2 lanes in each direction.

With Project

For Alternative 2, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2022 With Project traffic conditions, except for the study roadway segments listed for the Year 2022 Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

For Alternative 3, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2022 With Project traffic conditions, except for the study roadway segments listed for the Year 2022 Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

For Alternative 4, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2022 With Project traffic conditions, except for the study roadway segments listed for the Year 2022 Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

3. Construction Year 3 - 2023

Without Project

The study roadway segments are projected to operate at acceptable Levels of Service for Year 2023 Without Project traffic conditions, except for the following study roadway segments that are projected to be at or near capacity:

Freeway Segments

- SR-91 Freeway from I-15 Freeway to Main Street
- SR-91 Freeway SR-71 Freeway to Green River Drive
- SR-91 Freeway Ramps Junction to SR-71 Freeway Ramps

Roadway Segments

- River Road from SAR to east of Corydon Street
- Lincoln Avenue from River Road to Railroad Street
- Pine Avenue from Euclid Avenue to east of Euclid Avenue
- Euclid Avenue from Pomona-Rincon Road to SR-71 Freeway

It should be noted that the following study roadway segments are scheduled for improvements to be completed by the end of 2022. The I-15 Freeway from Temescal Canyon Road to SR-91 Freeway will have two express high occupancy or toll lanes added in each direction. The I-15 Freeway interchange at Cajalco Road project will add one auxiliary lane each direction to the north.

With Project

For Alternative 2, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2023 With Project traffic conditions, except for the study roadway segments listed for the Year 2023 Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

For Alternative 3, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2023 With Project traffic conditions, except for the study roadway segments listed for the Year 2023 Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

For Alternative 4, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2023 With Project traffic conditions, except for the study roadway segments listed for the Year 2023 Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

4. Maintenance Year 6 - 2026

Without Project

The study roadway segments are projected to operate at acceptable Levels of Service for Year 2026 Without Project traffic conditions, except for the following study roadway segments that are projected to be at or near capacity:

Freeway Segments

- SR-91 Freeway from I-15 Freeway to Main Street
- SR-91 Freeway Lincoln Avenue to Maple Street
- SR-91 Freeway SR-71 Freeway Junction to Gypsum Road
- SR-71 Freeway from SR-91 Junction to Pine Avenue
- I-405 Freeway from Harbor Boulevard to Euclid Street

Roadway Segments

- River Road from SAR to east of Corydon Street
- Lincoln Avenue from River Road to Railroad Street
- Pine Avenue from Euclid Avenue to east of Euclid Avenue
- Euclid Avenue from Pomona-Rincon Road to SR-71 Freeway

With Project

For Alternative 2, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2026 With Project traffic conditions, except for the study roadway segments listed for the Year 2026 Without Project traffic conditions that are

projected to be at or near capacity. Three additional study roadway segments are projected to be at or near capacity with the project trip contributions:

Freeway Segments
- I-15 Freeway from Weirick Road to Cajalco Road
- SR-91 Freeway Maple Street to Serfas Club Drive

Roadway Segments
- River Road from SAR to east of Corydon Street

However the project trip contribution is not significant as the project trip contribution does not occur during the morning or evening peak hours and the daily trip contribution is 0.30% to 0.60%.

For Alternative 3, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2026 With Project traffic conditions, except for the study roadway segments listed for the Year 2026 Without Project traffic conditions that are projected to be at or near capacity. Three additional study roadway segments are projected to be at or near capacity with the project trip contributions:

Freeway Segments
- I-15 Freeway from Weirick Road to Cajalco Road
- SR-91 Freeway Maple Street to Serfas Club Drive

Roadway Segments
- River Road from SAR to east of Corydon Street

However the project trip contribution is not significant as the project trip contribution does not occur during the morning or evening peak hours and the daily trip contribution is 0.20% to 0.30%.

For Alternative 4, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2026 With Project traffic conditions, except for the study roadway segments listed for the Year 2026 Without Project traffic conditions that are projected to be at or near capacity. Three additional study roadway segments are projected to be at or near capacity with the project trip contributions:

Freeway Segments
- I-15 Freeway from Weirick Road to Cajalco Road
- SR-91 Freeway Maple Street to Serfas Club Drive

Roadway Segments
- River Road from SAR to east of Corydon Street

However the project trip contribution is not significant as the project trip contribution does not occur during the morning or evening peak hours and the daily trip contribution is 0.30% to 0.60%.

5. Maintenance Year 50 - 2071

Without Project

The study roadway segments are projected to operate at acceptable Levels of Service for Year 2071 Without Project traffic conditions, except for the following study roadway segments that projected to be are at or near capacity:

Freeway Segments

- SR-91 Freeway from I-15 Freeway to Gypsum Road
- I-405 Freeway from SR-73 Boulevard to Euclid Street

Roadway Segments

- Lincoln Avenue from River Road to Railroad Street
- Pine Avenue from Euclid Avenue to east of Euclid Avenue

It should be noted that the following study roadway segments are scheduled for improvements to be completed by 2035. The SR-17 Freeway from SR-91 Freeway to Pine Avenue will have one general use lane added in each direction. Local roadways have been review at the classification number of lanes and capacity.

With Project

For Alternative 2, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2071 With Project traffic conditions, except for the study roadway segments listed for the Year 2071 Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

For Alternative 3, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2071 With Project traffic conditions, except for the study roadway segments listed for the Year 2071 Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

For Alternative 4, the study roadway segments are projected to operate at acceptable Levels of Service for Year 2071 With Project traffic conditions, except for the study roadway segments listed for the Year 2071 Without Project traffic conditions that are projected to be at or near capacity. No additional study roadway segments are projected to be at or near capacity with the project trip contributions.

C. Project Significant Impact Evaluation

The project impact is considered significant if the project contributes 50 or more morning or evening peak hour trips to a local roadway intersection or 100 or more morning or evening trips to the regional freeway system.

- The project site does not contribute 50 or more morning or evening peak hour trips to local roadway intersections.
  - The project site does not contribute 50 or more morning or evening peak hour trips to an intersection which operates at Level of Service A to D prior to the project trip contribution then worsens to operate at Level of Service E or F after the project trip contribution.
  - The project site does not contribute 50 or more morning or evening peak hour trips to an intersection which operates at Level of Service D prior to the project trip contribution then worsens the volume to capacity ratio by greater than 0.02 (2%).
  - The project site does not contribute 50 or more morning or evening peak hour trips to an intersection operates at Level of Service E or F prior to the project trip contribution then worsens the volume to capacity ratio by greater than 0.01 (1%).

- The project site does not contribute 100 or more morning or evening peak hour trips to freeway segments.
  - The project site does not contribute 100 or more morning or evening peak hour trips to a freeway segment which operates at Level of Service A to D prior to the project trip contribution then worsens to operate at Level of Service E or F after the project trip contribution.
  - The project site does not contribute 100 or more morning or evening peak hour trips to a freeway segment which operates at Level of Service D prior to the project trip contribution then worsens the volume to capacity ratio by greater than 0.02 (2%).
  - The project site does not contribute 100 or more morning or evening peak hour trips to a freeway segment operates at Level of Service E or F prior to the project trip contribution then worsens the volume to capacity ratio by greater than 0.01(1%).

Table 10

Construction Period (Years 2 and 3) Without Project Freeway Segment Capacity Analysis

Freeway			Without Project											
Route	Segment[1]		Existing				Construction Year 2 - 2022				Construction Year 3 - 2023			
Number	From	To	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS
I-15	Temescal Canyon Road	Weirick Road	120,000	144,000	1.200	F	120,000	159,000	1.325	F	190,000	162,200	0.854	D [3]
	Weirick Road	Cajalco Road	120,000	159,000	1.325	F	120,000	175,500	1.463	F	190,000	179,100	0.943	E [3]
	Cajalco Road	El Cerrito Road	120,000	169,000	1.408	F	120,000	186,600	1.555	F	226,000	190,300	0.842	D [3]
	El Cerrito Road	Ontario Avenue	138,000	174,000	1.261	F	138,000	192,100	1.392	F	226,000	196,000	0.867	D [3]
	Ontario Avenue	Magnolia Avenue	191,000	169,000	0.885	D	191,000	186,600	0.977	E	226,000	190,300	0.842	D [3]
	Magnolia Avenue	Jct. Rte. SR-91	211,000	187,000	0.886	D	211,000	206,500	0.979	E	246,000	210,600	0.856	D [3]
	Jct. Rte. SR-91 WB	Jct. Rte. I-15 NB	53,500	8,000	0.150	A	53,500	8,800	0.164	A	53,500	9,000	0.168	A
	Jct. Rte. SR-91 EB	Jct. Rte. I-15 SB	53,500	9,000	0.168	A	53,500	9,900	0.185	A	53,500	10,100	0.189	A
SR-91	Jct. Rte. I-15	Main Street	266,000	247,000	0.929	E	266,000	272,700	1.025	F	266,000	278,200	1.046	F
	Main Street	West Grand Boulevard	326,000	255,000	0.782	C	326,000	281,500	0.863	D	326,000	287,200	0.881	D
	West Grand Boulevard	Lincoln Avenue	306,000	248,000	0.810	D	306,000	273,800	0.895	D	306,000	279,300	0.913	E
	Lincoln Avenue	Maple Street	306,000	257,000	0.840	D	306,000	283,700	0.927	E	306,000	289,400	0.946	E
	Maple Street	Serfas Club Drive	306,000	256,000	0.837	D	306,000	282,600	0.924	E	306,000	288,300	0.942	E
	Serfas Club Drive	Jct. Rte. SR-71 North	306,000	253,000	0.827	D	306,000	279,300	0.913	E	306,000	284,900	0.931	E
	Jct. Rte. SR-71 North	Green River Drive	306,000	267,000	0.873	D	306,000	294,800	0.963	E	306,000	300,700	0.983	E
	Green River Drive	Orange/Riverside County Line	306,000	260,400	0.851	D	306,000	287,500	0.940	E	306,000	293,300	0.958	E
	Orange/Riverside County Line	Coal Canyon Road	306,000	260,000	0.850	D	306,000	287,100	0.938	E	306,000	292,800	0.957	E
	Coal Canyon Road	Gypsum Canyon Road	306,000	260,000	0.850	D	306,000	287,100	0.938	E	306,000	292,800	0.957	E
	Jct. Rte. SR-91 WB	Jct. Rte. SR-71 NB	18,000	18,000	1.000	E	18,000	19,900	1.106	F	18,000	20,300	1.128	F
	Jct. Rte. SR-91 EB	Jct. Rte. SR-71 SB	18,000	18,000	1.000	E	18,000	19,900	1.106	F	18,000	20,300	1.128	F
SR-71	Jct. Rte. SR-91	San Bernardino/ Riverside County	80,000	70,000	0.875	D	80,000	77,300	0.966	E	80,000	78,800	0.985	E
	San Bernardino/ Riverside County	Jct. Rte. SR-83 North	80,000	70,000	0.875	D	80,000	77,300	0.966	E	80,000	78,800	0.985	E
	Jct. Rte. SR-83 North	Pine Ave	80,000	70,000	0.875	D	80,000	77,300	0.966	E	80,000	78,800	0.985	E
I-5	Jct. Rte. SR-133 WB	Jct. Rte. I-5 NB	18,000	6,029	0.335	A	18,000	6,700	0.372	A	18,000	6,800	0.378	A
	Jct. Rte. SR-133 EB	Jct. Rte. I-5 SB	18,000	6,547	0.364	A	18,000	7,200	0.400	A	18,000	7,400	0.411	A
SR-133	Jct. Rte. I-5	Barranca Parkway	80,000	35,000	0.438	A	80,000	38,600	0.483	A	80,000	39,400	0.493	A
	Barranca Parkway	Jct. Rte. I-405	80,000	30,100	0.376	A	80,000	33,200	0.415	A	80,000	33,900	0.424	A
	Jct. Rte. I-405	Jct. Rte. SR-133	80,000	46,900	0.586	A	80,000	51,800	0.648	B	80,000	52,800	0.660	B
I-405	Jct. Rte. SR-133 WB	Jct. Rte. I-405 NB	18,000	8,703	0.484	A	18,000	9,600	0.533	A	18,000	9,800	0.544	A
	Jct. Rte. SR-133 EB	Jct. Rte. I-405 SB	18,000	3,242	0.180	A	18,000	3,600	0.200	A	18,000	3,700	0.206	A
	Jct. Rte. SR-133	Sand Canyon Avenue	266,000	250,400	0.941	E	342,000	276,500	0.808	D [3]	342,000	282,000	0.825	D
	Sand Canyon Avenue	University Drive	248,000	255,900	1.032	F	342,000	282,500	0.826	D [3]	342,000	288,200	0.843	D
	University Drive	Culver Drive	251,000	244,300	0.973	E	362,000	269,700	0.745	C [3]	362,000	275,100	0.760	C
	Culver Drive	Jamboree Boulevard	251,000	268,400	1.069	F	362,000	296,300	0.819	D [3]	362,000	302,300	0.835	D
	Jamboree Boulevard	Mac Arthur Boulevard	291,000	277,000	0.952	E	402,000	305,800	0.761	C [3]	402,000	311,900	0.776	C
	Mac Arthur Boulevard	Jct. Rte. SR-55	306,000	279,200	0.912	E	382,000	308,300	0.807	D [3]	382,000	314,400	0.823	D
	Jct. Rte. 55	Bristol Street	286,000	239,200	0.836	D	362,000	264,100	0.730	C [3]	362,000	269,400	0.744	C
	Bristol Street	Jct. Rte. SR-73	251,000	229,300	0.914	E	362,000	253,200	0.699	B [3]	362,000	258,200	0.713	C
	Jct. Rte. SR-73	Harbor Boulevard	311,000	292,400	0.940	E	382,000	322,800	0.845	D [3]	382,000	329,300	0.862	D
	Harbor Boulevard	Euclid Street	271,000	312,400	1.153	F	382,000	344,900	0.903	E [3]	382,000	351,800	0.921	E

[1] Abreviations: I = Interstate; SR = State Route; Jct. = Junction; Rte. = Route; Co. = County; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

[2] Roadway maximum capacity at Level of Service "E" for roadway classification. Freeway capacity based on the number and capacity of lanes as follows; general use lanes = 2,000 vehicle per hour; HOV/HOT lanes = 1,750 vehicle per hour; auxilary lanes = 1,800 vehicles per hour. The average daily traffic of the freeway is based on a k factor = 0.10 (i.e. ADT = 10 X hourly capacity).

[3] I-405 improvements which include additional express lanes (2-total each direction) and general use lanes (1 added each direction) is scheduled for completion at the end of 2021. I-15 improvements which include additional express lanes (2-total each direction) is scheduled for completion at the end of 2022. SR-71 improvements which include additional general use lanes (1 added each direction) is scheduled for completion at the end of 2035. SR-71 to SR-91 2 flyover ramps (2 lanes added each direction) are planned.

Table 11

Construction Period (Years 2 and 3) Without Project Roadway Segment Capacity Analysis

Roadway	Segment[1]		Witout Project											
			Existing				Construction Year 2 - 2022				Construction Year 3 - 2023			
	From	To	Capacity[3]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS
La Palma Avenue	W of Yorba Linda Blvd	Yorba Linda Boulevard	37,500	15,700	0.419	A	37,500	17,300	0.461	A	37,500	17,700	0.472	A
	Yorba Linda Boulevard	E of Yorba Linda Blvd	37,500	22,000	0.587	A	37,500	24,300	0.648	B	37,500	24,800	0.661	B
	W of Gypsum Canyon Rd	Gypsum Canyon Rd	37,500	13,500	0.360	A	37,500	14,900	0.397	A	37,500	15,200	0.405	A
Gypsum Canyon Road	La Palma Avenue	SR-91 Freeway Ramps	25,000	14,200	0.568	A	25,000	15,700	0.628	B	25,000	16,000	0.640	B
River Road	Santa Ana River	Corydon Street	25,575	21,590	0.844	D	25,575	23,800	0.931	E [3]	25,575	24,300	0.950	E [3]
	Corydon Street	Second Street	34,100	21,180	0.621	B	34,100	23,400	0.686	B	34,100	23,900	0.701	B
	Second Street	Lincoln Avenue	34,100	18,710	0.549	A	34,100	20,700	0.607	B	34,100	21,100	0.619	B
Lincoln Avenue	River Road	Railroad Street	25,900	22,920	0.885	D	25,900	25,300	0.977	E	25,900	25,800	0.996	E
	Railroad Street	SR-91 Freeway Ramps	25,900	17,340	0.669	B	25,900	19,100	0.737	C	25,900	19,500	0.753	C
Auto Center Drive	North of Railroad St	Railroad Street	13,000	430	0.033	A	13,000	500	0.038	A	13,000	500	0.038	A
	Railroad Street	MetroLink	25,900	9,480	0.366	A	25,900	10,500	0.405	A	25,900	10,700	0.413	A
	MetroLink	Pomona Road	25,900	9,590	0.370	A	25,900	10,600	0.409	A	25,900	10,800	0.417	A
	Pomona Road	Warlow Road	25,900	11,850	0.458	A	25,900	13,100	0.506	A	25,900	13,300	0.514	A
	Warlow Road	SR-91 Freeway Ramps	25,900	8,790	0.339	A	25,900	9,700	0.375	A	25,900	9,900	0.382	A
Temescal Canyon Road	I-15 Freeway NB Ramps	Dawson Canyon Rd	18,500	9,340	0.505	A	18,500	10,300	0.557	A	18,500	10,500	0.568	A
Dawson Canyon Road	Temescal Canyon Rd	E of Temescal Canyon Rd	13,000	2,590	0.199	A	13,000	2,900	0.223	A	13,000	2,900	0.223	A
Pine Avenue	Pomona Rincon Road	El Prado Road	NA	CLOSED	NA	NA [4]	16,000	12,000	0.750	C [4]	16,000	12,240	0.765	C [4]
	El Prado Road	Euclid Avenue	16,000	5,250	0.328	A	16,000	5,800	0.363	A	16,000	5,900	0.369	A
	Euclid Avenue	East of Euclid Avenue	17,950	27,520	1.533	F	17,950	30,400	1.694	F [3]	17,950	31,000	1.727	F [3]
Euclid Avenue	Pine Avenue	Pomona Rincon Road	40,867	38,270	0.936	E [5]	40,867	30,300	0.741	C [5]	40,867	30,860	0.755	C [5]
	Pomona Rincon Road	SR-71 Freeway Ramps	20,433	39,090	1.913	F [5]	20,433	31,200	1.527	F [3]	20,433	31,760	1.554	F [3]
New Hope Street	I-405 Freeway Ramps	Talbert Avenue	37,500	15,860	0.423	A	37,500	17,500	0.467	A	37,500	17,900	0.477	A
Talbert Avenue	Newhope Street	Hyland Boulevard	56,250	37,060	0.659	B	56,250	40,900	0.727	C	56,250	41,700	0.741	C
MacArthur Boulevard	Hyland Boulevard	Harbor Boulevard	68,000	31,120	0.458	A	68,000	34,400	0.506	A	68,000	35,000	0.515	A
Harbor Boulevard	MacArthur Boulevard	Sunflower Avenue	68,000	34,980	0.514	A	68,000	38,600	0.568	A	68,000	39,400	0.579	A
	Sunflower Avenue	South Coast Drive	79,333	47,970	0.605	B	79,333	53,000	0.668	B	79,333	54,000	0.681	B
	South Coast Drive	I-405 Freeway Ramps	90,667	55,140	0.608	B	90,667	60,900	0.672	B	90,667	62,100	0.685	B
Sand Canyon Avenue	Trabuco Road	Irvine Boulevard	54,000	31,780	0.589	A	54,000	35,100	0.650	B	54,000	35,800	0.663	B
	Irvine Boulevard	Portola Avenue	36,000	19,040	0.529	A	36,000	21,000	0.583	A	36,000	21,400	0.594	A
Portola Avenue	Sand Canyon Avenue	Bee Canyon Access Rd	32,000	16,550	0.517	A	32,000	18,300	0.572	A	32,000	18,600	0.581	A
Bee Canyon Access Rd	Portola Avenue	North of Portola Ave	15,600	2,580	0.165	A	15,600	2,800	0.179	A	15,600	2,900	0.186	A

[1] Abreviations: I = Interstate; SR = State Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; Dr = Drive; St = Street; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

[2] Roadway maximum capacity at Level of Service "E" for roadway classification. Capacity adjustment to reflect the number of existing number of travel lanes and when there are only 2 lanes adjusted to 13,000 for Unclassified or Collector; 16,000 for Divided Collector, Secondary or Primary, and 18,000 for Arterial (Standard, Major, Mountain or Urban), unless otherwise noted by jurisdiction capacity table.

[3] Roadway improvements to construct the build-out lanes are not currently scheduled. Build-out conditions will improve the roadway capacity and level of service.

[4] The Pine Avenue/SR-71 Freeway interchange adjacent to Euclid Avenue within the Chino area is currently not in use as the Pine Avenue is closed and in need of repair. Pine Avenue construction is scheduled to be completed at the end of 2021.

[5] It is anticipated that once the Pine Avenue roadway segment to the freeway is re-opened that volumes on Euclid Avenue will reduce and and the 4 lane section of Euclid Avenue will return to acceptable Levels of Service.

Table 12

Maintenance Period (Years 6 and 50) Without Project Freeway Segment Capacity Analysis

Freeway			Maintenance Year 6 - 2026				Maintenance Year 50 - 2071			
Route	Segment[1]									
Number	From	To	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS
I-15	Temescal Canyon Rd	Weirick Road	190,000	172,100	0.906	E	226,000	184,400	0.816	D [3]
	Weirick Road	Cajalco Road	190,000	190,000	1.000	E	226,000	203,600	0.901	D [3]
	Cajalco Road	El Cerrito Road	226,000	202,000	0.894	D	226,000	216,400	0.958	E
	El Cerrito Road	Ontario Avenue	226,000	207,900	0.920	E	226,000	222,800	0.986	E
	Ontario Avenue	Magnolia Avenue	226,000	202,000	0.894	D	226,000	216,400	0.958	E
	Magnolia Avenue	Jct. Rte. SR-91	246,000	223,500	0.909	E	246,000	239,500	0.974	E
	Jct. Rte. SR-91 WB	Jct. Rte. I-15 NB	53,500	9,600	0.179	A	53,500	10,200	0.191	A
	Jct. Rte. SR-91 EB	Jct. Rte. I-15 SB	53,500	10,800	0.202	A	53,500	11,500	0.215	A
SR-91	Jct. Rte. I-15	Main Street	266,000	295,200	1.110	F	266,000	316,300	1.189	F
	Main Street	West Grand Blvd	326,000	304,700	0.935	E	326,000	326,600	1.002	F
	West Grand Blvd	Lincoln Avenue	306,000	296,400	0.969	E	306,000	317,600	1.038	F
	Lincoln Avenue	Maple Street	306,000	307,100	1.004	F	306,000	329,100	1.075	F
	Maple Street	Serfas Club Drive	306,000	305,900	1.000	E	306,000	327,800	1.071	F
	Serfas Club Drive	Jct. Rte. SR-71 North	306,000	302,400	0.988	E	306,000	324,000	1.059	F
	Jct. Rte. SR-71 North	Green River Drive	306,000	319,100	1.043	F	306,000	341,900	1.117	F
	Green River Drive	Orange/Riverside County Line	306,000	311,200	1.017	F	306,000	333,500	1.090	F
	Orange/Riverside County Line	Coal Canyon Road	306,000	310,700	1.015	F	306,000	333,000	1.088	F
	Coal Canyon Road	Gypsum Canyon Rd	306,000	310,700	1.015	F	306,000	333,000	1.088	F
	Jct. Rte. SR-91 WB	Jct. Rte. SR-71 NB	18,000	21,500	1.194	F	53,000	23,100	0.436	A [3]
	Jct. Rte. SR-91 EB	Jct. Rte. SR-71 SB	18,000	21,500	1.194	F	53,000	23,100	0.436	A [3]
SR-71	Jct. Rte. SR-91	San Bernardino/ Riverside County	80,000	83,700	1.046	F	120,000	89,600	0.747	C [3]
	San Bernardino/ Riverside County	Jct. Rte. SR-83 North	80,000	83,700	1.046	F	120,000	89,600	0.747	C [3]
	Jct. Rte. SR-83 North	Pine Ave	80,000	83,700	1.046	F	120,000	89,600	0.747	C [3]
I-5	Jct. Rte. SR-133 WB	Jct. Rte. I-5 NB	18,000	7,200	0.400	A	18,000	7,700	0.428	A
	Jct. Rte. SR-133 EB	Jct. Rte. I-5 SB	18,000	7,800	0.433	A	18,000	8,400	0.467	A
SR-133	Jct. Rte. I-5	Barranca Parkway	80,000	41,800	0.523	A	80,000	44,800	0.560	A
	Barranca Parkway	Jct. Rte. I-405	80,000	36,000	0.450	A	80,000	38,500	0.481	A
	Jct. Rte. I-405	Jct. Rte. SR-133	80,000	56,000	0.700	B	80,000	60,100	0.751	C
I-405	Jct. Rte. SR-133 WB	Jct. Rte. I-405 NB	18,000	10,400	0.578	A	18,000	11,100	0.617	B
	Jct. Rte. SR-133 EB	Jct. Rte. I-405 SB	18,000	3,900	0.217	A	18,000	4,200	0.233	A
	Jct. Rte. SR-133	Sand Canyon Ave	342,000	299,300	0.875	D	342,000	320,700	0.938	E
	Sand Canyon Avenue	University Drive	342,000	305,800	0.894	D	342,000	327,700	0.958	E
	University Drive	Culver Drive	362,000	292,000	0.807	D	362,000	312,900	0.864	D
	Culver Drive	Jamboree Blvd	362,000	320,800	0.886	D	362,000	343,700	0.949	E
	Jamboree Blvd	Mac Arthur Blvd	402,000	331,000	0.823	D	402,000	354,700	0.882	D
	Mac Arthur Blvd	Jct. Rte. SR-55	382,000	333,700	0.874	D	382,000	357,600	0.936	E
	Jct. Rte. 55	Bristol Street	362,000	285,900	0.790	C	362,000	306,300	0.846	D
	Bristol Street	Jct. Rte. SR-73	362,000	274,000	0.757	C	362,000	293,700	0.811	D
	Jct. Rte. SR-73	Harbor Boulevard	382,000	349,400	0.915	E	382,000	374,500	0.980	E
	Harbor Boulevard	Euclid Street	382,000	373,300	0.977	E	382,000	400,100	1.047	F

[1] Abreviations: I = Interstate; SR = State Route; Jct. = Junction; Rte. = Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

[2] Roadway maximum capacity at Level of Service "E" for roadway classification. Freeway capacity based on the number and capacity of lanes as follows; general use lanes = 2,000 vehicle per hour; HOV/HOT lanes = 1,750 vehicle per hour; auxilary lanes = 1,800 vehicles per hour. The average daily traffic of the freeway is based on a k factor = 0.10 (i.e. ADT = 10 X hourly capacity).

[3] I-405 improvements which include additional express lanes (2-total each direction) and general use lanes (1 added each direction) is scheduled for completion at the end of 2021. I-15 improvements which include additional express lanes (2-total each direction) is scheduled for completion at the end of 2022. SR-71 improvements which include additional general use lanes (1 added each direction) is scheduled for completion at the end of 2035. SR-71 to SR-91 2 flyover ramps (2 lanes added each direction) are planned.

Table 13

Maintenance Period (Years 6 and 50) Without Project Roadway Segment Capacity Analysis

Roadway	Segment[1]		Maintenance Year 6 - 2026				Maintenance Year 50 - 2071			
	From	To	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS
La Palma Avenue	W of Yorba Linda Blvd	Yorba Linda Boulevard	37,500	18,800	0.501	A	37,500	20,100	0.536	A
	Yorba Linda Boulevard	E of Yorba Linda Blvd	37,500	26,300	0.701	C	37,500	28,200	0.752	C
	W of Gypsum Canyon Rd	Gypsum Canyon Rd	37,500	16,100	0.429	A	37,500	17,300	0.461	A
Gypsum Canyon Road	La Palma Avenue	SR-91 Freeway Ramps	25,000	17,000	0.680	B	25,000	18,200	0.728	C
River Road	Santa Ana River	Corydon Street	25,575	25,800	1.009	F [3]	34,100	27,600	0.809	D [3]
	Corydon Street	Second Street	34,100	25,300	0.742	C	34,100	27,100	0.795	C
	Second Street	Lincoln Avenue	34,100	22,400	0.657	B	34,100	24,000	0.704	C
Lincoln Avenue	River Road	Railroad Street	25,900	27,400	1.058	F	25,900	29,300	1.131	F
	Railroad Street	SR-91 Freeway Ramps	25,900	20,700	0.799	C	25,900	22,200	0.857	D
Auto Center Drive	North of Railroad St	Railroad Street	13,000	500	0.038	A	13,000	500	0.038	A
	Railroad Street	MetroLink	25,900	11,300	0.436	A	25,900	12,100	0.467	A
	MetroLink	Pomona Road	25,900	11,500	0.444	A	25,900	12,300	0.475	A
	Pomona Road	Warlow Road	25,900	14,200	0.548	A	25,900	15,200	0.587	A
	Warlow Road	SR-91 Freeway Ramps	25,900	10,500	0.405	A	25,900	11,300	0.436	A
Temescal Canyon Road	I-15 Freeway NB Ramps	Dawson Canyon Rd	18,500	11,200	0.605	B	37,000	12,000	0.324	A
Dawson Canyon Road	Temescal Canyon Rd	E of Temescal Canyon Rd	13,000	3,100	0.238	A	13,000	3,300	0.254	A
Pine Avenue	Pomona Rincon Road	El Prado Road	16,000	12,989	0.812	D [4]	16,000	13,646	0.853	D [4]
	El Prado Road	Euclid Avenue	16,000	6,300	0.394	A	16,000	6,700	0.419	A
	Euclid Avenue	East of Euclid Avenue	17,950	32,900	1.833	F [3]	35,900	35,200	0.981	E [3]
Euclid Avenue	Pine Avenue	Pomona Rincon Road	40,867	32,711	0.800	C [5]	61,300	49,000	0.799	C [5]
	Pomona Rincon Road	SR-71 Freeway Ramps	20,433	33,711	1.650	F [3]	61,300	50,100	0.817	D [3]
New Hope Street	I-405 Freeway Ramps	Talbert Avenue	37,500	19,000	0.507	A	37,500	20,300	0.541	A
Talbert Avenue	Newhope Street	Hyland Boulevard	56,250	44,300	0.788	C	56,250	47,500	0.844	D
MacArthur Boulevard	Hyland Boulevard	Harbor Boulevard	68,000	37,200	0.547	A	68,000	39,900	0.587	A
Harbor Boulevard	MacArthur Boulevard	Sunflower Avenue	68,000	41,800	0.615	B	68,000	44,800	0.659	B
	Sunflower Avenue	South Coast Drive	79,333	57,300	0.722	C	79,333	61,400	0.774	C
	South Coast Drive	I-405 Freeway Ramps	90,667	65,900	0.727	C	90,667	70,600	0.779	C
Sand Canyon Avenue	Trabuco Road	Irvine Boulevard	54,000	38,000	0.704	C	54,000	40,700	0.754	C
	Irvine Boulevard	Portola Avenue	36,000	22,800	0.633	B	54,000	24,400	0.452	A
Portola Avenue	Sand Canyon Avenue	Bee Canyon Access Rd	32,000	19,800	0.619	B	32,000	21,200	0.663	B
Bee Canyon Access Rd	Portola Avenue	North of Portola Ave	15,600	3,100	0.199	A	15,600	3,300	0.212	A

[1] Abbreviations: I = Interstate; SR = State Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; Dr = Drive; St = Street; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

[2] Roadway maximum capacity at Level of Service "E" for roadway classification. Capacity adjustment to reflect the number of existing number of travel lanes and when there are only 2 lanes adjusted to 13,000 for Unclassified or Collector; 16,000 for Divided Collector, Secondary or Primary, and 18,000 for Arterial (Standard, Major, Mountain or Urban), unless otherwise noted by jurisdiction capacity table.

[3] Roadway improvements to construct the build-out lanes are not currently scheduled. Build-out conditions will improve the roadway capacity and level of service.

[4] The Pine Avenue/SR-71 Freeway interchange adjacent to Euclid Avenue within the Chino area is currently not in use as the Pine Avenue is closed and in need of repair. Pine Avenue construction is scheduled to be completed at the end of 2021.

[5] It is anticipated that once the Pine Avenue roadway segment to the freeway is re-opened that volumes on Euclid Avenue will reduce and and the 4 lane section of Euclid Avenue will return to acceptable Levels of Service.

Table 14

Existing and Construction Period (Years 2 and 3) Freeway Segment Capacity Analysis With Project - Alternative 2

Freeway			With Project - Alternative 2											
Route	Segment[1]		Existing				Construction Year 2 - 2022				Construction Year 3 - 2023			
Number	From	To	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS
I-15	Temescal Canyon Rd	Weirick Road	120,000	144,500	1.204	F	120,000	160,100	1.334	F	190,000	162,600	0.856	D [3]
	Weirick Road	Cajalco Road	120,000	159,500	1.329	F	120,000	176,700	1.473	F	190,000	179,500	0.945	E [3]
	Cajalco Road	El Cerrito Road	120,000	169,500	1.413	F	120,000	187,700	1.564	F	226,000	190,800	0.844	D [3]
	El Cerrito Road	Ontario Avenue	138,000	174,500	1.264	F	138,000	193,200	1.400	F	226,000	196,400	0.869	D [3]
	Ontario Avenue	Magnolia Avenue	191,000	169,500	0.887	D	191,000	187,700	0.983	**E**	226,000	190,800	0.844	D [3]
	Magnolia Avenue	Jct. Rte. SR-91	211,000	187,500	0.889	D	211,000	207,600	0.984	**E**	246,000	211,000	0.858	D [3]
	Jct. Rte. SR-91 WB	Jct. Rte. I-15 NB	53,500	8,500	0.159	A	53,500	9,900	0.185	A	53,500	9,500	0.178	A
	Jct. Rte. SR-91 EB	Jct. Rte. I-15 SB	53,500	9,500	0.178	A	53,500	11,000	0.206	A	53,500	10,600	0.198	A
SR-91	Jct. Rte. I-15	Main Street	266,000	247,500	0.930	E	266,000	273,800	1.029	F	266,000	278,600	1.047	F
	Main Street	West Grand Blvd	326,000	255,500	0.784	C	326,000	282,600	0.867	D	326,000	287,600	0.882	D
	West Grand Blvd	Lincoln Avenue	306,000	248,500	0.812	D	306,000	274,900	0.898	D	306,000	279,700	0.914	E
	Lincoln Avenue	Maple Street	306,000	257,400	0.841	D	306,000	284,500	0.930	E	306,000	289,800	0.947	E
	Maple Street	Serfas Club Drive	306,000	256,400	0.838	D	306,000	283,400	0.926	E	306,000	288,700	0.943	E
	Serfas Club Drive	Jct. Rte. SR-71 North	306,000	253,000	0.827	D	306,000	279,800	0.914	E	306,000	285,000	0.931	E
	Jct. Rte. SR-71 North	Green River Drive	306,000	267,000	0.873	D	306,000	295,000	0.964	E	306,000	300,700	0.983	E
	Green River Drive	Orange/Riverside County Line	306,000	260,400	0.851	D	306,000	287,700	0.940	E	306,000	293,300	0.958	E
	Orange/Riverside County Line	Coal Canyon Road	306,000	260,000	0.850	D	306,000	287,200	0.939	E	306,000	292,800	0.957	E
	Coal Canyon Road	Gypsum Canyon Rd	306,000	260,000	0.850	D	306,000	287,200	0.939	E	306,000	292,800	0.957	E
	Jct. Rte. SR-91 WB	Jct. Rte. SR-71 NB	18,000	18,000	1.000	E	18,000	20,200	1.122	F	18,000	20,400	1.133	F
	Jct. Rte. SR-91 EB	Jct. Rte. SR-71 SB	18,000	18,000	1.000	E	18,000	20,200	1.122	F	18,000	20,400	1.133	F
SR-71	Jct. Rte. SR-91	San Bernardino/ Riverside County	80,000	70,000	0.875	D	80,000	77,600	0.970	E	80,000	78,900	0.986	E
	San Bernardino/ Riverside County	Jct. Rte. SR-83 North	80,000	70,000	0.875	D	80,000	77,600	0.970	E	80,000	78,900	0.986	E
	Jct. Rte. SR-83 North	Pine Ave	80,000	70,000	0.875	D	80,000	77,600	0.970	E	80,000	78,900	0.986	E
I-5	Jct. Rte. SR-133 WB	Jct. Rte. I-5 NB	18,000	6,000	0.333	A	18,000	6,700	0.372	A	18,000	6,800	0.378	A
	Jct. Rte. SR-133 EB	Jct. Rte. I-5 SB	18,000	6,500	0.361	A	18,000	7,200	0.400	A	18,000	7,400	0.411	A
SR-133	Jct. Rte. I-5	Barranca Parkway	80,000	35,000	0.438	A	80,000	38,600	0.483	A	80,000	39,400	0.493	A
	Barranca Parkway	Jct. Rte. I-405	80,000	30,100	0.376	A	80,000	33,200	0.415	A	80,000	33,900	0.424	A
	Jct. Rte. I-405	Jct. Rte. SR-133	80,000	46,900	0.586	A	80,000	51,800	0.648	B	80,000	52,800	0.660	B
I-405	Jct. Rte. SR-133 WB	Jct. Rte. I-405 NB	18,000	8,700	0.483	A	18,000	9,600	0.533	A	18,000	9,800	0.544	A
	Jct. Rte. SR-133 EB	Jct. Rte. I-405 SB	18,000	3,200	0.178	A	18,000	3,600	0.200	A	18,000	3,700	0.206	A
	Jct. Rte. SR-133	Sand Canyon Ave	266,000	250,400	0.941	E	342,000	276,500	0.808	D [3]	342,000	282,000	0.825	D
	Sand Canyon Avenue	University Drive	248,000	255,900	1.032	F	342,000	282,500	0.826	D [3]	342,000	288,200	0.843	D
	University Drive	Culver Drive	251,000	244,300	0.973	E	362,000	269,700	0.745	C [3]	362,000	275,100	0.760	C
	Culver Drive	Jamboree Blvd	251,000	268,400	1.069	F	362,000	296,300	0.819	D [3]	362,000	302,300	0.835	D
	Jamboree Blvd	Mac Arthur Blvd	291,000	277,000	0.952	E	402,000	305,800	0.761	C [3]	402,000	312,000	0.776	C
	Mac Arthur Blvd	Jct. Rte. SR-55	306,000	279,200	0.912	E	382,000	308,300	0.807	D [3]	382,000	314,500	0.823	D
	Jct. Rte. 55	Bristol Street	286,000	239,200	0.836	D	362,000	264,100	0.730	C [3]	362,000	269,400	0.744	C
	Bristol Street	Jct. Rte. SR-73	251,000	229,300	0.914	E	362,000	253,200	0.699	B [3]	362,000	258,300	0.714	C
	Jct. Rte. SR-73	Harbor Boulevard	311,000	292,400	0.940	E	382,000	322,800	0.845	D [3]	382,000	329,300	0.862	D
	Harbor Boulevard	Euclid Street	271,000	312,400	1.153	F	382,000	344,900	0.903	E [3]	382,000	351,800	0.921	E

[1] Abreviations: I = Interstate; SR = State Route; Jct. = Junction; Rte. = Route; Co. = County; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

[2] Roadway maximum capacity at Level of Service "E" for roadway classification. Freeway capacity based on the number and capacity of lanes as follows; general use lanes = 2,000 vehicle per hour; HOV/HOT lanes = 1,750 vehicle per hour; auxilary lanes = 1,800 vehicles per hour. The average daily traffic of the freeway is based on a k factor = 0.10 (i.e. ADT = 10 X hourly capacity).

[3] I-405 improvements which include additional express lanes (2-total each direction) and general use lanes (1 added each direction) is scheduled for completion at the end of 2021. I-15 improvements which include additional express lanes (2-total each direction) is scheduled for completion at the end of 2022. I-15 improvements at south of Cajalco interchange which include additional auxilary lanes (1-total each direction) are antisipated to be completed at the end of 2022. SR-71 improvements which include additional general use lanes (1 added each direction) is scheduled for completion at the end of 2035. SR-71 to SR-91 2 flyover ramps (2 lanes added each direction) are planned.

Table 15

Existing and Construction Period (Years 2 and 3) Roadway Segment Capacity Analysis With Project - Alternative 2

Roadway	Segment[1]		With Project - Alternative 2											
			Existing				Construction Year 2 - 2022				Construction Year 3 - 2023			
	From	To	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS
La Palma Avenue	W of Yorba Linda Blvd	Yorba Linda Boulevard	37,500	15,700	0.419	A	37,500	17,500	0.467	A	37,500	17,700	0.472	A
	Yorba Linda Boulevard	E of Yorba Linda Blvd	37,500	22,000	0.587	A	37,500	24,500	0.653	B	37,500	24,800	0.661	B
	W of Gypsum Canyon Rd	Gypsum Canyon Rd	37,500	13,500	0.360	A	37,500	15,100	0.403	A	37,500	15,200	0.405	A
Gypsum Canyon Road	La Palma Avenue	SR-91 Freeway Ramps	25,000	14,200	0.568	A	25,000	15,800	0.632	B	25,000	16,000	0.640	B
River Road	Santa Ana River	Corydon Street	25,575	21,590	0.844	D	25,575	24,200	0.946	E [3]	25,575	24,400	0.954	E [3]
	Corydon Street	Second Street	34,100	21,180	0.621	B	34,100	23,700	0.695	B	34,100	23,900	0.701	B
	Second Street	Lincoln Avenue	34,100	18,710	0.549	A	34,100	21,000	0.616	B	34,100	21,100	0.619	B
Lincoln Avenue	River Road	Railroad Street	25,900	22,920	0.885	D	25,900	25,600	0.988	E	25,900	25,900	1.000	E
	Railroad Street	SR-91 Freeway Ramps	25,900	17,340	0.669	B	25,900	19,500	0.753	C	25,900	19,600	0.757	C
Auto Center Drive	North of Railroad St	Railroad Street	13,000	430	0.033	A	13,000	700	0.054	A	13,000	700	0.054	A
	Railroad Street	MetroLink	25,900	9,480	0.366	A	25,900	10,700	0.413	A	25,900	10,900	0.421	A
	MetroLink	Pomona Road	25,900	9,590	0.370	A	25,900	10,900	0.421	A	25,900	11,100	0.429	A
	Pomona Road	Warlow Road	25,900	11,850	0.458	A	25,900	13,400	0.517	A	25,900	13,600	0.525	A
	Warlow Road	SR-91 Freeway Ramps	25,900	8,790	0.339	A	25,900	10,000	0.386	A	25,900	10,200	0.394	A
Temescal Canyon Road	I-15 Freeway NB Ramps	Dawson Canyon Rd	18,500	9,340	0.505	A	18,500	10,900	0.589	A	18,500	10,700	0.578	A
Dawson Canyon Road	Temescal Canyon Rd	E of Temescal Canyon Rd	13,000	2,590	0.199	A	13,000	3,500	0.269	A	13,000	3,100	0.238	A
Pine Avenue	Pomona Rincon Road	El Prado Road	0	CLOSED	NA	- [4]	16,000	12,000	0.750	C [4]	16,000	12,240	0.765	C [4]
	El Prado Road	Euclid Avenue	16,000	5,250	0.328	A	16,000	6,100	0.381	A	16,000	6,000	0.375	A
	Euclid Avenue	East of Euclid Avenue	17,950	27,520	1.533	F	17,950	30,700	1.710	F [3]	17,950	31,100	1.733	F [3]
Euclid Avenue	Pine Avenue	Pomona Rincon Road	40,867	38,270	0.936	E [5]	40,867	30,600	0.749	C [5]	40,867	30,960	0.758	C [5]
	Pomona Rincon Road	SR-71 Freeway Ramps	20,433	39,090	1.913	F [5]	20,433	31,500	1.542	F [3]	20,433	31,860	1.559	F [3]
New Hope Street	I-405 Freeway Ramps	Talbert Avenue	37,500	15,860	0.423	A	37,500	17,500	0.467	A	37,500	17,900	0.477	A
Talbert Avenue	Newhope Street	Hyland Boulevard	56,250	37,060	0.659	B	56,250	40,900	0.727	C	56,250	41,700	0.741	C
MacArthur Boulevard	Hyland Boulevard	Harbor Boulevard	68,000	31,120	0.458	A	68,000	34,400	0.506	A	68,000	35,100	0.516	A
Harbor Boulevard	MacArthur Boulevard	Sunflower Avenue	68,000	34,980	0.514	A	68,000	38,600	0.568	A	68,000	39,400	0.579	A
	Sunflower Avenue	South Coast Drive	79,333	47,970	0.605	B	79,333	53,000	0.668	B	79,333	54,000	0.681	B
	South Coast Drive	I-405 Freeway Ramps	90,667	55,140	0.608	B	90,667	60,900	0.672	B	90,667	62,100	0.685	B
Sand Canyon Avenue	Trabuco Road	Irvine Boulevard	54,000	31,780	0.589	A	54,000	35,100	0.650	B	54,000	35,800	0.663	B
	Irvine Boulevard	Portola Avenue	36,000	19,040	0.529	A	36,000	21,000	0.583	A	36,000	21,500	0.597	A
Portola Avenue	Sand Canyon Avenue	Bee Canyon Access Rd	32,000	16,550	0.517	A	32,000	18,300	0.572	A	32,000	18,700	0.584	A
Bee Canyon Access Rd	Portola Avenue	North of Portola Ave	15,600	2,580	0.165	A	15,600	2,800	0.179	A	15,600	2,900	0.186	A

[1] Abreviations: I = Interstate; SR = State Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; Dr = Drive; St = Street; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

[2] Roadway maximum capacity at Level of Service "E" for roadway classification. Capacity adjustment to reflect the number of existing number of travel lanes and when there are only 2 lanes adjusted to 13,000 for Unclassified or Collector; 16,000 for Divided Collector, Secondary or Primary, and 18,000 for Arterial (Standard, Major, Mountain or Urban), unless otherwise noted by jurisdiction capacity table.

[3] Roadway improvements to construct the build-out lanes are not currently scheduled. Build-out conditions will improve the roadway capacity and level of service.

[4] The Pine Avenue/SR-71 Freeway interchange adjacent to Euclid Avenue within the Chino area is currently not in use as the Pine Avenue is closed and in need of repair. Pine Avenue construction is scheduled to be completed at the end of 2021.

[5] It is anticipated that once the Pine Avenue roadway segment to the freeway is re-opened that volumes on Euclid Avenue will reduce and and the 4 lane section of Euclid Avenue will return to acceptable Levels of Service.

Table 16

Maintenance Period (Years 6 and 50) Freeway Segment Capacity Analysis With Project - Alternative 2

Freeway			With Project - Alternative 2							
Route	Segment[1]		Maintenance Year 6 - 2026				Maintenance Year 50 - 2071			
Number	From	To	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS
I-15	Temescal Canyon Rd	Weirick Road	190,000	173,200	0.912	E	226,000	184,900	0.818	D
	Weirick Road	Cajalco Road	190,000	191,100	1.006	F	226,000	204,200	0.904	E
	Cajalco Road	El Cerrito Road	226,000	203,100	0.899	D	226,000	217,000	0.960	E
	El Cerrito Road	Ontario Avenue	226,000	209,000	0.925	E	226,000	223,400	0.988	E
	Ontario Avenue	Magnolia Avenue	226,000	203,100	0.899	D	226,000	217,000	0.960	E
	Magnolia Avenue	Jct. Rte. SR-91	246,000	224,600	0.913	E	246,000	240,000	0.976	E
	Jct. Rte. SR-91 WB	Jct. Rte. I-15 NB	53,500	10,700	0.200	A	53,500	10,800	0.202	A
	Jct. Rte. SR-91 EB	Jct. Rte. I-15 SB	53,500	11,900	0.222	A	53,500	12,100	0.226	A
SR-91	Jct. Rte. I-15	Main Street	266,000	296,300	1.114	F	266,000	316,800	1.191	F
	Main Street	West Grand Blvd	326,000	305,900	0.938	E	326,000	327,100	1.003	F
	West Grand Blvd	Lincoln Avenue	306,000	297,500	0.972	E	306,000	318,100	1.040	F
	Lincoln Avenue	Maple Street	306,000	307,900	1.006	F	306,000	329,500	1.077	F
	Maple Street	Serfas Club Drive	306,000	306,700	1.002	F	306,000	328,200	1.073	F
	Serfas Club Drive	Jct. Rte. SR-71 North	306,000	302,900	0.990	E	306,000	324,000	1.059	F
	Jct. Rte. SR-71 North	Green River Drive	306,000	319,300	1.043	F	306,000	341,900	1.117	F
	Green River Drive	Orange/Riverside County Line	306,000	311,400	1.018	F	306,000	333,500	1.090	F
	Orange/Riverside County Line	Coal Canyon Road	306,000	310,900	1.016	F	306,000	333,000	1.088	F
	Coal Canyon Road	Gypsum Canyon Rd	306,000	310,900	1.016	F	306,000	333,000	1.088	F
	Jct. Rte. SR-91 WB	Jct. Rte. SR-71 NB	18,000	21,800	1.211	F	53,000	23,100	0.436	A [3]
	Jct. Rte. SR-91 EB	Jct. Rte. SR-71 SB	18,000	21,800	1.211	F	53,000	23,100	0.436	A [3]
SR-71	Jct. Rte. SR-91	San Bernardino/ Riverside County	80,000	84,000	1.050	F	120,000	89,700	0.748	C [3]
	San Bernardino/ Riverside County	Jct. Rte. SR-83 North	80,000	84,000	1.050	F	120,000	89,700	0.748	C [3]
	Jct. Rte. SR-83 North	Pine Ave	80,000	84,000	1.050	F	120,000	89,700	0.748	C [3]
I-5	Jct. Rte. SR-133 WB	Jct. Rte. I-5 NB	18,000	7,200	0.400	A	18,000	7,800	0.433	A
	Jct. Rte. SR-133 EB	Jct. Rte. I-5 SB	18,000	7,900	0.439	A	18,000	8,400	0.467	A
SR-133	Jct. Rte. I-5	Barranca Parkway	80,000	41,900	0.524	A	80,000	44,900	0.561	A
	Barranca Parkway	Jct. Rte. I-405	80,000	36,000	0.450	A	80,000	38,600	0.483	A
	Jct. Rte. I-405	Jct. Rte. SR-133	80,000	56,100	0.701	C	80,000	60,100	0.751	C
I-405	Jct. Rte. SR-133 WB	Jct. Rte. I-405 NB	18,000	10,400	0.578	A	18,000	11,200	0.622	B
	Jct. Rte. SR-133 EB	Jct. Rte. I-405 SB	18,000	3,900	0.217	A	18,000	4,200	0.233	A
	Jct. Rte. SR-133	Sand Canyon Ave	342,000	299,300	0.875	D	342,000	320,700	0.938	E
	Sand Canyon Avenue	University Drive	342,000	305,900	0.894	D	342,000	327,700	0.958	E
	University Drive	Culver Drive	362,000	292,000	0.807	D	362,000	312,900	0.864	D
	Culver Drive	Jamboree Blvd	362,000	320,800	0.886	D	362,000	343,800	0.950	E
	Jamboree Blvd	Mac Arthur Blvd	402,000	331,100	0.824	D	402,000	354,800	0.883	D
	Mac Arthur Blvd	Jct. Rte. SR-55	382,000	333,700	0.874	D	382,000	357,600	0.936	E
	Jct. Rte. 55	Bristol Street	362,000	285,900	0.790	C	362,000	306,400	0.846	D
	Bristol Street	Jct. Rte. SR-73	362,000	274,100	0.757	C	362,000	293,700	0.811	D
	Jct. Rte. SR-73	Harbor Boulevard	382,000	349,500	0.915	E	382,000	374,500	0.980	E
	Harbor Boulevard	Euclid Street	382,000	373,400	0.977	E	382,000	400,100	1.047	F

[1] Abreviations: I = Interstate; SR = State Route; Jct. = Junction; Rte. = Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

[2] Roadway maximum capacity at Level of Service "E" for roadway classification. Freeway capacity based on the number and capacity of lanes as follows; general use lanes = 2,000 vehicle per hour; HOV/HOT lanes = 1,750 vehicle per hour; auxilary lanes = 1,800 vehicles per hour. The average daily traffic of the freeway is based on a k factor = 0.10 (i.e. ADT = 10 X hourly capacity).

[3] I-405 improvements which include additional express lanes (2-total each direction) and general use lanes (1 added each direction) is scheduled for completion at the end of 2021. I-15 improvements which include additional express lanes (2-total each direction) is scheduled for completion at the end of 2022. I-15 improvements at south of Cajalco interchange which include additional auxilary lanes (1-total each direction) are antisipated to be completed at the end of 2022. SR-71 improvements which include additional general use lanes (1 added each direction) is scheduled for completion at the end of 2035. SR-71 to SR-91 2 flyover ramps (2 lanes added each direction) are planned.

Table 17

Maintenance Period (Years 6 and 50) Roadway Segment Capacity Analysis With Project - Alternative 2

Roadway	Segment[1]		With Project - Alternative 2							
			Maintenance Year 6 - 2026				Maintenance Year 50 - 2071			
	From	To	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS
La Palma Avenue	W of Yorba Linda Blvd	Yorba Linda Boulevard	37,500	18,900	0.504	A	37,500	20,100	0.536	A
	Yorba Linda Boulevard	E of Yorba Linda Blvd	37,500	26,500	0.707	C	37,500	28,200	0.752	C
	W of Gypsum Canyon Rd	Gypsum Canyon Rd	37,500	16,300	0.435	A	37,500	17,300	0.461	A
Gypsum Canyon Rd	La Palma Avenue	SR-91 Freeway Ramps	25,000	17,100	0.684	B	25,000	18,200	0.728	C
River Road	Santa Ana River	Corydon Street	25,575	26,100	1.021	F [3]	34,100	27,700	0.812	D [3]
	Corydon Street	Second Street	34,100	25,600	0.751	C	34,100	27,200	0.798	C
	Second Street	Lincoln Avenue	34,100	22,700	0.666	B	34,100	24,000	0.704	C
Lincoln Avenue	River Road	Railroad Street	25,900	27,700	1.069	F	25,900	29,400	1.135	F
	Railroad Street	SR-91 Freeway Ramps	25,900	21,000	0.811	D	25,900	22,300	0.861	D
Auto Center Drive	North of Railroad St	Railroad Street	13,000	900	0.069	A	13,000	900	0.069	A
	Railroad Street	MetroLink	25,900	11,700	0.452	A	25,900	12,500	0.483	A
	MetroLink	Pomona Road	25,900	11,900	0.459	A	25,900	12,600	0.486	A
	Pomona Road	Warlow Road	25,900	14,600	0.564	A	25,900	15,500	0.598	A
	Warlow Road	SR-91 Freeway Ramps	25,900	10,900	0.421	A	25,900	11,600	0.448	A
Temescal Canyon Rd	I-15 Freeway NB Ramps	Dawson Canyon Rd	18,500	11,900	0.643	B	37,000	12,500	0.338	A
Dawson Canyon Rd	Temescal Canyon Rd	Rd	13,000	3,800	0.292	A	13,000	3,800	0.292	A
Pine Avenue	Pomona Rincon Road	El Prado Road	16,000	12,989	0.812	D [4]	16,000	13,646	0.853	D [4]
	El Prado Road	Euclid Avenue	16,000	6,600	0.413	A	16,000	6,800	0.425	A
	Euclid Avenue	East of Euclid Avenue	17,950	33,200	1.850	F [3]	35,900	35,300	0.983	E [3]
Euclid Avenue	Pine Avenue	Pomona Rincon Road	40,867	33,111	0.810	D [5]	61,300	49,100	0.801	C [5]
	Pomona Rincon Road	SR-71 Freeway Ramps	20,433	34,111	1.669	F [3]	61,300	50,100	0.817	D [3]
New Hope Street	I-405 Freeway Ramps	Talbert Avenue	37,500	19,000	0.507	A	37,500	20,300	0.541	A
Talbert Avenue	Newhope Street	Hyland Boulevard	56,250	44,300	0.788	C	56,250	47,500	0.844	D
MacArthur Boulevard	Hyland Boulevard	Harbor Boulevard	68,000	37,200	0.547	A	68,000	39,900	0.587	A
Harbor Boulevard	MacArthur Boulevard	Sunflower Avenue	68,000	41,800	0.615	B	68,000	44,800	0.659	B
	Sunflower Avenue	South Coast Drive	79,333	57,300	0.722	C	79,333	61,500	0.775	C
	South Coast Drive	I-405 Freeway Ramps	90,667	65,900	0.727	C	90,667	70,600	0.779	C
Sand Canyon Avenue	Trabuco Road	Irvine Boulevard	54,000	38,000	0.704	C	54,000	40,700	0.754	C
	Irvine Boulevard	Portola Avenue	36,000	22,800	0.633	B	54,000	24,400	0.452	A
Portola Avenue	Sand Canyon Avenue	Bee Canyon Access Rd	32,000	19,800	0.619	B	32,000	21,200	0.663	B
Bee Canyon Access Rd	Portola Avenue	North of Portola Ave	15,600	3,100	0.199	A	15,600	3,300	0.212	A

[1] Abbreviations: I = Interstate; SR = State Route; Jct. = Junction; Rte. = Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

[2] Roadway maximum capacity at Level of Service "E" for roadway classification. Capacity adjustment to reflect the number of existing number of travel lanes and when there are only 2 lanes adjusted to 13,000 for Unclassified or Collector; 16,000 for Divided Collector, Secondary or Primary, and 18,000 for Arterial (Standard, Major, Mountain or Urban), unless otherwise noted by jurisdiction capacity table.

[3] Roadway improvements to construct the build-out lanes are not currently scheduled. Build-out conditions will improve the roadway capacity and level of service.

[4] the Pine Avenue/SR-71 Freeway interchange adjacent to Euclid Avenue within the Chino area is currently not in use as the Pine Avenue is closed and in need of repair. Pine Avenue construction is scheduled to be completed at the end of 2021.

[5] It is anticipated that once the Pine Avenue roadway segment to the freeway is re-opened that volumes on Euclid Avenue will reduce and and the 4 lane section of Euclid Avenue will return to acceptable Levels of Service.

Table 18

Existing and Construction Period (Years 2 and 3) Freeway Segment Capacity Analysis With Project - Alternative 3

Freeway			With Project - Alternative 3											
Route	Segment[1]		Existing				Construction Year 2 - 2022				Construction Year 3 - 2023			
Number	From	To	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS
I-15	Temescal Canyon Road	Weirick Road	120,000	144,300	1.203	F	120,000	159,500	1.329	F	190,000	162,800	0.857	D [3]
	Weirick Road	Cajalco Road	120,000	159,300	1.328	F	120,000	176,100	1.468	F	190,000	179,700	0.946	E [3]
	Cajalco Road	El Cerrito Road	120,000	169,300	1.411	F	120,000	187,100	1.559	F	226,000	190,900	0.845	D [3]
	El Cerrito Road	Ontario Avenue	138,000	174,300	1.263	F	138,000	192,600	1.396	F	226,000	196,600	0.870	D [3]
	Ontario Avenue	Magnolia Avenue	191,000	169,300	0.886	D	191,000	187,100	0.980	E	226,000	190,900	0.845	D [3]
	Magnolia Avenue	Jct. Rte. SR-91	211,000	187,300	0.888	D	211,000	207,000	0.981	E	246,000	211,200	0.859	D [3]
	Jct. Rte. SR-91 WB	Jct. Rte. I-15 NB	53,500	8,300	0.155	A	53,500	9,300	0.174	A	53,500	9,600	0.179	A
	Jct. Rte. SR-91 EB	Jct. Rte. I-15 SB	53,500	9,300	0.174	A	53,500	10,400	0.194	A	53,500	10,700	0.200	A
SR-91	Jct. Rte. I-15	Main Street	266,000	247,300	0.930	E	266,000	273,200	1.027	F	266,000	278,800	1.048	F
	Main Street	West Grand Boulevard	326,000	255,300	0.783	C	326,000	282,000	0.865	D	326,000	287,800	0.883	D
	West Grand Boulevard	Lincoln Avenue	306,000	248,300	0.811	D	306,000	274,300	0.896	D	306,000	279,900	0.915	E
	Lincoln Avenue	Maple Street	306,000	257,300	0.841	D	306,000	284,100	0.928	E	306,000	289,900	0.947	E
	Maple Street	Serfas Club Drive	306,000	256,300	0.838	D	306,000	283,000	0.925	E	306,000	288,700	0.943	E
	Serfas Club Drive	Jct. Rte. SR-71 North	306,000	253,000	0.827	D	306,000	279,500	0.913	E	306,000	285,200	0.932	E
	Jct. Rte. SR-71 North	Green River Drive	306,000	267,000	0.873	D	306,000	294,800	0.963	E	306,000	300,700	0.983	E
	Green River Drive	Orange/Riverside County Line	306,000	260,400	0.851	D	306,000	287,500	0.940	E	306,000	293,300	0.958	E
	Orange/Riverside County Line	Coal Canyon Road	306,000	260,000	0.850	D	306,000	287,100	0.938	E	306,000	292,800	0.957	E
	Coal Canyon Road	Gypsum Canyon Road	306,000	260,000	0.850	D	306,000	287,100	0.938	E	306,000	292,800	0.957	E
	Jct. Rte. SR-91 WB	Jct. Rte. SR-71 NB	18,000	18,000	1.000	E	18,000	20,100	1.117	F	18,000	20,500	1.139	F
	Jct. Rte. SR-91 EB	Jct. Rte. SR-71 SB	18,000	18,000	1.000	E	18,000	20,100	1.117	F	18,000	20,500	1.139	F
SR-71	Jct. Rte. SR-91	San Bernardino/ Riverside County Line	80,000	70,000	0.875	D	80,000	77,500	0.969	E	80,000	79,100	0.989	E
	San Bernardino/ Riverside County Line	Jct. Rte. SR-83 North	80,000	70,000	0.875	D	80,000	77,500	0.969	E	80,000	79,100	0.989	E
	Jct. Rte. SR-83 North	Pine Ave	80,000	70,000	0.875	D	80,000	77,500	0.969	E	80,000	79,100	0.989	E
I-5	Jct. Rte. SR-133 WB	Jct. Rte. I-5 NB	18,000	6,000	0.333	A	18,000	6,700	0.372	A	18,000	6,800	0.378	A
	Jct. Rte. SR-133 EB	Jct. Rte. I-5 SB	18,000	6,500	0.361	A	18,000	7,200	0.400	A	18,000	7,400	0.411	A
SR-133	Jct. Rte. I-5	Barranca Parkway	80,000	35,000	0.438	A	80,000	38,600	0.483	A	80,000	39,400	0.493	A
	Barranca Parkway	Jct. Rte. I-405	80,000	30,100	0.376	A	80,000	33,200	0.415	A	80,000	33,900	0.424	A
	Jct. Rte. I-405	Jct. Rte. SR-133	80,000	46,900	0.586	A	80,000	51,800	0.648	B	80,000	52,800	0.660	B
I-405	Jct. Rte. SR-133 WB	Jct. Rte. I-405 NB	18,000	8,700	0.483	A	18,000	9,600	0.533	A	18,000	9,800	0.544	A
	Jct. Rte. SR-133 EB	Jct. Rte. I-405 SB	18,000	3,200	0.178	A	18,000	3,600	0.200	A	18,000	3,700	0.206	A
	Jct. Rte. SR-133	Sand Canyon Avenue	266,000	250,400	0.941	E	342,000	276,500	0.808	D [3]	342,000	282,000	0.825	D
	Sand Canyon Avenue	University Drive	248,000	255,900	1.032	F	342,000	282,500	0.826	D [3]	342,000	288,200	0.843	D
	University Drive	Culver Drive	251,000	244,300	0.973	E	362,000	269,700	0.745	C [3]	362,000	275,100	0.760	C
	Culver Drive	Jamboree Boulevard	251,000	268,400	1.069	F	362,000	296,300	0.819	D [3]	362,000	302,300	0.835	D
	Jamboree Boulevard	Mac Arthur Boulevard	291,000	277,000	0.952	E	402,000	305,800	0.761	C [3]	402,000	312,000	0.776	C
	Mac Arthur Boulevard	Jct. Rte. SR-55	306,000	279,200	0.912	E	382,000	308,300	0.807	D [3]	382,000	314,500	0.823	D
	Jct. Rte. 55	Bristol Street	286,000	239,200	0.836	D	362,000	264,100	0.730	C [3]	362,000	269,400	0.744	C
	Bristol Street	Jct. Rte. SR-73	251,000	229,300	0.914	E	362,000	253,200	0.699	B [3]	362,000	258,300	0.714	C
	Jct. Rte. SR-73	Harbor Boulevard	311,000	292,400	0.940	E	382,000	322,800	0.845	D [3]	382,000	329,300	0.862	D
	Harbor Boulevard	Euclid Street	271,000	312,400	1.153	F	382,000	344,900	0.903	E [3]	382,000	351,800	0.921	E

[1] Abreviations: I = Interstate; SR = State Route; Jct. = Junction; Rte. = Route; Co. = County; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

[2] Roadway maximum capacity at Level of Service "E" for roadway classification. Freeway capacity based on the number and capacity of lanes as follows; general use lanes = 2,000 vehicle per hour; HOV/HOT lanes = 1,750 vehicle per hour; auxilary lanes = 1,800 vehicles per hour. The average daily traffic volumes for the freeway are based on a k factor = 0.10 (i.e. ADT = 10 X hourly capacity).

[3] I-405 improvements which include additional express lanes (2-total each direction) and general use lanes (1 added each direction) is scheduled for completion at the end of 2021. I-15 improvements which include additional express lanes (2-total each direction) is scheduled for completion at the end of 2022. I-15 improvements at south of Cajalco interchange which include additional auxilary lanes (1-total each direction) are antisipated to be completed at the end of 2022. SR-71 improvements which include additional general use lanes (1 added each direction) is scheduled for completion at the end of 2035. SR-71 to SR-91 2 flyover ramps (2 lanes added each direction) are planned.

Table 19

Existing and Construction Period (Years 2 and 3) Roadway Segment Capacity Analysis With Project - Alternative 3

Roadway	Segment[1]		With Project - Alternative 3											
			Existing				Construction Year 2 - 2022				Construction Year 3 - 2023			
	From	To	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS
La Palma Avenue	W of Yorba Linda Blvd	Yorba Linda Boulevard	37,500	15,700	0.419	A	37,500	17,300	0.461	A	37,500	17,700	0.472	A
	Yorba Linda Boulevard	E of Yorba Linda Blvd	37,500	22,000	0.587	A	37,500	24,300	0.648	B	37,500	24,800	0.661	B
	W of Gypsum Canyon Rd	Gypsum Canyon Rd	37,500	13,500	0.360	A	37,500	14,900	0.397	A	37,500	15,200	0.405	A
Gypsum Canyon Rd	La Palma Avenue	SR-91 Freeway Ramps	25,000	14,200	0.568	A	25,000	15,700	0.628	B	25,000	16,000	0.640	B
River Road	Santa Ana River	Corydon Street	25,575	21,590	0.844	D	25,575	24,000	0.938	E [3]	25,575	24,500	0.958	E [3]
	Corydon Street	Second Street	34,100	21,180	0.621	B	34,100	23,600	0.692	B	34,100	24,000	0.704	C
	Second Street	Lincoln Avenue	34,100	18,710	0.549	A	34,100	20,800	0.610	B	34,100	21,200	0.622	B
Lincoln Avenue	River Road	Railroad Street	25,900	22,920	0.885	D	25,900	25,500	0.985	E	25,900	26,000	1.004	F
	Railroad Street	SR-91 Freeway Ramps	25,900	17,340	0.669	B	25,900	19,300	0.745	C	25,900	19,700	0.761	C
Auto Center Drive	North of Railroad St	Railroad Street	13,000	430	0.033	A	13,000	600	0.046	A	13,000	600	0.046	A
	Railroad Street	MetroLink	25,900	9,480	0.366	A	25,900	10,600	0.409	A	25,900	10,800	0.417	A
	MetroLink	Pomona Road	25,900	9,590	0.370	A	25,900	10,700	0.413	A	25,900	11,000	0.425	A
	Pomona Road	Warlow Road	25,900	11,850	0.458	A	25,900	13,200	0.510	A	25,900	13,500	0.521	A
	Warlow Road	SR-91 Freeway Ramps	25,900	8,790	0.339	A	25,900	9,800	0.378	A	25,900	10,100	0.390	A
Temescal Canyon Rd	I-15 Freeway NB Ramps	Dawson Canyon Rd	18,500	9,340	0.505	A	18,500	10,700	0.578	A	18,500	10,900	0.589	A
Dawson Canyon Rd	Temescal Canyon Rd	E of Temescal Canyon Rd	13,000	2,590	0.199	A	13,000	3,200	0.246	A	13,000	3,300	0.254	A
Pine Avenue	Pomona Rincon Road	El Prado Road	0	CLOSED	NA	- [4]	16,000	12,000	0.750	C [4]	16,000	12,240	0.765	C [4]
	El Prado Road	Euclid Avenue	16,000	5,250	0.328	A	16,000	6,000	0.375	A	16,000	6,200	0.388	A
	Euclid Avenue	East of Euclid Avenue	17,950	27,520	1.533	F	17,950	30,600	1.705	F [3]	17,950	31,300	1.744	F [3]
Euclid Avenue	Pine Avenue	Pomona Rincon Road	40,867	38,270	0.936	E [5]	40,867	30,400	0.744	C [5]	40,867	31,160	0.762	C [5]
	Pomona Rincon Road	SR-71 Freeway Ramps	20,433	39,090	1.913	F [5]	20,433	31,300	1.532	F [3]	20,433	32,060	1.569	F [3]
New Hope Street	I-405 Freeway Ramps	Talbert Avenue	37,500	15,860	0.423	A	37,500	17,500	0.467	A	37,500	17,900	0.477	A
Talbert Avenue	Newhope Street	Hyland Boulevard	56,250	37,060	0.659	B	56,250	40,900	0.727	C	56,250	41,700	0.741	C
MacArthur Boulevard	Hyland Boulevard	Harbor Boulevard	68,000	31,120	0.458	A	68,000	34,400	0.506	A	68,000	35,100	0.516	A
Harbor Boulevard	MacArthur Boulevard	Sunflower Avenue	68,000	34,980	0.514	A	68,000	38,600	0.568	A	68,000	39,400	0.579	A
	Sunflower Avenue	South Coast Drive	79,333	47,970	0.605	B	79,333	53,000	0.668	B	79,333	54,000	0.681	B
	South Coast Drive	I-405 Freeway Ramps	90,667	55,140	0.608	B	90,667	60,900	0.672	B	90,667	62,100	0.685	B
Sand Canyon Avenue	Trabuco Road	Irvine Boulevard	54,000	31,780	0.589	A	54,000	35,100	0.650	B	54,000	35,800	0.663	B
	Irvine Boulevard	Portola Avenue	36,000	19,040	0.529	A	36,000	21,000	0.583	A	36,000	21,500	0.597	A
Portola Avenue	Sand Canyon Avenue	Bee Canyon Access Rd	32,000	16,550	0.517	A	32,000	18,300	0.572	A	32,000	18,700	0.584	A
Bee Canyon Access Rd	Portola Avenue	North of Portola Ave	15,600	2,580	0.165	A	15,600	2,800	0.179	A	15,600	2,900	0.186	A

[1] Abreviations: I = Interstate; SR = State Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; Dr = Drive; St = Street; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

[2] Roadway maximum capacity at Level of Service "E" for roadway classification. Capacity adjustment to reflect the number of existing number of travel lanes and when there are only 2 lanes adjusted to 13,000 for Unclassified or Collector; 16,000 for Divided Collector, Secondary or Primary, and 18,000 for Arterial (Standard, Major, Mountain or Urban), unless otherwise noted by jurisdiction capacity table.

[3] Roadway improvements to construct the build-out lanes are not currently scheduled. Build-out conditions will improve the roadway capacity and level of service.

[4] The Pine Avenue/SR-71 Freeway interchange adjacent to Euclid Avenue within the Chino area is currently not in use as the Pine Avenue is closed and in need of repair. Pine Avenue construction is scheduled to be completed at the end of 2021.

[5] It is anticipated that once the Pine Avenue roadway segment to the freeway is re-opened that volumes on Euclid Avenue will reduce and and the 4 lane section of Euclid Avenue will return to acceptable Levels of Service.

Table 20

Maintenance Period (Years 6 and 50) Freeway Segment Capacity Analysis With Project - Alternative 3

Freeway			With Project - Alternative 3							
Route	Segment[1]		Maintenance Year 6 - 2026				Maintenance Year 50 - 2071			
Number	From	To	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS
I-15	Temescal Canyon Rd	Weirick Road	190,000	172,700	0.909	E	226,000	184,700	0.817	D
	Weirick Road	Cajalco Road	190,000	190,600	1.003	F	226,000	203,900	0.902	E
	Cajalco Road	El Cerrito Road	226,000	202,600	0.896	D	226,000	216,700	0.959	E
	El Cerrito Road	Ontario Avenue	226,000	208,500	0.923	E	226,000	223,100	0.987	E
	Ontario Avenue	Magnolia Avenue	226,000	202,600	0.896	D	226,000	216,700	0.959	E
	Magnolia Avenue	Jct. Rte. SR-91	246,000	224,100	0.911	E	246,000	239,800	0.975	E
	Jct. Rte. SR-91 WB	Jct. Rte. I-15 NB	53,500	10,200	0.191	A	53,500	10,500	0.196	A
	Jct. Rte. SR-91 EB	Jct. Rte. I-15 SB	53,500	11,400	0.213	A	53,500	11,800	0.221	A
SR-91	Jct. Rte. I-15	Main Street	266,000	295,800	1.112	F	266,000	316,600	1.190	F
	Main Street	West Grand Blvd	326,000	305,400	0.937	E	326,000	326,800	1.002	F
	West Grand Blvd	Lincoln Avenue	306,000	297,000	0.971	E	306,000	317,900	1.039	F
	Lincoln Avenue	Maple Street	306,000	307,600	1.005	F	306,000	329,300	1.076	F
	Maple Street	Serfas Club Drive	306,000	306,400	1.001	F	306,000	328,000	1.072	F
	Serfas Club Drive	Jct. Rte. SR-71 North	306,000	302,600	0.989	E	306,000	324,000	1.059	F
	Jct. Rte. SR-71 North	Green River Drive	306,000	319,100	1.043	F	306,000	341,900	1.117	F
	Green River Drive	Orange/Riverside County Line	306,000	311,200	1.017	F	306,000	333,500	1.090	F
	Orange/Riverside County Line	Coal Canyon Road	306,000	310,700	1.015	F	306,000	333,000	1.088	F
	Coal Canyon Road	Gypsum Canyon Rd	306,000	310,700	1.015	F	306,000	333,000	1.088	F
	Jct. Rte. SR-91 WB	Jct. Rte. SR-71 NB	18,000	21,800	1.211	F	53,000	23,100	0.436	A [3]
	Jct. Rte. SR-91 EB	Jct. Rte. SR-71 SB	18,000	21,800	1.211	F	53,000	23,100	0.436	A [3]
SR-71	Jct. Rte. SR-91	San Bernardino/ Riverside County	80,000	83,900	1.049	F	120,000	89,700	0.748	C [3]
	San Bernardino/ Riverside County	Jct. Rte. SR-83 North	80,000	83,900	1.049	F	120,000	89,700	0.748	C [3]
	Jct. Rte. SR-83 North	Pine Ave	80,000	83,900	1.049	F	120,000	89,700	0.748	C [3]
I-5	Jct. Rte. SR-133 WB	Jct. Rte. I-5 NB	18,000	7,200	0.400	A	18,000	7,800	0.433	A
	Jct. Rte. SR-133 EB	Jct. Rte. I-5 SB	18,000	7,900	0.439	A	18,000	8,400	0.467	A
SR-133	Jct. Rte. I-5	Barranca Parkway	80,000	41,900	0.524	A	80,000	44,900	0.561	A
	Barranca Parkway	Jct. Rte. I-405	80,000	36,000	0.450	A	80,000	38,600	0.483	A
	Jct. Rte. I-405	Jct. Rte. SR-133	80,000	56,100	0.701	C	80,000	60,100	0.751	C
I-405	Jct. Rte. SR-133 WB	Jct. Rte. I-405 NB	18,000	10,400	0.578	A	18,000	11,200	0.622	B
	Jct. Rte. SR-133 EB	Jct. Rte. I-405 SB	18,000	3,900	0.217	A	18,000	4,200	0.233	A
	Jct. Rte. SR-133	Sand Canyon Ave	342,000	299,300	0.875	D	342,000	320,700	0.938	E
	Sand Canyon Avenue	University Drive	342,000	305,900	0.894	D	342,000	327,700	0.958	E
	University Drive	Culver Drive	362,000	292,000	0.807	D	362,000	312,900	0.864	D
	Culver Drive	Jamboree Blvd	362,000	320,800	0.886	D	362,000	343,800	0.950	E
	Jamboree Blvd	Mac Arthur Blvd	402,000	331,100	0.824	D	402,000	354,800	0.883	D
	Mac Arthur Blvd	Jct. Rte. SR-55	382,000	333,700	0.874	D	382,000	357,600	0.936	E
	Jct. Rte. 55	Bristol Street	362,000	285,900	0.790	C	362,000	306,400	0.846	D
	Bristol Street	Jct. Rte. SR-73	362,000	274,100	0.757	C	362,000	293,700	0.811	D
	Jct. Rte. SR-73	Harbor Boulevard	382,000	349,500	0.915	E	382,000	374,500	0.980	E
	Harbor Boulevard	Euclid Street	382,000	373,400	0.977	E	382,000	400,100	1.047	F

[1] Abreviations: I = Interstate; SR = State Route; Jct. = Junction; Rte. = Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

[2] Roadway maximum capacity at Level of Service "E" for roadway classification. Freeway capacity based on the number and capacity of lanes as follows; general use lanes = 2,000 vehicle per hour; HOV/HOT lanes = 1,750 vehicle per hour; auxilary lanes = 1,800 vehicles per hour. The average daily traffic of the freeway is based on a k factor = 0.10 (i.e. ADT = 10 X hourly capacity).

[3] I-405 improvements which include additional express lanes (2-total each direction) and general use lanes (1 added each direction) is scheduled for completion at the end of 2021. I-15 improvements which include additional express lanes (2-total each direction) is scheduled for completion at the end of 2022. I-15 improvements at south of Cajalco interchange which include additional auxilary lanes (1-total each direction) are antisipated to be completed at the end of 2022. SR-71 improvements which include additional general use lanes (1 added each direction) is scheduled for completion at the end of 2035. SR-71 to SR-91 2 flyover ramps (2 lanes added each direction) are planned.

Table 21

Maintenance Period (Years 6 and 50) Roadway Segment Capacity Analysis With Project - Alternative 3

Roadway	Segment[1]		With Project - Alternative 3							
			Maintenance Year 6 - 2026				Maintenance Year 50 - 2071			
	From	To	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS
La Palma Avenue	W of Yorba Linda Blvd	Yorba Linda Boulevard	37,500	18,800	0.501	A	37,500	20,100	0.536	A
	Yorba Linda Boulevard	E of Yorba Linda Blvd	37,500	26,400	0.704	C	37,500	28,200	0.752	C
	W of Gypsum Canyon Rd	Gypsum Canyon Rd	37,500	16,200	0.432	A	37,500	17,300	0.461	A
Gypsum Canyon Road	La Palma Avenue	SR-91 Freeway Ramps	25,000	17,000	0.680	B	25,000	18,200	0.728	C
River Road	Santa Ana River	Corydon Street	25,575	26,000	1.017	F [3]	34,100	27,700	0.812	D [3]
	Corydon Street	Second Street	34,100	25,500	0.748	C	34,100	27,200	0.798	C
	Second Street	Lincoln Avenue	34,100	22,500	0.660	B	34,100	24,000	0.704	C
Lincoln Avenue	River Road	Railroad Street	25,900	27,600	1.066	F	25,900	29,400	1.135	F
	Railroad Street	SR-91 Freeway Ramps	25,900	20,900	0.807	D	25,900	22,300	0.861	D
Auto Center Drive	North of Railroad St	Railroad Street	13,000	800	0.062	A	13,000	700	0.054	A
	Railroad Street	MetroLink	25,900	11,600	0.448	A	25,900	12,300	0.475	A
	MetroLink	Pomona Road	25,900	11,700	0.452	A	25,900	12,400	0.479	A
	Pomona Road	Warlow Road	25,900	14,400	0.556	A	25,900	15,300	0.591	A
	Warlow Road	SR-91 Freeway Ramps	25,900	10,800	0.417	A	25,900	11,400	0.440	A
Temescal Canyon Road	I-15 Freeway NB Ramps	Dawson Canyon Rd	18,500	11,700	0.632	B	37,000	12,200	0.330	A
Dawson Canyon Road	Temescal Canyon Rd	Rd	13,000	3,600	0.277	A	13,000	3,600	0.277	A
Pine Avenue	Pomona Rincon Road	El Prado Road	16,000	12,989	0.812	D [4]	16,000	13,646	0.853	D [4]
	El Prado Road	Euclid Avenue	16,000	6,500	0.406	A	16,000	6,800	0.425	A
	Euclid Avenue	East of Euclid Avenue	17,950	33,200	1.850	F [3]	35,900	35,300	0.983	E [3]
Euclid Avenue	Pine Avenue	Pomona Rincon Road	40,867	33,011	0.808	D [5]	61,300	49,100	0.801	C [5]
	Pomona Rincon Road	SR-71 Freeway Ramps	20,433	34,011	1.664	F [3]	61,300	50,100	0.817	D [3]
New Hope Street	I-405 Freeway Ramps	Talbert Avenue	37,500	19,000	0.507	A	37,500	20,300	0.541	A
Talbert Avenue	Newhope Street	Hyland Boulevard	56,250	44,300	0.788	C	56,250	47,500	0.844	D
MacArthur Boulevard	Hyland Boulevard	Harbor Boulevard	68,000	37,200	0.547	A	68,000	39,900	0.587	A
Harbor Boulevard	MacArthur Boulevard	Sunflower Avenue	68,000	41,800	0.615	B	68,000	44,800	0.659	B
	Sunflower Avenue	South Coast Drive	79,333	57,300	0.722	C	79,333	61,500	0.775	C
	South Coast Drive	I-405 Freeway Ramps	90,667	65,900	0.727	C	90,667	70,600	0.779	C
Sand Canyon Avenue	Trabuco Road	Irvine Boulevard	54,000	38,000	0.704	C	54,000	40,700	0.754	C
	Irvine Boulevard	Portola Avenue	36,000	22,800	0.633	B	54,000	24,400	0.452	A
Portola Avenue	Sand Canyon Avenue	Bee Canyon Access Rd	32,000	19,800	0.619	B	32,000	21,200	0.663	B
Bee Canyon Access Rd	Portola Avenue	North of Portola Ave	15,600	3,100	0.199	A	15,600	3,300	0.212	A

[1] Abbreviations: I = Interstate; SR = State Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; Dr = Drive; St = Street; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

[2] Roadway maximum capacity at Level of Service "E" for roadway classification. Capacity adjustment to reflect the number of existing number of travel lanes and when there are only 2 lanes adjusted to 13,000 for Unclassified or Collector; 16,000 for Divided Collector, Secondary or Primary, and 18,000 for Arterial (Standard, Major, Mountain or Urban), unless otherwise noted by jurisdiction capacity table.

[3] Roadway improvements to construct the build-out lanes are not currently scheduled. Build-out conditions will improve the roadway capacity and level of service.

[4] The Pine Avenue/SR-71 Freeway interchange adjacent to Euclid Avenue within the Chino area is currently not in use as the Pine Avenue is closed and in need of repair. Pine Avenue construction is scheduled to be completed at the end of 2021.

[5] It is anticipated that once the Pine Avenue roadway segment to the freeway is re-opened that volumes on Euclid Avenue will reduce and and the 4 lane section of Euclid Avenue will return to acceptable Levels of Service.

Table 22

Existing and Construction Period (Years 2 and 3) Freeway Segment Capacity Analysis With Project - Alternative 4

Freeway			With Project - Alternative 4											
Route	Segment[1]		Existing				Construction Year 2 - 2022				Construction Year 3 - 2023			
Number	From	To	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS
I-15	Temescal Canyon Rd	Weirick Road	120,000	144,500	1.204	F	120,000	160,200	1.335	F	190,000	162,600	0.856	D [3]
	Weirick Road	Cajalco Road	120,000	159,500	1.329	F	120,000	176,800	1.473	F	190,000	179,500	0.945	E [3]
	Cajalco Road	El Cerrito Road	120,000	169,500	1.413	F	120,000	187,800	1.565	F	226,000	190,800	0.844	D [3]
	El Cerrito Road	Ontario Avenue	138,000	174,500	1.264	F	138,000	193,300	1.401	F	226,000	196,400	0.869	D [3]
	Ontario Avenue	Magnolia Avenue	191,000	169,500	0.887	D	191,000	187,800	0.983	E	226,000	190,800	0.844	D [3]
	Magnolia Avenue	Jct. Rte. SR-91	211,000	187,500	0.889	D	211,000	207,700	0.984	E	246,000	211,000	0.858	D [3]
	Jct. Rte. SR-91 WB	Jct. Rte. I-15 NB	53,500	8,500	0.159	A	53,500	10,100	0.189	A	53,500	9,500	0.178	A
	Jct. Rte. SR-91 EB	Jct. Rte. I-15 SB	53,500	9,500	0.178	A	53,500	11,200	0.209	A	53,500	10,600	0.198	A
SR-91	Jct. Rte. I-15	Main Street	266,000	247,500	0.930	E	266,000	273,900	1.030	F	266,000	278,600	1.047	F
	Main Street	West Grand Blvd	326,000	255,500	0.784	C	326,000	282,800	0.867	D	326,000	287,600	0.882	D
	West Grand Blvd	Lincoln Avenue	306,000	248,500	0.812	D	306,000	275,000	0.899	D	306,000	279,700	0.914	E
	Lincoln Avenue	Maple Street	306,000	257,400	0.841	D	306,000	284,700	0.930	E	306,000	289,800	0.947	E
	Maple Street	Serfas Club Drive	306,000	256,400	0.838	D	306,000	283,600	0.927	E	306,000	288,700	0.943	E
	Serfas Club Drive	Jct. Rte. SR-71 North	306,000	253,000	0.827	D	306,000	279,700	0.914	E	306,000	285,000	0.931	E
	Jct. Rte. SR-71 North	Green River Drive	306,000	267,000	0.873	D	306,000	294,900	0.964	E	306,000	300,700	0.983	E
	Green River Drive	Orange/Riverside County Line	306,000	260,400	0.851	D	306,000	287,600	0.940	E	306,000	293,300	0.958	E
	Orange/Riverside County Line	Coal Canyon Road	306,000	260,000	0.850	D	306,000	287,200	0.939	E	306,000	292,800	0.957	E
	Coal Canyon Road	Gypsum Canyon Rd	306,000	260,000	0.850	D	306,000	287,200	0.939	E	306,000	292,800	0.957	E
	Jct. Rte. SR-91 WB	Jct. Rte. SR-71 NB	18,000	18,000	1.000	E	18,000	20,100	1.117	F	18,000	20,400	1.133	F
	Jct. Rte. SR-91 EB	Jct. Rte. SR-71 SB	18,000	18,000	1.000	E	18,000	20,100	1.117	F	18,000	20,400	1.133	F
SR-71	Jct. Rte. SR-91	San Bernardino/ Riverside County	80,000	70,000	0.875	D	80,000	77,500	0.969	E	80,000	78,900	0.986	E
	San Bernardino/ Riverside County	Jct. Rte. SR-83 North	80,000	70,000	0.875	D	80,000	77,500	0.969	E	80,000	78,900	0.986	E
	Jct. Rte. SR-83 North	Pine Ave	80,000	70,000	0.875	D	80,000	77,500	0.969	E	80,000	78,900	0.986	E
I-5	Jct. Rte. SR-133 WB	Jct. Rte. I-5 NB	18,000	6,000	0.333	A	18,000	6,700	0.372	A	18,000	6,800	0.378	A
	Jct. Rte. SR-133 EB	Jct. Rte. I-5 SB	18,000	6,500	0.361	A	18,000	7,200	0.400	A	18,000	7,400	0.411	A
SR-133	Jct. Rte. I-5	Barranca Parkway	80,000	35,000	0.438	A	80,000	38,600	0.483	A	80,000	39,400	0.493	A
	Barranca Parkway	Jct. Rte. I-405	80,000	30,100	0.376	A	80,000	33,200	0.415	A	80,000	33,900	0.424	A
	Jct. Rte. I-405	Jct. Rte. SR-133	80,000	46,900	0.586	A	80,000	51,800	0.648	B	80,000	52,800	0.660	B
I-405	Jct. Rte. SR-133 WB	Jct. Rte. I-405 NB	18,000	8,700	0.483	A	18,000	9,600	0.533	A	18,000	9,800	0.544	A
	Jct. Rte. SR-133 EB	Jct. Rte. I-405 SB	18,000	3,200	0.178	A	18,000	3,600	0.200	A	18,000	3,700	0.206	A
	Jct. Rte. SR-133	Sand Canyon Ave	266,000	250,400	0.941	E	342,000	276,500	0.808	D [3]	342,000	282,000	0.825	D
	Sand Canyon Avenue	University Drive	248,000	255,900	1.032	F	342,000	282,500	0.826	D [3]	342,000	288,200	0.843	D
	University Drive	Culver Drive	251,000	244,300	0.973	E	362,000	269,700	0.745	C [3]	362,000	275,100	0.760	C
	Culver Drive	Jamboree Blvd	251,000	268,400	1.069	F	362,000	296,300	0.819	D [3]	362,000	302,300	0.835	D
	Jamboree Blvd	Mac Arthur Blvd	291,000	277,000	0.952	E	402,000	305,800	0.761	C [3]	402,000	312,000	0.776	C
	Mac Arthur Blvd	Jct. Rte. SR-55	306,000	279,200	0.912	E	382,000	308,300	0.807	D [3]	382,000	314,500	0.823	D
	Jct. Rte. 55	Bristol Street	286,000	239,200	0.836	D	362,000	264,100	0.730	C [3]	362,000	269,400	0.744	C
	Bristol Street	Jct. Rte. SR-73	251,000	229,300	0.914	E	362,000	253,200	0.699	B [3]	362,000	258,300	0.714	C
	Jct. Rte. SR-73	Harbor Boulevard	311,000	292,400	0.940	E	382,000	322,800	0.845	D [3]	382,000	329,300	0.862	D
	Harbor Boulevard	Euclid Street	271,000	312,400	1.153	F	382,000	344,900	0.903	E [3]	382,000	351,800	0.921	E

[1] Abreviations: I = Interstate; SR = State Route; Jct. = Junction; Rte. = Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

[2] Roadway maximum capacity at Level of Service "E" for roadway classification. Freeway capacity based on the number and capacity of lanes as follows; general use lanes = 2,000 vehicle per hour; HOV/HOT lanes = 1,750 vehicle per hour; auxilary lanes = 1,800 vehicles per hour. The average daily traffic of the freeway is based on a k factor = 0.10 (i.e. ADT = 10 X hourly capacity).

[3] I-405 improvements which include additional express lanes (2-total each direction) and general use lanes (1 added each direction) is scheduled for completion at the end of 2021. I-15 improvements which include additional express lanes (2-total each direction) is scheduled for completion at the end of 2022. I-15 improvements at south of Cajalco interchange which include additional auxilary lanes (1-total each direction) are antisipated to be completed at the end of 2022. SR-71 improvements which include additional general use lanes (1 added each direction) is scheduled for completion at the end of 2035. SR-71 to SR-91 2 flyover ramps (2 lanes added each direction) are planned.

Table 23

Existing and Construction Period (Years 2 and 3) Roadway Segment Capacity Analysis With Project - Alternative 4

Roadway	Segment[1]		With Project - Alternative 4											
			Existing				Construction Year 2 - 2022				Construction Year 3 - 2023			
	From	To	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS
La Palma Avenue	W of Yorba Linda Blvd	Yorba Linda Boulevard	37,500	15,700	0.419	A	37,500	17,500	0.467	A	37,500	17,700	0.472	A
	Yorba Linda Boulevard	E of Yorba Linda Blvd	37,500	22,000	0.587	A	37,500	24,400	0.651	B	37,500	24,800	0.661	B
	W of Gypsum Canyon Rd	Gypsum Canyon Rd	37,500	13,500	0.360	A	37,500	15,000	0.400	A	37,500	15,200	0.405	A
Gypsum Canyon Road	La Palma Avenue	SR-91 Freeway Ramps	25,000	14,200	0.568	A	25,000	15,800	0.632	B	25,000	16,000	0.640	B
River Road	Santa Ana River	Corydon Street	25,575	21,590	0.844	D	25,575	24,100	0.942	E [3]	25,575	24,400	0.954	E [3]
	Corydon Street	Second Street	34,100	21,180	0.621	B	34,100	23,600	0.692	B	34,100	23,900	0.701	B
	Second Street	Lincoln Avenue	34,100	18,710	0.549	A	34,100	20,900	0.613	B	34,100	21,100	0.619	B
Lincoln Avenue	River Road	Railroad Street	25,900	22,920	0.885	D	25,900	25,600	0.988	E	25,900	25,900	1.000	E
	Railroad Street	SR-91 Freeway Ramps	25,900	17,340	0.669	B	25,900	19,400	0.749	C	25,900	19,600	0.757	C
Auto Center Drive	North of Railroad St	Railroad Street	13,000	430	0.033	A	13,000	1,000	0.077	A	13,000	700	0.054	A
	Railroad Street	MetroLink	25,900	9,480	0.366	A	25,900	11,000	0.425	A	25,900	10,900	0.421	A
	MetroLink	Pomona Road	25,900	9,590	0.370	A	25,900	11,200	0.432	A	25,900	11,100	0.429	A
	Pomona Road	Warlow Road	25,900	11,850	0.458	A	25,900	13,700	0.529	A	25,900	13,600	0.525	A
	Warlow Road	SR-91 Freeway Ramps	25,900	8,790	0.339	A	25,900	10,300	0.398	A	25,900	10,200	0.394	A
Temescal Canyon Road	I-15 Freeway NB Ramps	Dawson Canyon Rd	18,500	9,340	0.505	A	18,500	10,800	0.584	A	18,500	10,700	0.578	A
Dawson Canyon Road	Temescal Canyon Rd	E of Temescal Canyon Rd	13,000	2,590	0.199	A	13,000	3,400	0.262	A	13,000	3,100	0.238	A
Pine Avenue	Pomona Rincon Road	El Prado Road	0	CLOSED	NA	- [4]	16,000	12,000	0.750	C [4]	16,000	12,240	0.765	C [4]
	El Prado Road	Euclid Avenue	16,000	5,250	0.328	A	16,000	6,100	0.381	A	16,000	6,000	0.375	A
	Euclid Avenue	East of Euclid Avenue	17,950	27,520	1.533	F	17,950	30,600	1.705	F [3]	17,950	31,100	1.733	F [3]
Euclid Avenue	Pine Avenue	Pomona Rincon Road	40,867	38,270	0.936	E [5]	40,867	30,500	0.746	C [5]	40,867	30,960	0.758	C [5]
	Pomona Rincon Road	SR-71 Freeway Ramps	20,433	39,090	1.913	F [5]	20,433	31,400	1.537	F [3]	20,433	31,860	1.559	F [3]
New Hope Street	I-405 Freeway Ramps	Talbert Avenue	37,500	15,860	0.423	A	37,500	17,500	0.467	A	37,500	17,900	0.477	A
Talbert Avenue	Newhope Street	Hyland Boulevard	56,250	37,060	0.659	B	56,250	40,900	0.727	C	56,250	41,700	0.741	C
MacArthur Boulevard	Hyland Boulevard	Harbor Boulevard	68,000	31,120	0.458	A	68,000	34,400	0.506	A	68,000	35,100	0.516	A
Harbor Boulevard	MacArthur Boulevard	Sunflower Avenue	68,000	34,980	0.514	A	68,000	38,600	0.568	A	68,000	39,400	0.579	A
	Sunflower Avenue	South Coast Drive	79,333	47,970	0.605	B	79,333	53,000	0.668	B	79,333	54,000	0.681	B
	South Coast Drive	I-405 Freeway Ramps	90,667	55,140	0.608	B	90,667	60,900	0.672	B	90,667	62,100	0.685	B
Sand Canyon Avenue	Trabuco Road	Irvine Boulevard	54,000	31,780	0.589	A	54,000	35,100	0.650	B	54,000	35,800	0.663	B
	Irvine Boulevard	Portola Avenue	36,000	19,040	0.529	A	36,000	21,000	0.583	A	36,000	21,500	0.597	A
Portola Avenue	Sand Canyon Avenue	Bee Canyon Access Rd	32,000	16,550	0.517	A	32,000	18,300	0.572	A	32,000	18,700	0.584	A
Bee Canyon Access Rd	Portola Avenue	North of Portola Ave	15,600	2,580	0.165	A	15,600	2,800	0.179	A	15,600	2,900	0.186	A

[1] Abreviations: I = Interstate; SR = State Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; Dr = Drive; St = Street; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

[2] Roadway maximum capacity at Level of Service "E" for roadway classification. Capacity adjustment to reflect the number of existing number of travel lanes and when there are only 2 lanes adjusted to 13,000 for Unclassified or Collector; 16,000 for Divided Collector, Secondary or Primary, and 18,000 for Arterial (Standard, Major, Mountain or Urban), unless otherwise noted by jurisdiction capacity table.

[3] Roadway improvements to construct the build-out lanes are not currently scheduled. Build-out conditions will improve the roadway capacity and level of service.

[4] The Pine Avenue/SR-71 Freeway interchange adjacent to Euclid Avenue within the Chino area is currently not in use as the Pine Avenue is closed and in need of repair. Pine Avenue construction is scheduled to be completed at the end of 2021.

[5] It is anticipated that once the Pine Avenue roadway segment to the freeway is re-opened that volumes on Euclid Avenue will reduce and and the 4 lane section of Euclid Avenue will return to acceptable Levels of Service.

Table 24

Maintenance Period (Years 6 and 50) Freeway Segment Capacity Analysis With Project - Alternative 4

Freeway			Jurisdiction[1]	With Project - Alternative 4							
Route	Segment[1]		Caltrans &	Maintenance Year 6 - 2026				Maintenance Year 50 - 2071			
Number	From	To	County/City	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS
I-15	Temescal Canyon Rd	Weirick Road	Riverside Co.	190,000	173,300	0.912	E	226,000	184,900	0.818	D
	Weirick Road	Cajalco Road	Riverside Co.	190,000	191,200	1.006	F	226,000	204,200	0.904	E
	Cajalco Road	El Cerrito Road	Riverside Co.	226,000	203,200	0.899	D	226,000	217,000	0.960	E
	El Cerrito Road	Ontario Avenue	Corona	226,000	209,200	0.926	E	226,000	223,400	0.988	E
	Ontario Avenue	Magnolia Avenue	Corona	226,000	203,200	0.899	D	226,000	217,000	0.960	E
	Magnolia Avenue	Jct. Rte. SR-91	Corona	246,000	224,700	0.913	E	246,000	240,000	0.976	E
	Jct. Rte. SR-91 WB	Jct. Rte. I-15 NB	Corona	53,500	10,800	0.202	A	53,500	10,800	0.202	A
	Jct. Rte. SR-91 EB	Jct. Rte. I-15 SB	Corona	53,500	12,000	0.224	A	53,500	12,100	0.226	A
SR-91	Jct. Rte. I-15	Main Street	Corona	266,000	296,400	1.114	F	266,000	316,800	1.191	F
	Main Street	West Grand Blvd	Corona	326,000	306,000	0.939	E	326,000	327,100	1.003	F
	West Grand Blvd	Lincoln Avenue	Corona	306,000	297,600	0.973	E	306,000	318,100	1.040	F
	Lincoln Avenue	Maple Street	Corona	306,000	308,100	1.007	F	306,000	329,500	1.077	F
	Maple Street	Serfas Club Drive	Corona	306,000	306,900	1.003	F	306,000	328,200	1.073	F
	Serfas Club Drive	Jct. Rte. SR-71 North	Riverside Co.	306,000	302,800	0.990	E	306,000	324,000	1.059	F
	Jct. Rte. SR-71 North	Green River Drive	Corona	306,000	319,200	1.043	F	306,000	341,900	1.117	F
	Green River Drive	Orange/Riverside County Line	Corona	306,000	311,300	1.017	F	306,000	333,500	1.090	F
	Orange/Riverside County Line	Coal Canyon Road	Yorba Linda	306,000	310,900	1.016	F	306,000	333,000	1.088	F
	Coal Canyon Road	Gypsum Canyon Rd	Yorba Linda	306,000	310,900	1.016	F	306,000	333,000	1.088	F
	Jct. Rte. SR-91 WB	Jct. Rte. SR-71 NB	Riverside Co.	18,000	21,800	1.211	F	53,000	23,100	0.436	A [3]
	Jct. Rte. SR-91 EB	Jct. Rte. SR-71 SB	Riverside Co.	18,000	21,800	1.211	F	53,000	23,100	0.436	A [3]
SR-71	Jct. Rte. SR-91	San Bernardino/ Riverside County	Riverside Co.	80,000	83,900	1.049	F	120,000	89,700	0.748	C [3]
	San Bernardino/ Riverside County	Jct. Rte. SR-83 North	Chino	80,000	83,900	1.049	F	120,000	89,700	0.748	C [3]
	Jct. Rte. SR-83 North	Pine Ave	Chino	80,000	83,900	1.049	F	120,000	89,700	0.748	C [3]
I-5	Jct. Rte. SR-133 WB	Jct. Rte. I-5 NB	Irvine	18,000	7,200	0.400	A	18,000	7,800	0.433	A
	Jct. Rte. SR-133 EB	Jct. Rte. I-5 SB	Irvine	18,000	7,900	0.439	A	18,000	8,400	0.467	A
SR-133	Jct. Rte. I-5	Barranca Parkway	Irvine	80,000	41,900	0.524	A	80,000	44,900	0.561	A
	Barranca Parkway	Jct. Rte. I-405	Irvine	80,000	36,000	0.450	A	80,000	38,600	0.483	A
	Jct. Rte. I-405	Jct. Rte. SR-133	Irvine	80,000	56,100	0.701	C	80,000	60,100	0.751	C
I-405	Jct. Rte. SR-133 WB	Jct. Rte. I-405 NB	Irvine	18,000	10,400	0.578	A	18,000	11,200	0.622	B
	Jct. Rte. SR-133 EB	Jct. Rte. I-405 SB	Irvine	18,000	3,900	0.217	A	18,000	4,200	0.233	A
	Jct. Rte. SR-133	Sand Canyon Ave	Irvine	342,000	299,300	0.875	D	342,000	320,700	0.938	E
	Sand Canyon Avenue	University Drive	Irvine	342,000	305,900	0.894	D	342,000	327,700	0.958	E
	University Drive	Culver Drive	Irvine	362,000	292,000	0.807	D	362,000	312,900	0.864	D
	Culver Drive	Jamboree Blvd	Irvine	362,000	320,800	0.886	D	362,000	343,800	0.950	E
	Jamboree Boulevard	Mac Arthur Blvd	Irvine	402,000	331,100	0.824	D	402,000	354,800	0.883	D
	Mac Arthur Blvd	Jct. Rte. SR-55	Costa Mesa	382,000	333,700	0.874	D	382,000	357,600	0.936	E
	Jct. Rte. 55	Bristol Street	Costa Mesa	362,000	285,900	0.790	C	362,000	306,400	0.846	D
	Bristol Street	Jct. Rte. SR-73	Costa Mesa	362,000	274,100	0.757	C	362,000	293,700	0.811	D
	Jct. Rte. SR-73	Harbor Boulevard	Costa Mesa	382,000	349,500	0.915	E	382,000	374,500	0.980	E
	Harbor Boulevard	Euclid Street	Fountain Valley	382,000	373,400	0.977	E	382,000	400,100	1.047	F

[1] Abreviations: I = Interstate; SR = State Route; Jct. = Junction; Rte. = Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

[2] Roadway maximum capacity at Level of Service "E" for roadway classification. Freeway capacity based on the number and capacity of lanes as follows; general use lanes = 2,000 vehicle per hour; HOV/HOT lanes = 1,750 vehicle per hour; auxilary lanes = 1,800 vehicles per hour. The average daily traffic of the freeway is based on a k factor = 0.10 (i.e. ADT = 10 X hourly capacity).

[3] I-405 improvements which include additional express lanes (2-total each direction) and general use lanes (1 added each direction) is scheduled for completion at the end of 2021. I-15 improvements which include additional express lanes (2-total each direction) is scheduled for completion at the end of 2022. I-15 improvements at south of Cajalco interchange which include additional auxilary lanes (1-total each direction) are antisipated to be completed at the end of 2022. SR-71 improvements which include additional general use lanes (1 added each direction) is scheduled for completion at the end of 2035. SR-71 to SR-91 2 flyover ramps (2 lanes added each direction) are planned.

Table 25

Maintenance Period (Years 6 and 50) Roadway Segment Capacity Analysis With Project - Alternative 4

Roadway	Segment[1]		With Project - Alternative 4							
			Maintenance Year 6 - 2026				Maintenance Year 50 - 2071			
	From	To	Capacity[2]	ADT	V/C	LOS	Capacity[2]	ADT	V/C	LOS
La Palma Avenue	W of Yorba Linda Blvd	Yorba Linda Boulevard	37,500	18,900	0.504	A	37,500	20,100	0.536	A
	Yorba Linda Boulevard	E of Yorba Linda Blvd	37,500	26,400	0.704	C	37,500	28,200	0.752	C
	W of Gypsum Canyon Rd	Gypsum Canyon Rd	37,500	16,300	0.435	A	37,500	17,300	0.461	A
Gypsum Canyon Road	La Palma Avenue	SR-91 Freeway Ramps	25,000	17,100	0.684	B	25,000	18,200	0.728	C
River Road	Santa Ana River	Corydon Street	25,575	26,100	1.021	F [3]	34,100	27,700	0.812	D [3]
	Corydon Street	Second Street	34,100	25,600	0.751	C	34,100	27,200	0.798	C
	Second Street	Lincoln Avenue	34,100	22,600	0.663	B	34,100	24,000	0.704	C
Lincoln Avenue	River Road	Railroad Street	25,900	27,600	1.066	F	25,900	29,400	1.135	F
	Railroad Street	SR-91 Freeway Ramps	25,900	21,000	0.811	D	25,900	22,300	0.861	D
Auto Center Drive	North of Railroad St	Railroad Street	13,000	1,100	0.085	A	13,000	900	0.069	A
	Railroad Street	MetroLink	25,900	11,900	0.459	A	25,900	12,500	0.483	A
	MetroLink	Pomona Road	25,900	12,000	0.463	A	25,900	12,600	0.486	A
	Pomona Road	Warlow Road	25,900	14,700	0.568	A	25,900	15,500	0.598	A
	Warlow Road	SR-91 Freeway Ramps	25,900	11,100	0.429	A	25,900	11,600	0.448	A
Temescal Canyon Road	I-15 Freeway NB Ramps	Dawson Canyon Rd	18,500	11,900	0.643	B	37,000	12,500	0.338	A
Dawson Canyon Road	Temescal Canyon Rd	Rd	13,000	3,800	0.292	A	13,000	3,800	0.292	A
Pine Avenue	Pomona Rincon Road	El Prado Road	16,000	12,989	0.812	D [4]	16,000	13,646	0.853	D [4]
	El Prado Road	Euclid Avenue	16,000	6,500	0.406	A	16,000	6,800	0.425	A
	Euclid Avenue	East of Euclid Avenue	17,950	33,100	1.844	F [3]	35,900	35,300	0.983	E [3]
Euclid Avenue	Pine Avenue	Pomona Rincon Road	40,867	33,011	0.808	D [5]	61,300	49,100	0.801	C [5]
	Pomona Rincon Road	SR-71 Freeway Ramps	20,433	34,011	1.664	F [3]	61,300	50,100	0.817	D [3]
New Hope Street	I-405 Freeway Ramps	Talbert Avenue	37,500	19,000	0.507	A	37,500	20,300	0.541	A
Talbert Avenue	Newhope Street	Hyland Boulevard	56,250	44,300	0.788	C	56,250	47,500	0.844	D
MacArthur Boulevard	Hyland Boulevard	Harbor Boulevard	68,000	37,200	0.547	A	68,000	39,900	0.587	A
Harbor Boulevard	MacArthur Boulevard	Sunflower Avenue	68,000	41,800	0.615	B	68,000	44,800	0.659	B
	Sunflower Avenue	South Coast Drive	79,333	57,300	0.722	C	79,333	61,500	0.775	C
	South Coast Drive	I-405 Freeway Ramps	90,667	65,900	0.727	C	90,667	70,600	0.779	C
Sand Canyon Avenue	Trabuco Road	Irvine Boulevard	54,000	38,000	0.704	C	54,000	40,700	0.754	C
	Irvine Boulevard	Portola Avenue	36,000	22,800	0.633	B	54,000	24,400	0.452	A
Portola Avenue	Sand Canyon Avenue	Bee Canyon Access Rd	32,000	19,800	0.619	B	32,000	21,200	0.663	B
Bee Canyon Access Rd	Portola Avenue	North of Portola Ave	15,600	3,100	0.199	A	15,600	3,300	0.212	A

[1] Abbreviations: I = Interstate; SR = State Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; Dr = Drive; St = Street; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

[2] Roadway maximum capacity at Level of Service "E" for roadway classification. Capacity adjustment to reflect the number of existing number of travel lanes and when there are only 2 lanes adjusted to 13,000 for Unclassified or Collector; 16,000 for Divided Collector, Secondary or Primary, and 18,000 for Arterial (Standard, Major, Mountain or Urban), unless otherwise noted by jurisdiction capacity table.

[3] Roadway improvements to construct the build-out lanes are not currently scheduled. Build-out conditions will improve the roadway capacity and level of service.

[4] The Pine Avenue/SR-71 Freeway interchange adjacent to Euclid Avenue within the Chino area is currently not in use as the Pine Avenue is closed and in need of repair. Pine Avenue construction is scheduled to be completed at the end of 2021.

[5] It is anticipated that once the Pine Avenue roadway segment to the freeway is re-opened that volumes on Euclid Avenue will reduce and and the 4 lane section of Euclid Avenue will return to acceptable Levels of Service.

Table 26

Summary Freeway Segment Capacity Analysis With Project - Alternative 2

Freeway			Existing					Construction Year 2022					Construction Year 2023					Maintenance Year 2026					Maintenance Year 2071				
Route	Segment[1]		Without Project		With Project (2021)			Without Project		With Project			Without Project		With Project			Without Project		With Project			Without Project		With Project		
Number	From	To	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C
I-15	Temescal Canyon Rd	Weirick Road	1.20	F	1.20	F	-	1.33	F	1.33	F	-	0.85	D	0.86	D	-	0.91	E	0.91	E	-	0.82	D	0.82	D	-
	Weirick Road	Cajalco Road	1.33	F	1.33	F	-	1.46	F	1.47	F	-	0.94	E	0.94	E	-	1.00	E	1.01	F	0.006	0.90	D	0.90	E	0.003
	Cajalco Road	El Cerrito Road	1.41	F	1.41	F	-	1.56	F	1.56	F	-	0.84	D	0.84	D	-	0.89	D	0.90	D	-	0.96	E	0.96	E	-
	El Cerrito Road	Ontario Avenue	1.26	F	1.26	F	-	1.39	F	1.40	F	-	0.87	D	0.87	D	-	0.92	E	0.92	E	-	0.99	E	0.99	E	-
	Ontario Avenue	Magnolia Avenue	0.88	D	0.89	D	-	0.98	E	0.98	E	-	0.84	D	0.84	D	-	0.89	D	0.90	D	-	0.96	E	0.96	E	-
	Magnolia Avenue	Jct. Rte. SR-91	0.89	D	0.89	D	-	0.98	E	0.98	E	-	0.86	D	0.86	D	-	0.91	E	0.91	E	-	0.97	E	0.98	E	-
	Jct. Rte. SR-91 WB	Jct. Rte. I-15 NB	0.15	A	0.16	A	-	0.16	A	0.19	A	-	0.17	A	0.18	A	-	0.18	A	0.20	A	-	0.19	A	0.20	A	-
	Jct. Rte. SR-91 EB	Jct. Rte. I-15 SB	0.17	A	0.18	A	-	0.19	A	0.21	A	-	0.19	A	0.20	A	-	0.20	A	0.22	A	-	0.21	A	0.23	A	-
SR-91	Jct. Rte. I-15	Main Street	0.93	E	0.93	E	-	1.03	F	1.03	F	-	1.05	F	1.05	F	-	1.11	F	1.11	F	-	1.19	F	1.19	F	-
	Main Street	West Grand Blvd	0.78	C	0.78	C	-	0.86	D	0.87	D	-	0.88	D	0.88	D	-	0.93	E	0.94	E	-	1.00	F	1.00	F	-
	West Grand Blvd	Lincoln Avenue	0.81	D	0.81	D	-	0.89	D	0.90	D	-	0.91	E	0.91	E	-	0.97	E	0.97	E	-	1.04	F	1.04	F	-
	Lincoln Avenue	Maple Street	0.84	D	0.84	D	-	0.93	E	0.93	E	-	0.95	E	0.95	E	-	1.00	F	1.01	F	-	1.08	F	1.08	F	-
	Maple Street	Serfas Club Drive	0.84	D	0.84	D	-	0.92	E	0.93	E	-	0.94	E	0.94	E	-	1.00	E	1.00	F	0.003	1.07	F	1.07	F	-
	Serfas Club Drive	Jct. Rte. SR-71 North	0.83	D	0.83	D	-	0.91	E	0.91	E	-	0.93	E	0.93	E	-	0.99	E	0.99	E	-	1.06	F	1.06	F	-
	Jct. Rte. SR-71 North	Green River Drive	0.87	D	0.87	D	-	0.96	E	0.96	E	-	0.98	E	0.98	E	-	1.04	F	1.04	F	-	1.12	F	1.12	F	-
	Green River Drive	Orange/Riverside County Line	0.85	D	0.85	D	-	0.94	E	0.94	E	-	0.96	E	0.96	E	-	1.02	F	1.02	F	-	1.09	F	1.09	F	-
	Orange/Riverside County Line	Coal Canyon Road	0.85	D	0.85	D	-	0.94	E	0.94	E	-	0.96	E	0.96	E	-	1.02	F	1.02	F	-	1.09	F	1.09	F	-
	Coal Canyon Road	Gypsum Canyon Rd	0.85	D	0.85	D	-	0.94	E	0.94	E	-	0.96	E	0.96	E	-	1.02	F	1.02	F	-	1.09	F	1.09	F	-
	Jct. Rte. SR-91 WB	Jct. Rte. SR-71 NB	1.00	E	1.00	E	-	1.11	F	1.12	F	-	1.13	F	1.13	F	-	1.19	F	1.21	F	-	0.44	A	0.44	A	-
	Jct. Rte. SR-91 EB	Jct. Rte. SR-71 SB	1.00	E	1.00	E	-	1.11	F	1.12	F	-	1.13	F	1.13	F	-	1.19	F	1.21	F	-	0.44	A	0.44	A	-
SR-71	Jct. Rte. SR-91	San Bernardino/ Riverside County	0.88	D	0.88	D	-	0.97	E	0.97	E	-	0.99	E	0.99	E	-	1.05	F	1.05	F	-	0.75	C	0.75	C	-
	San Bernardino/ Riverside County	Jct. Rte. SR-83 North	0.88	D	0.88	D	-	0.97	E	0.97	E	-	0.99	E	0.99	E	-	1.05	F	1.05	F	-	0.75	C	0.75	C	-
	Jct. Rte. SR-83 North	Pine Ave	0.88	D	0.88	D	-	0.97	E	0.97	E	-	0.99	E	0.99	E	-	1.05	F	1.05	F	-	0.75	C	0.75	C	-
I-5	Jct. Rte. SR-133 WB	Jct. Rte. I-5 NB	0.34	A	0.33	A	-	0.37	A	0.37	A	-	0.38	A	0.38	A	-	0.40	A	0.40	A	-	0.43	A	0.43	A	-
	Jct. Rte. SR-133 EB	Jct. Rte. I-5 SB	0.36	A	0.36	A	-	0.40	A	0.40	A	-	0.41	A	0.41	A	-	0.43	A	0.44	A	-	0.47	A	0.47	A	-
SR-133	Jct. Rte. I-5	Barranca Parkway	0.44	A	0.44	A	-	0.48	A	0.48	A	-	0.49	A	0.49	A	-	0.52	A	0.52	A	-	0.56	A	0.56	A	-
	Barranca Parkway	Jct. Rte. I-405	0.38	A	0.38	A	-	0.42	A	0.42	A	-	0.42	A	0.42	A	-	0.45	A	0.45	A	-	0.48	A	0.48	A	-
	Jct. Rte. I-405	Jct. Rte. SR-133	0.59	A	0.59	A	-	0.65	B	0.65	B	-	0.66	B	0.66	B	-	0.70	B	0.70	C	0.001	0.75	C	0.75	C	-
I-405	Jct. Rte. SR-133 WB	Jct. Rte. I-405 NB	0.48	A	0.48	A	-	0.53	A	0.53	A	-	0.54	A	0.54	A	-	0.58	A	0.58	A	-	0.62	B	0.62	B	-
	Jct. Rte. SR-133 EB	Jct. Rte. I-405 SB	0.18	A	0.18	A	-	0.20	A	0.20	A	-	0.21	A	0.21	A	-	0.22	A	0.22	A	-	0.23	A	0.23	A	-
	Jct. Rte. SR-133	Sand Canyon Ave	0.94	E	0.94	E	-	0.81	D	0.81	D	-	0.82	D	0.82	D	-	0.88	D	0.88	D	-	0.94	E	0.94	E	-
	Sand Canyon Avenue	University Drive	1.03	F	1.03	F	-	0.83	D	0.83	D	-	0.84	D	0.84	D	-	0.89	D	0.89	D	-	0.96	E	0.96	E	-
	University Drive	Culver Drive	0.97	E	0.97	E	-	0.75	C	0.75	C	-	0.76	C	0.76	C	-	0.81	D	0.81	D	-	0.86	D	0.86	D	-
	Culver Drive	Jamboree Blvd	1.07	F	1.07	F	-	0.82	D	0.82	D	-	0.84	D	0.84	D	-	0.89	D	0.89	D	-	0.95	E	0.95	E	-
	Jamboree Blvd	Mac Arthur Blvd	0.95	E	0.95	E	-	0.76	C	0.76	C	-	0.78	C	0.78	C	-	0.82	D	0.82	D	-	0.88	D	0.88	D	-
	Mac Arthur Blvd	Jct. Rte. SR-55	0.91	E	0.91	E	-	0.81	D	0.81	D	-	0.82	D	0.82	D	-	0.87	D	0.87	D	-	0.94	E	0.94	E	-
	Jct. Rte. 55	Bristol Street	0.84	D	0.84	D	-	0.73	C	0.73	C	-	0.74	C	0.74	C	-	0.79	C	0.79	C	-	0.85	D	0.85	D	-
	Bristol Street	Jct. Rte. SR-73	0.91	E	0.91	E	-	0.70	B	0.70	B	-	0.71	C	0.71	C	-	0.76	C	0.76	C	-	0.81	D	0.81	D	-
	Jct. Rte. SR-73	Harbor Boulevard	0.94	E	0.94	E	-	0.85	D	0.85	D	-	0.86	D	0.86	D	-	0.91	E	0.91	E	-	0.98	E	0.98	E	-
	Harbor Boulevard	Euclid Street	1.15	F	1.15	F	-	0.90	E	0.90	E	-	0.92	E	0.92	E	-	0.98	E	0.98	E	-	1.05	F	1.05	F	-

[1] Abreviations: I = Interstate; SR = State Route; Jct. = Junction; Rte. = Route; Co. = County; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

Table 27

Summary Roadway Segment Capacity Analysis With Project - Alternative 2

Roadway	Segment[1]		Existing					Construction Year 2022					Construction Year 2023					Maintenance Year 2026					Maintenance Year 2071				
			Without Project		With Project (2021)			Without Project		With Project			Without Project		With Project			Without Project		With Project			Without Project		With Project		
	From	To	V/C	LOS	V/C	LOS	V/C	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C
La Palma Avenue	W of Yorba Linda Blvd	Yorba Linda Boulevard	0.42	A	0.42	A	-	0.46	A	0.47	A	-	0.47	A	0.47	A	-	0.50	A	0.50	A	-	0.54	A	0.54	A	-
	Yorba Linda Boulevard	E of Yorba Linda Blvd	0.59	A	0.59	A	-	0.65	B	0.65	B	-	0.66	B	0.66	B	-	0.70	C	0.71	C	-	0.75	C	0.75	C	-
	W of Gypsum Canyon Rd	Gypsum Canyon Rd	0.36	A	0.36	A	-	0.40	A	0.40	A	-	0.41	A	0.41	A	-	0.43	A	0.43	A	-	0.46	A	0.46	A	-
Gypsum Canyon Road	La Palma Avenue	SR-91 Freeway Ramps	0.57	A	0.57	A	-	0.63	B	0.63	B	-	0.64	B	0.64	B	-	0.68	B	0.68	B	-	0.73	C	0.73	C	-
River Road	Santa Ana River	Corydon Street	0.84	D	0.84	D	-	0.93	E	0.95	E	0.02	0.95	E	0.95	E	0.00	1.01	E	1.02	F	0.012	0.81	D	0.81	D	0.00
	Corydon Street	Second Street	0.62	B	0.62	B	-	0.69	B	0.70	B	-	0.70	B	0.70	B	-	0.74	C	0.75	C	-	0.79	C	0.80	C	-
	Second Street	Lincoln Avenue	0.55	A	0.55	A	-	0.61	B	0.62	B	-	0.62	B	0.62	B	-	0.66	B	0.67	B	-	0.70	C	0.70	C	-
Lincoln Avenue	River Road	Railroad Street	0.88	D	0.88	D	-	0.98	E	0.99	E	0.01	1.00	E	1.00	E	0.00	1.06	F	1.07	F	0.012	1.13	F	1.14	F	0.00
	Railroad Street	SR-91 Freeway Ramps	0.67	B	0.67	B	-	0.74	C	0.75	C	-	0.75	C	0.76	C	-	0.80	C	0.81	D	0.012	0.86	D	0.86	D	0.00
Auto Center Drive	North of Railroad St	Railroad Street	0.03	A	0.03	A	-	0.04	A	0.05	A	-	0.04	A	0.05	A	-	0.04	A	0.07	A	-	0.04	A	0.07	A	-
	Railroad Street	MetroLink	0.37	A	0.37	A	-	0.41	A	0.41	A	-	0.41	A	0.42	A	-	0.44	A	0.45	A	-	0.47	A	0.48	A	-
	MetroLink	Pomona Road	0.37	A	0.37	A	-	0.41	A	0.42	A	-	0.42	A	0.43	A	-	0.44	A	0.46	A	-	0.47	A	0.49	A	-
	Pomona Road	Warlow Road	0.46	A	0.46	A	-	0.51	A	0.52	A	-	0.51	A	0.53	A	-	0.55	A	0.56	A	-	0.59	A	0.60	A	-
	Warlow Road	SR-91 Freeway Ramps	0.34	A	0.34	A	-	0.37	A	0.39	A	-	0.38	A	0.39	A	-	0.41	A	0.42	A	-	0.44	A	0.45	A	-
Temescal Canyon Road	I-15 Freeway NB Ramps	Dawson Canyon Rd	0.50	A	0.50	A	-	0.56	A	0.59	A	-	0.57	A	0.58	A	-	0.61	B	0.64	B	-	0.32	A	0.34	A	-
Dawson Canyon Road	Temescal Canyon Rd	E of Temescal Canyon Rd	0.20	A	0.20	A	-	0.22	A	0.27	A	-	0.22	A	0.24	A	-	0.24	A	0.29	A	-	0.25	A	0.29	A	-
Pine Avenue	Pomona Rincon Road	El Prado Road	NA	F	NA	F	-	0.75	C	0.75	C	-	0.77	C	0.77	C	-	0.81	D	0.81	D	-	0.85	D	0.85	D	-
	El Prado Road	Euclid Avenue	0.33	A	0.33	A	-	0.36	A	0.38	A	-	0.37	A	0.38	A	-	0.39	A	0.41	A	-	0.42	A	0.43	A	-
	Euclid Avenue	East of Euclid Avenue	1.53	F	1.53	F	-	1.69	F	1.71	F	0.02	1.73	F	1.73	F	0.01	1.83	F	1.85	F	0.017	0.98	E	0.98	E	0.00
Euclid Avenue	Pine Avenue	Pomona Rincon Road	0.94	E	0.94	E	-	0.74	C	0.75	C	-	0.76	C	0.76	C	-	0.80	C	0.81	D	0.01	0.80	C	0.80	C	-
	Pomona Rincon Road	SR-71 Freeway Ramps	1.91	F	1.91	F	-	1.53	F	1.54	F	0.02	1.55	F	1.56	F	0.00	1.65	F	1.67	F	0.02	0.82	D	0.82	D	-
New Hope Street	I-405 Freeway Ramps	Talbert Avenue	0.42	A	0.42	A	-	0.47	A	0.47	A	-	0.48	A	0.48	A	-	0.51	A	0.51	A	-	0.54	A	0.54	A	-
Talbert Avenue	Newhope Street	Hyland Boulevard	0.66	B	0.66	B	-	0.73	C	0.73	C	-	0.74	C	0.74	C	-	0.79	C	0.79	C	-	0.84	D	0.84	D	-
MacArthur Boulevard	Hyland Boulevard	Harbor Boulevard	0.46	A	0.46	A	-	0.51	A	0.51	A	-	0.51	A	0.52	A	-	0.55	A	0.55	A	-	0.59	A	0.59	A	-
Harbor Boulevard	MacArthur Boulevard	Sunflower Avenue	0.51	A	0.51	A	-	0.57	A	0.57	A	-	0.58	A	0.58	A	-	0.61	B	0.61	B	-	0.66	B	0.66	B	-
	Sunflower Avenue	South Coast Drive	0.60	B	0.60	B	-	0.67	B	0.67	B	-	0.68	B	0.68	B	-	0.72	C	0.72	C	-	0.77	C	0.78	C	-
	South Coast Drive	I-405 Freeway Ramps	0.61	B	0.61	B	-	0.67	B	0.67	B	-	0.68	B	0.68	B	-	0.73	C	0.73	C	-	0.78	C	0.78	C	-
Sand Canyon Avenue	Trabuco Road	Irvine Boulevard	0.59	A	0.59	A	-	0.65	B	0.65	B	-	0.66	B	0.66	B	-	0.70	C	0.70	C	-	0.75	C	0.75	C	-
	Irvine Boulevard	Portola Avenue	0.53	A	0.53	A	-	0.58	A	0.58	A	-	0.59	A	0.60	A	-	0.63	B	0.63	B	-	0.45	A	0.45	A	-
Portola Avenue	Sand Canyon Avenue	Bee Canyon Access Rd	0.52	A	0.52	A	-	0.57	A	0.57	A	-	0.58	A	0.58	A	-	0.62	B	0.62	B	-	0.66	B	0.66	B	-
Bee Canyon Access Rd	Portola Avenue	North of Portola Ave	0.17	A	0.17	A	-	0.18	A	0.18	A	-	0.19	A	0.19	A	-	0.20	A	0.20	A	-	0.21	A	0.21	A	-

[1] Abbreviations: I = Interstate; SR = State Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; Dr = Drive; St = Street; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

Table 28

Summary Freeway Segment Capacity Analysis With Project - Alternative 3

Freeway			Existing					Construction Year 2022					Construction Year 2023					Maintenance Year 2026					Maintenance Year 2071				
Route	Segment[1]		Without Project		With Project (2021)			Without Project		With Project			Without Project		With Project			Without Project		With Project			Without Project		With Project		
Number	From	To	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C
I-15	Temescal Canyon Rd	Weirick Road	1.20	F	1.20	F	-	1.33	F	1.33	F	-	0.85	D	0.86	D	-	0.91	E	0.91	E	-	0.82	D	0.82	D	-
	Weirick Road	Cajalco Road	1.33	F	1.33	F	-	1.46	F	1.47	F	-	0.94	E	0.95	E	-	1.00	E	1.00	F	0.003	0.90	D	0.90	E	0.001
	Cajalco Road	El Cerrito Road	1.41	F	1.41	F	-	1.56	F	1.56	F	-	0.84	D	0.84	D	-	0.89	D	0.90	D	-	0.96	E	0.96	E	-
	El Cerrito Road	Ontario Avenue	1.26	F	1.26	F	-	1.39	F	1.40	F	-	0.87	D	0.87	D	-	0.92	E	0.92	E	-	0.99	E	0.99	E	-
	Ontario Avenue	Magnolia Avenue	0.88	D	0.89	D	-	0.98	E	0.98	E	-	0.84	D	0.84	D	-	0.89	D	0.90	D	-	0.96	E	0.96	E	-
	Magnolia Avenue	Jct. Rte. SR-91	0.89	D	0.89	D	-	0.98	E	0.98	E	-	0.86	D	0.86	D	-	0.91	E	0.91	E	-	0.97	E	0.97	E	-
	Jct. Rte. SR-91 WB	Jct. Rte. I-15 NB	0.15	A	0.16	A	-	0.16	A	0.17	A	-	0.17	A	0.18	A	-	0.18	A	0.19	A	-	0.19	A	0.20	A	-
	Jct. Rte. SR-91 EB	Jct. Rte. I-15 SB	0.17	A	0.17	A	-	0.19	A	0.19	A	-	0.19	A	0.20	A	-	0.20	A	0.21	A	-	0.21	A	0.22	A	-
SR-91	Jct. Rte. I-15	Main Street	0.93	E	0.93	E	-	1.03	F	1.03	F	-	1.05	F	1.05	F	-	1.11	F	1.11	F	-	1.19	F	1.19	F	-
	Main Street	West Grand Blvd	0.78	C	0.78	C	-	0.86	D	0.87	D	-	0.88	D	0.88	D	-	0.93	E	0.94	E	-	1.00	F	1.00	F	-
	West Grand Blvd	Lincoln Avenue	0.81	D	0.81	D	-	0.89	D	0.90	D	-	0.91	E	0.91	E	-	0.97	E	0.97	E	-	1.04	F	1.04	F	-
	Lincoln Avenue	Maple Street	0.84	D	0.84	D	-	0.93	E	0.93	E	-	0.95	E	0.95	E	-	1.00	F	1.01	F	-	1.08	F	1.08	F	-
	Maple Street	Serfas Club Drive	0.84	D	0.84	D	-	0.92	E	0.92	E	-	0.94	E	0.94	E	-	1.00	E	1.00	F	0.002	1.07	F	1.07	F	-
	Serfas Club Drive	Jct. Rte. SR-71 North	0.83	D	0.83	D	-	0.91	E	0.91	E	-	0.93	E	0.93	E	-	0.99	E	0.99	E	-	1.06	F	1.06	F	-
	Jct. Rte. SR-71 North	Green River Drive	0.87	D	0.87	D	-	0.96	E	0.96	E	-	0.98	E	0.98	E	-	1.04	F	1.04	F	-	1.12	F	1.12	F	-
	Green River Drive	Orange/Riverside County Line	0.85	D	0.85	D	-	0.94	E	0.94	E	-	0.96	E	0.96	E	-	1.02	F	1.02	F	-	1.09	F	1.09	F	-
	Orange/Riverside County Line	Coal Canyon Road	0.85	D	0.85	D	-	0.94	E	0.94	E	-	0.96	E	0.96	E	-	1.02	F	1.02	F	-	1.09	F	1.09	F	-
	Coal Canyon Road	Gypsum Canyon Rd	0.85	D	0.85	D	-	0.94	E	0.94	E	-	0.96	E	0.96	E	-	1.02	F	1.02	F	-	1.09	F	1.09	F	-
	Jct. Rte. SR-91 WB	Jct. Rte. SR-71 NB	1.00	E	1.00	E	-	1.11	F	1.12	F	-	1.13	F	1.14	F	-	1.19	F	1.21	F	-	0.44	A	0.44	A	-
	Jct. Rte. SR-91 EB	Jct. Rte. SR-71 SB	1.00	E	1.00	E	-	1.11	F	1.12	F	-	1.13	F	1.14	F	-	1.19	F	1.21	F	-	0.44	A	0.44	A	-
SR-71	Jct. Rte. SR-91	San Bernardino/ Riverside County	0.88	D	0.88	D	-	0.97	E	0.97	E	-	0.99	E	0.99	E	-	1.05	F	1.05	F	-	0.75	C	0.75	C	-
	San Bernardino/ Riverside County	Jct. Rte. SR-83 North	0.88	D	0.88	D	-	0.97	E	0.97	E	-	0.99	E	0.99	E	-	1.05	F	1.05	F	-	0.75	C	0.75	C	-
	Jct. Rte. SR-83 North	Pine Ave	0.88	D	0.88	D	-	0.97	E	0.97	E	-	0.99	E	0.99	E	-	1.05	F	1.05	F	-	0.75	C	0.75	C	-
I-5	Jct. Rte. SR-133 WB	Jct. Rte. I-5 NB	0.34	A	0.33	A	-	0.37	A	0.37	A	-	0.38	A	0.38	A	-	0.40	A	0.40	A	-	0.43	A	0.43	A	-
	Jct. Rte. SR-133 EB	Jct. Rte. I-5 SB	0.36	A	0.36	A	-	0.40	A	0.40	A	-	0.41	A	0.41	A	-	0.43	A	0.44	A	-	0.47	A	0.47	A	-
SR-133	Jct. Rte. I-5	Barranca Parkway	0.44	A	0.44	A	-	0.48	A	0.48	A	-	0.49	A	0.49	A	-	0.52	A	0.52	A	-	0.56	A	0.56	A	-
	Barranca Parkway	Jct. Rte. I-405	0.38	A	0.38	A	-	0.42	A	0.42	A	-	0.42	A	0.42	A	-	0.45	A	0.45	A	-	0.48	A	0.48	A	-
	Jct. Rte. I-405	Jct. Rte. SR-133	0.59	A	0.59	A	-	0.65	B	0.65	B	-	0.66	B	0.66	B	-	0.70	B	0.70	C	0.001	0.75	C	0.75	C	-
I-405	Jct. Rte. SR-133 WB	Jct. Rte. I-405 NB	0.48	A	0.48	A	-	0.53	A	0.53	A	-	0.54	A	0.54	A	-	0.58	A	0.58	A	-	0.62	B	0.62	B	-
	Jct. Rte. SR-133 EB	Jct. Rte. I-405 SB	0.18	A	0.18	A	-	0.20	A	0.20	A	-	0.21	A	0.21	A	-	0.22	A	0.22	A	-	0.23	A	0.23	A	-
	Jct. Rte. SR-133	Sand Canyon Ave	0.94	E	0.94	E	-	0.81	D	0.81	D	-	0.82	D	0.82	D	-	0.88	D	0.88	D	-	0.94	E	0.94	E	-
	Sand Canyon Avenue	University Drive	1.03	F	1.03	F	-	0.83	D	0.83	D	-	0.84	D	0.84	D	-	0.89	D	0.89	D	-	0.96	E	0.96	E	-
	University Drive	Culver Drive	0.97	E	0.97	E	-	0.75	C	0.75	C	-	0.76	C	0.76	C	-	0.81	D	0.81	D	-	0.86	D	0.86	D	-
	Culver Drive	Jamboree Blvd	1.07	F	1.07	F	-	0.82	D	0.82	D	-	0.84	D	0.84	D	-	0.89	D	0.89	D	-	0.95	E	0.95	E	-
	Jamboree Blvd	Mac Arthur Blvd	0.95	E	0.95	E	-	0.76	C	0.76	C	-	0.78	C	0.78	C	-	0.82	D	0.82	D	-	0.88	D	0.88	D	-
	Mac Arthur Blvd	Jct. Rte. SR-55	0.91	E	0.91	E	-	0.81	D	0.81	D	-	0.82	D	0.82	D	-	0.87	D	0.87	D	-	0.94	E	0.94	E	-
	Jct. Rte. 55	Bristol Street	0.84	D	0.84	D	-	0.73	C	0.73	C	-	0.74	C	0.74	C	-	0.79	C	0.79	C	-	0.85	D	0.85	D	-
	Bristol Street	Jct. Rte. SR-73	0.91	E	0.91	E	-	0.70	B	0.70	B	-	0.71	C	0.71	C	-	0.76	C	0.76	C	-	0.81	D	0.81	D	-
	Jct. Rte. SR-73	Harbor Boulevard	0.94	E	0.94	E	-	0.85	D	0.85	D	-	0.86	D	0.86	D	-	0.91	E	0.91	E	-	0.98	E	0.98	E	-
	Harbor Boulevard	Euclid Street	1.15	F	1.15	F	-	0.90	E	0.90	E	-	0.92	E	0.92	E	-	0.98	E	0.98	E	-	1.05	F	1.05	F	-

[1] Abreviations: I = Interstate; SR = State Route; Jct. = Junction; Rte. = Route; Co. = County; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

Table 29

Summary Roadway Segment Capacity Analysis With Project - Alternative 3

Roadway	Segment[1]		Existing					Construction Year 2022					Construction Year 2023					Maintenance Year 2026					Maintenance Year 2071				
			Without Project		With Project (2021)			Without Project		With Project			Without Project		With Project			Without Project		With Project			Without Project		With Project		
	From	To	V/C	LOS	V/C	LOS	V/C	V/C	LOS	V/C	LOS	V/C	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C
La Palma Avenue	W of Yorba Linda Blvd	Yorba Linda Boulevard	0.42	A	0.42	A	-	0.46	A	0.46	A	-	0.47	A	0.47	A	-	0.50	A	0.50	A	-	0.54	A	0.54	A	-
	Yorba Linda Boulevard	E of Yorba Linda Blvd	0.59	A	0.59	A	-	0.65	B	0.65	B	-	0.66	B	0.66	B	-	0.70	C	0.70	C	-	0.75	C	0.75	C	-
	W of Gypsum Canyon Rd	Gypsum Canyon Rd	0.36	A	0.36	A	-	0.40	A	0.40	A	-	0.41	A	0.41	A	-	0.43	A	0.43	A	-	0.46	A	0.46	A	-
Gypsum Canyon Road	La Palma Avenue	SR-91 Freeway Ramps	0.57	A	0.57	A	-	0.63	B	0.63	B	-	0.64	B	0.64	B	-	0.68	B	0.68	B	-	0.73	C	0.73	C	-
River Road	Santa Ana River	Corydon Street	0.84	D	0.84	D	-	0.93	E	0.94	E	0.01	0.95	E	0.96	E	0.01	1.01	E	1.02	F	0.008	0.81	D	0.81	D	0.003
	Corydon Street	Second Street	0.62	B	0.62	B	-	0.69	B	0.69	B	-	0.70	B	0.70	C	-	0.74	C	0.75	C	-	0.79	C	0.80	C	-
	Second Street	Lincoln Avenue	0.55	A	0.55	A	-	0.61	B	0.61	B	-	0.62	B	0.62	B	-	0.66	B	0.66	B	-	0.70	C	0.70	C	-
Lincoln Avenue	River Road	Railroad Street	0.88	D	0.88	D	-	0.98	E	0.98	E	0.01	1.00	E	1.00	E	0.01	1.06	F	1.07	F	0.008	1.13	F	1.14	F	0.004
	Railroad Street	SR-91 Freeway Ramps	0.67	B	0.67	B	-	0.74	C	0.75	C	-	0.75	C	0.76	C	-	0.80	C	0.81	D	0.008	0.86	D	0.86	D	0.004
Auto Center Drive	North of Railroad St	Railroad Street	0.03	A	0.03	A	-	0.04	A	0.05	A	-	0.04	A	0.05	A	-	0.04	A	0.06	A	-	0.04	A	0.05	A	-
	Railroad Street	MetroLink	0.37	A	0.37	A	-	0.41	A	0.41	A	-	0.41	A	0.42	A	-	0.44	A	0.45	A	-	0.47	A	0.47	A	-
	MetroLink	Pomona Road	0.37	A	0.37	A	-	0.41	A	0.41	A	-	0.42	A	0.42	A	-	0.44	A	0.45	A	-	0.47	A	0.48	A	-
	Pomona Road	Warlow Road	0.46	A	0.46	A	-	0.51	A	0.51	A	-	0.51	A	0.52	A	-	0.55	A	0.56	A	-	0.59	A	0.59	A	-
	Warlow Road	SR-91 Freeway Ramps	0.34	A	0.34	A	-	0.37	A	0.38	A	-	0.38	A	0.39	A	-	0.41	A	0.42	A	-	0.44	A	0.44	A	-
Temescal Canyon Road	I-15 Freeway NB Ramps	Dawson Canyon Rd	0.50	A	0.50	A	-	0.56	A	0.58	A	-	0.57	A	0.59	A	-	0.61	B	0.63	B	-	0.32	A	0.33	A	-
Dawson Canyon Road	Temescal Canyon Rd	E of Temescal Canyon Rd	0.20	A	0.20	A	-	0.22	A	0.25	A	-	0.22	A	0.25	A	-	0.24	A	0.28	A	-	0.25	A	0.28	A	-
Pine Avenue	Pomona Rincon Road	El Prado Road	NA	F	NA	F	-	0.75	C	0.75	C	-	0.77	C	0.77	C	-	0.81	D	0.81	D	-	0.85	D	0.85	D	-
	El Prado Road	Euclid Avenue	0.33	A	0.33	A	-	0.36	A	0.38	A	-	0.37	A	0.39	A	-	0.39	A	0.41	A	-	0.42	A	0.43	A	-
	Euclid Avenue	East of Euclid Avenue	1.53	F	1.53	F	-	1.69	F	1.70	F	0.01	1.73	F	1.74	F	0.02	1.83	F	1.85	F	0.017	0.98	E	0.98	E	0.003
Euclid Avenue	Pine Avenue	Pomona Rincon Road	0.94	E	0.94	E	-	0.74	C	0.74	C	-	0.76	C	0.76	C	-	0.80	C	0.81	D	0.007	0.80	C	0.80	C	-
	Pomona Rincon Road	SR-71 Freeway Ramps	1.91	F	1.91	F	-	1.53	F	1.53	F	0.00	1.55	F	1.57	F	0.01	1.65	F	1.66	F	0.015	0.82	D	0.82	D	-
New Hope Street	I-405 Freeway Ramps	Talbert Avenue	0.42	A	0.42	A	-	0.47	A	0.47	A	-	0.48	A	0.48	A	-	0.51	A	0.51	A	-	0.54	A	0.54	A	-
Talbert Avenue	Newhope Street	Hyland Boulevard	0.66	B	0.66	B	-	0.73	C	0.73	C	-	0.74	C	0.74	C	-	0.79	C	0.79	C	-	0.84	D	0.84	D	-
MacArthur Boulevard	Hyland Boulevard	Harbor Boulevard	0.46	A	0.46	A	-	0.51	A	0.51	A	-	0.51	A	0.52	A	-	0.55	A	0.55	A	-	0.59	A	0.59	A	-
Harbor Boulevard	MacArthur Boulevard	Sunflower Avenue	0.51	A	0.51	A	-	0.57	A	0.57	A	-	0.58	A	0.58	A	-	0.61	B	0.61	B	-	0.66	B	0.66	B	-
	Sunflower Avenue	South Coast Drive	0.60	B	0.60	B	-	0.67	B	0.67	B	-	0.68	B	0.68	B	-	0.72	C	0.72	C	-	0.77	C	0.78	C	-
	South Coast Drive	I-405 Freeway Ramps	0.61	B	0.61	B	-	0.67	B	0.67	B	-	0.68	B	0.68	B	-	0.73	C	0.73	C	-	0.78	C	0.78	C	-
Sand Canyon Avenue	Trabuco Road	Irvine Boulevard	0.59	A	0.59	A	-	0.65	B	0.65	B	-	0.66	B	0.66	B	-	0.70	C	0.70	C	-	0.75	C	0.75	C	-
	Irvine Boulevard	Portola Avenue	0.53	A	0.53	A	-	0.58	A	0.58	A	-	0.59	A	0.60	A	-	0.63	B	0.63	B	-	0.45	A	0.45	A	-
Portola Avenue	Sand Canyon Avenue	Bee Canyon Access Rd	0.52	A	0.52	A	-	0.57	A	0.57	A	-	0.58	A	0.58	A	-	0.62	B	0.62	B	-	0.66	B	0.66	B	-
Bee Canyon Access Rd	Portola Avenue	North of Portola Ave	0.17	A	0.17	A	-	0.18	A	0.18	A	-	0.19	A	0.19	A	-	0.20	A	0.20	A	-	0.21	A	0.21	A	-

[1] Abbreviations: I = Interstate; SR = State Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; Dr = Drive; St = Street; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

Table 30

Summary Freeway Segment Capacity Analysis With Project - Alternative 4

Freeway			Existing					Construction Year 2022					Construction Year 2023					Maintenance Year 2026					Maintenance Year 2071				
Route	Segment[1]		Without Project		With Project (2021)			Without Project		With Project			Without Project		With Project			Without Project		With Project			Without Project		With Project		
Number	From	To	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C
I-15	Temescal Canyon Rd	Weirick Road	1.20	F	1.20	F	-	1.33	F	1.34	F	-	0.85	D	0.86	D	-	0.91	E	0.91	E	-	0.82	D	0.82	D	-
	Weirick Road	Cajalco Road	1.33	F	1.33	F	-	1.46	F	1.47	F	-	0.94	E	0.94	E	-	1.00	E	1.01	F	0.006	0.90	D	0.90	E	0.003
	Cajalco Road	El Cerrito Road	1.41	F	1.41	F	-	1.56	F	1.57	F	-	0.84	D	0.84	D	-	0.89	D	0.90	D	-	0.96	E	0.96	E	-
	El Cerrito Road	Ontario Avenue	1.26	F	1.26	F	-	1.39	F	1.40	F	-	0.87	D	0.87	D	-	0.92	E	0.93	E	-	0.99	E	0.99	E	-
	Ontario Avenue	Magnolia Avenue	0.88	D	0.89	D	-	0.98	E	0.98	E	-	0.84	D	0.84	D	-	0.89	D	0.90	D	-	0.96	E	0.96	E	-
	Magnolia Avenue	Jct. Rte. SR-91	0.89	D	0.89	D	-	0.98	E	0.98	E	-	0.86	D	0.86	D	-	0.91	E	0.91	E	-	0.97	E	0.98	E	-
	Jct. Rte. SR-91 WB	Jct. Rte. I-15 NB	0.15	A	0.16	A	-	0.16	A	0.19	A	-	0.17	A	0.18	A	-	0.18	A	0.20	A	-	0.19	A	0.20	A	-
	Jct. Rte. SR-91 EB	Jct. Rte. I-15 SB	0.17	A	0.18	A	-	0.19	A	0.21	A	-	0.19	A	0.20	A	-	0.20	A	0.22	A	-	0.21	A	0.23	A	-
SR-91	Jct. Rte. I-15	Main Street	0.93	E	0.93	E	-	1.03	F	1.03	F	-	1.05	F	1.05	F	-	1.11	F	1.11	F	-	1.19	F	1.19	F	-
	Main Street	West Grand Blvd	0.78	C	0.78	C	-	0.86	D	0.87	D	-	0.88	D	0.88	D	-	0.93	E	0.94	E	-	1.00	F	1.00	F	-
	West Grand Blvd	Lincoln Avenue	0.81	D	0.81	D	-	0.89	D	0.90	D	-	0.91	E	0.91	E	-	0.97	E	0.97	E	-	1.04	F	1.04	F	-
	Lincoln Avenue	Maple Street	0.84	D	0.84	D	-	0.93	E	0.93	E	-	0.95	E	0.95	E	-	1.00	F	1.01	F	-	1.08	F	1.08	F	-
	Maple Street	Serfas Club Drive	0.84	D	0.84	D	-	0.92	E	0.93	E	-	0.94	E	0.94	E	-	1.00	E	1.00	F	0.003	1.07	F	1.07	F	-
	Serfas Club Drive	Jct. Rte. SR-71 North	0.83	D	0.83	D	-	0.91	E	0.91	E	-	0.93	E	0.93	E	-	0.99	E	0.99	E	-	1.06	F	1.06	F	-
	Jct. Rte. SR-71 North	Green River Drive	0.87	D	0.87	D	-	0.96	E	0.96	E	-	0.98	E	0.98	E	-	1.04	F	1.04	F	-	1.12	F	1.12	F	-
	Green River Drive	Orange/Riverside County Line	0.85	D	0.85	D	-	0.94	E	0.94	E	-	0.96	E	0.96	E	-	1.02	F	1.02	F	-	1.09	F	1.09	F	-
	Orange/Riverside County Line	Coal Canyon Road	0.85	D	0.85	D	-	0.94	E	0.94	E	-	0.96	E	0.96	E	-	1.02	F	1.02	F	-	1.09	F	1.09	F	-
	Coal Canyon Road	Gypsum Canyon Rd	0.85	D	0.85	D	-	0.94	E	0.94	E	-	0.96	E	0.96	E	-	1.02	F	1.02	F	-	1.09	F	1.09	F	-
	Jct. Rte. SR-91 WB	Jct. Rte. SR-71 NB	1.00	E	1.00	E	-	1.11	F	1.12	F	-	1.13	F	1.13	F	-	1.19	F	1.21	F	-	0.44	A	0.44	A	-
	Jct. Rte. SR-91 EB	Jct. Rte. SR-71 SB	1.00	E	1.00	E	-	1.11	F	1.12	F	-	1.13	F	1.13	F	-	1.19	F	1.21	F	-	0.44	A	0.44	A	-
SR-71	Jct. Rte. SR-91	San Bernardino/ Riverside County	0.88	D	0.88	D	-	0.97	E	0.97	E	-	0.99	E	0.99	E	-	1.05	F	1.05	F	-	0.75	C	0.75	C	-
	San Bernardino/ Riverside County	Jct. Rte. SR-83 North	0.88	D	0.88	D	-	0.97	E	0.97	E	-	0.99	E	0.99	E	-	1.05	F	1.05	F	-	0.75	C	0.75	C	-
	Jct. Rte. SR-83 North	Pine Ave	0.88	D	0.88	D	-	0.97	E	0.97	E	-	0.99	E	0.99	E	-	1.05	F	1.05	F	-	0.75	C	0.75	C	-
I-5	Jct. Rte. SR-133 WB	Jct. Rte. I-5 NB	0.34	A	0.33	A	-	0.37	A	0.37	A	-	0.38	A	0.38	A	-	0.40	A	0.40	A	-	0.43	A	0.43	A	-
	Jct. Rte. SR-133 EB	Jct. Rte. I-5 SB	0.36	A	0.36	A	-	0.40	A	0.40	A	-	0.41	A	0.41	A	-	0.43	A	0.44	A	-	0.47	A	0.47	A	-
SR-133	Jct. Rte. I-5	Barranca Parkway	0.44	A	0.44	A	-	0.48	A	0.48	A	-	0.49	A	0.49	A	-	0.52	A	0.52	A	-	0.56	A	0.56	A	-
	Barranca Parkway	Jct. Rte. I-405	0.38	A	0.38	A	-	0.42	A	0.42	A	-	0.42	A	0.42	A	-	0.45	A	0.45	A	-	0.48	A	0.48	A	-
	Jct. Rte. I-405	Jct. Rte. SR-133	0.59	A	0.59	A	-	0.65	B	0.65	B	-	0.66	B	0.66	B	-	0.70	B	0.70	C	0.001	0.75	C	0.75	C	-
I-405	Jct. Rte. SR-133 WB	Jct. Rte. I-405 NB	0.48	A	0.48	A	-	0.53	A	0.53	A	-	0.54	A	0.54	A	-	0.58	A	0.58	A	-	0.62	B	0.62	B	-
	Jct. Rte. SR-133 EB	Jct. Rte. I-405 SB	0.18	A	0.18	A	-	0.20	A	0.20	A	-	0.21	A	0.21	A	-	0.22	A	0.22	A	-	0.23	A	0.23	A	-
	Jct. Rte. SR-133	Sand Canyon Ave	0.94	E	0.94	E	-	0.81	D	0.81	D	-	0.82	D	0.82	D	-	0.88	D	0.88	D	-	0.94	E	0.94	E	-
	Sand Canyon Avenue	University Drive	1.03	F	1.03	F	-	0.83	D	0.83	D	-	0.84	D	0.84	D	-	0.89	D	0.89	D	-	0.96	E	0.96	E	-
	University Drive	Culver Drive	0.97	E	0.97	E	-	0.75	C	0.75	C	-	0.76	C	0.76	C	-	0.81	D	0.81	D	-	0.86	D	0.86	D	-
	Culver Drive	Jamboree Blvd	1.07	F	1.07	F	-	0.82	D	0.82	D	-	0.84	D	0.84	D	-	0.89	D	0.89	D	-	0.95	E	0.95	E	-
	Jamboree Blvd	Mac Arthur Blvd	0.95	E	0.95	E	-	0.76	C	0.76	C	-	0.78	C	0.78	C	-	0.82	D	0.82	D	-	0.88	D	0.88	D	-
	Mac Arthur Blvd	Jct. Rte. SR-55	0.91	E	0.91	E	-	0.81	D	0.81	D	-	0.82	D	0.82	D	-	0.87	D	0.87	D	-	0.94	E	0.94	E	-
	Jct. Rte. 55	Bristol Street	0.84	D	0.84	D	-	0.73	C	0.73	C	-	0.74	C	0.74	C	-	0.79	C	0.79	C	-	0.85	D	0.85	D	-
	Bristol Street	Jct. Rte. SR-73	0.91	E	0.91	E	-	0.70	B	0.70	B	-	0.71	C	0.71	C	-	0.76	C	0.76	C	-	0.81	D	0.81	D	-
	Jct. Rte. SR-73	Harbor Boulevard	0.94	E	0.94	E	-	0.85	D	0.85	D	-	0.86	D	0.86	D	-	0.91	E	0.91	E	-	0.98	E	0.98	E	-
	Harbor Boulevard	Euclid Street	1.15	F	1.15	F	-	0.90	E	0.90	E	-	0.92	E	0.92	E	-	0.98	E	0.98	E	-	1.05	F	1.05	F	-

[1] Abreviations: I = Interstate; SR = State Route; Jct. = Junction; Rte. = Route; Co. = County; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

Table 31

Summary Roadway Segment Capacity Analysis With Project - Alternative 4

Roadway	Segment[1]		Existing					Construction Year 2022					Construction Year 2023					Maintenance Year 2026					Maintenance Year 2071				
			Without Project		With Project (2021)			Without Project		With Project			Without Project		With Project			Without Project		With Project			Without Project		With Project		
	From	To	V/C	LOS	V/C	LOS	V/C	V/C	LOS	V/C	LOS	V/C	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	V/C	LOS	Δ V/C
La Palma Avenue	W of Yorba Linda Blvd	Yorba Linda Boulevard	0.42	A	0.42	A	-	0.46	A	0.47	A	-	0.47	A	0.47	A	-	0.50	A	0.50	A	-	0.54	A	0.54	A	-
	Yorba Linda Boulevard	E of Yorba Linda Blvd	0.59	A	0.59	A	-	0.65	B	0.65	B	-	0.66	B	0.66	B	-	0.70	C	0.70	C	-	0.75	C	0.75	C	-
	W of Gypsum Canyon Rd	Gypsum Canyon Rd	0.36	A	0.36	A	-	0.40	A	0.40	A	-	0.41	A	0.41	A	-	0.43	A	0.43	A	-	0.46	A	0.46	A	-
Gypsum Canyon Road	La Palma Avenue	SR-91 Freeway Ramps	0.57	A	0.57	A	-	0.63	B	0.63	B	-	0.64	B	0.64	B	-	0.68	B	0.68	B	-	0.73	C	0.73	C	-
River Road	Santa Ana River	Corydon Street	0.84	D	0.84	D	-	0.93	E	0.94	E	0.01	0.95	E	0.95	E	0.00	1.01	E	1.02	F	0.012	0.81	D	0.81	D	0.00
	Corydon Street	Second Street	0.62	B	0.62	B	-	0.69	B	0.69	B	-	0.70	B	0.70	B	-	0.74	C	0.75	C	-	0.79	C	0.80	C	-
	Second Street	Lincoln Avenue	0.55	A	0.55	A	-	0.61	B	0.61	B	-	0.62	B	0.62	B	-	0.66	B	0.66	B	-	0.70	C	0.70	C	-
Lincoln Avenue	River Road	Railroad Street	0.88	D	0.88	D	-	0.98	E	0.99	E	0.01	1.00	E	1.00	E	0.00	1.06	F	1.07	F	0.008	1.13	F	1.14	F	0.00
	Railroad Street	SR-91 Freeway Ramps	0.67	B	0.67	B	-	0.74	C	0.75	C	-	0.75	C	0.76	C	-	0.80	C	0.81	D	0.012	0.86	D	0.86	D	0.00
Auto Center Drive	North of Railroad St	Railroad Street	0.03	A	0.03	A	-	0.04	A	0.08	A	-	0.04	A	0.05	A	-	0.04	A	0.08	A	-	0.04	A	0.07	A	-
	Railroad Street	MetroLink	0.37	A	0.37	A	-	0.41	A	0.42	A	-	0.41	A	0.42	A	-	0.44	A	0.46	A	-	0.47	A	0.48	A	-
	MetroLink	Pomona Road	0.37	A	0.37	A	-	0.41	A	0.43	A	-	0.42	A	0.43	A	-	0.44	A	0.46	A	-	0.47	A	0.49	A	-
	Pomona Road	Warlow Road	0.46	A	0.46	A	-	0.51	A	0.53	A	-	0.51	A	0.53	A	-	0.55	A	0.57	A	-	0.59	A	0.60	A	-
	Warlow Road	SR-91 Freeway Ramps	0.34	A	0.34	A	-	0.37	A	0.40	A	-	0.38	A	0.39	A	-	0.41	A	0.43	A	-	0.44	A	0.45	A	-
Temescal Canyon Road	I-15 Freeway NB Ramps	Dawson Canyon Rd	0.50	A	0.50	A	-	0.56	A	0.58	A	-	0.57	A	0.58	A	-	0.61	B	0.64	B	-	0.32	A	0.34	A	-
Dawson Canyon Road	Temescal Canyon Rd	E of Temescal Canyon Rd	0.20	A	0.20	A	-	0.22	A	0.26	A	-	0.22	A	0.24	A	-	0.24	A	0.29	A	-	0.25	A	0.29	A	-
Pine Avenue	Pomona Rincon Road	El Prado Road	NA	F	NA	F	-	0.75	C	0.75	C	-	0.77	C	0.77	C	-	0.81	D	0.81	D	-	0.85	D	0.85	D	-
	El Prado Road	Euclid Avenue	0.33	A	0.33	A	-	0.36	A	0.38	A	-	0.37	A	0.38	A	-	0.39	A	0.41	A	-	0.42	A	0.43	A	-
	Euclid Avenue	East of Euclid Avenue	1.53	F	1.53	F	-	1.69	F	1.70	F	0.01	1.73	F	1.73	F	0.006	1.83	F	1.84	F	0.011	0.98	E	0.98	E	0.00
Euclid Avenue	Pine Avenue	Pomona Rincon Road	0.94	E	0.94	E	-	0.74	C	0.75	C	-	0.76	C	0.76	C	-	0.80	C	0.81	D	0.007	0.80	C	0.80	C	-
	Pomona Rincon Road	SR-71 Freeway Ramps	1.91	F	1.91	F	-	1.53	F	1.54	F	0.01	1.55	F	1.56	F	0.00	1.65	F	1.66	F	0.015	0.82	D	0.82	D	-
New Hope Street	I-405 Freeway Ramps	Talbert Avenue	0.42	A	0.42	A	-	0.47	A	0.47	A	-	0.48	A	0.48	A	-	0.51	A	0.51	A	-	0.54	A	0.54	A	-
Talbert Avenue	Newhope Street	Hyland Boulevard	0.66	B	0.66	B	-	0.73	C	0.73	C	-	0.74	C	0.74	C	-	0.79	C	0.79	C	-	0.84	D	0.84	D	-
MacArthur Boulevard	Hyland Boulevard	Harbor Boulevard	0.46	A	0.46	A	-	0.51	A	0.51	A	-	0.51	A	0.52	A	-	0.55	A	0.55	A	-	0.59	A	0.59	A	-
Harbor Boulevard	MacArthur Boulevard	Sunflower Avenue	0.51	A	0.51	A	-	0.57	A	0.57	A	-	0.58	A	0.58	A	-	0.61	B	0.61	B	-	0.66	B	0.66	B	-
	Sunflower Avenue	South Coast Drive	0.60	B	0.60	B	-	0.67	B	0.67	B	-	0.68	B	0.68	B	-	0.72	C	0.72	C	-	0.77	C	0.78	C	-
	South Coast Drive	I-405 Freeway Ramps	0.61	B	0.61	B	-	0.67	B	0.67	B	-	0.68	B	0.68	B	-	0.73	C	0.73	C	-	0.78	C	0.78	C	-
Sand Canyon Avenue	Trabuco Road	Irvine Boulevard	0.59	A	0.59	A	-	0.65	B	0.65	B	-	0.66	B	0.66	B	-	0.70	C	0.70	C	-	0.75	C	0.75	C	-
	Irvine Boulevard	Portola Avenue	0.53	A	0.53	A	-	0.58	A	0.58	A	-	0.59	A	0.60	A	-	0.63	B	0.63	B	-	0.45	A	0.45	A	-
Portola Avenue	Sand Canyon Avenue	Bee Canyon Access Rd	0.52	A	0.52	A	-	0.57	A	0.57	A	-	0.58	A	0.58	A	-	0.62	B	0.62	B	-	0.66	B	0.66	B	-
Bee Canyon Access Rd	Portola Avenue	North of Portola Ave	0.17	A	0.17	A	-	0.18	A	0.18	A	-	0.19	A	0.19	A	-	0.20	A	0.20	A	-	0.21	A	0.21	A	-

[1] Abbreviations: I = Interstate; SR = State Route; Co. = County; Ave = Avenue; Blvd = Boulevard; Rd = Road; Dr = Drive; St = Street; ADT= Average Daily Traffic; V/C = Volume to Capacity ratio; LOS= Level of Service.

VIII. OTHER TRAFFIC CONSIDERATIONS

A. Truck Turning Movements and Site Access

The primary access entry to the site is proposed to be located on the north side of Pomona-Rincon Road approximately 3,000 feet east of Prado Dam and 2,750 feet north of Railroad Street. The improved access width at this location of should be approximately 33 feet with approximately 35 foot driveway radii adjacent to public road access. The truck turning movements at the proposed site should be reviewed to ensure adequate clearance exists on the proposed access driveway to/from the public roadway, such that truck-trailer combination vehicles can adequately enter and leave the site without any access restrictions.

B. Emergency Vehicle Site Access

Fire apparatus accessible roadways shall be designed and constructed to maintain and support emergency vehicle loads and dimensions on an all-weather drivable surface. In general, the minimum width and vertical clearance of emergency roadways is 13 feet in width for one-way access and 20 feet in width for two-way access with 13.5 feet vertical clearance. For emergency access cross-section of 36 feet or greater parallel parking is typically allowed on both sides of the street. For emergency access cross-section of less than 36 feet in width consult local fire authority for minimum width and parking restrictions. Fire apparatus accessible maximum cross-sectional slope grade of two percent (2%) or a maximum cross-sectional slope grade change of five percent (5%). Fire apparatus accessible preferred maximum longitudinal slope grade of ten percent (10%) or where grades exceeding 10% are necessary because of topographical conditions, the grade percentage allowable for a maximum approved length should be obtained from the local fire authority.

C. Freeway Traffic Contribution Review

The traffic impact analysis must include all freeway mainline segments and ramp terminals for which the project contributes above threshold percentage specified based on the existing Level of Service. Pursuant to the Freeway agreement executed in October 2013 between LADOT and the California Department of Transportation - District 7, traffic studies may be required to conduct a freeway impact analysis if the proposed project meets any of the following criteria[3]:

- The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at Level of Service E or F; or
- The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at Level of Service D; or
- The project's peak hour trips would result in a 1% or more increase to the capacity of a freeway off-ramp operating at Level of Service E or F; or
- The project's peak hour trips would result in a 2% or more increase to the capacity of a freeway off-ramp operating at Level of Service D.

[3] Source: Traffic Study Policies & Procedures, City of Los Angeles Department of Transportation, dated August 2014.

Project Trip Threshold for Freeway Analysis										
Level of Service	Volume Increase	Mainline Lane Capacity[4]	Ramp Lane Capacity	Mainline Lanes 6	5	4	3	2	Ramp Lanes 2	1
D	2%	2,000	1,500	240	200	160	120	80	60	30
E/F	1%	2,000	1,500	120	100	80	60	40	30	15

1. Definition of Deficiency and Significant Impact

The California Department of Transportation, Guide for the Preparation of Traffic Impact Studies states that an endeavor is made to maintain a target Level of Service of between "D" or better on State Highway facilities; however, the California Department of Transportation acknowledges that this may not always is feasible. If an existing State Highway facility is operating at less than the appropriate Level of Service, the existing Measures of Effectiveness for Level of Service should be maintained.

Based on the location of the project haul route, the County Congestion Management Program has been reviewed for the definition of feasible Level of Service for this study. The Riverside County 2011 Congestion Management Program has established Level of Service E or better as generally acceptable on the Congestion Management Network. The Orange County 2015 Congestion Management Program definition of deficiency is based on Level of Service E or better as generally acceptable on the Congestion Management Network, unless the existing Level of Service is E or worst in which case an impact is considered significant if the cumulative increase in the volume to capacity ratio equals 0.10.

2. Project Trip Contribution Evaluation

Based on the freeway mainline average daily traffic volumes (70,000 to 312,400 vehicles per day) and the capacity which is based on the number of lanes, type of lanes and capacity of lane types, the freeway mainline currently operates at Level of Service A to F (see Table 1).

The proposed project trip distributions would contribute in the mid-day hourly volume to the freeway segments and are shown on Figure 18.

The project trip contribution to the freeway system is below the threshold for further analysis. The proposed development is not projected to contribute 1% or more of the mainline capacity trips to the study area freeway mainline or ramps during morning and evening peak hours.

[4] California Department of Transportation lane capacity for freeway mainline of 2,200 (PEM) and ramp 1,500 (HDM).

IX. RECOMMENDATIONS

The recommendations in this section address construction traffic operations.

A. Site Access

The project site is proposed to obtain access to Auto Center Drive and Lincoln Avenue (Upstream SAR), Gypsum Canyon Road and Green River Road (Downstream SAR), Euclid Avenue and Pine Avenue (future connection) (Chino Creek), River Road and Lincoln Avenue (Mill Creek), Santa Ana River Maintenance Road, Talbert Avenue, and Harbor Boulevard (SAR Lower Reach). Wherever possible the project haul route trips will use designated truck routes to and from the freeways which include the I-5, I-15, I-405, SR-71, and SR-91 Freeways.

B. Construction Traffic Control General Comments

The general comments provide additional information or measures to minimize the impact of the project on traffic circulation and facilitate the project and may or may not be applicable for all situations which arise during construction:

1. The project should schedule receipt of construction materials during non-peak travel periods (9:15 AM to 3:45 PM), to the extent possible.

2. The project should require the construction workers to park on the predetermined off-street parking area specified by the applicant.

3. The project should work with the City Engineer and Public Works Department Traffic Engineering Division to identify closure time limitations on roadways within the Cities of Chino, Corona, Costa Mesa, Fountain Valley, Irvine, Norco, and Yorba Linda.

4. Two months prior to the beginning of construction and periodically throughout the construction duration, the project should notify Emergency Services within the study area of possible travel lane and local access closures and the potential for traffic delays during construction (see listing below).

5. Two months prior to the beginning of construction and periodically throughout the construction duration, the project should notify the City Public Works Department Traffic Engineering Division of construction activities on a regular basis. The Public Works Department Traffic Engineering Division staff monitors traffic throughout the City and makes adjustments to traffic signal timing to assist in moderating congestion on local streets.

6. Two months prior to the beginning of construction and periodically throughout the construction duration, the project should notify the School District of possible travel lane and local access closures and the potential for traffic delays during construction. This is to allow the District to alter bus routing when possible and review the need for crosswalk assistance as necessary during the construction duration (see listing below).

7. Two months prior to the beginning of construction, the project should notify the community-at-large of the various roadway closure(s). The written notification shall include the construction schedule, the approximate location and duration of activities within each section of roadway, and a toll-free telephone number for receiving questions or complaints. The notification program shall consist of a local newspaper notice and signage posted prior to the limits of construction. Notification prior to the intersections affected by the construction should also be placed on either side of the intersection at intersection crossings. Placement of the signage should be phased to reflect the current construction activity, and precede the construction to allow traffic the opportunity to find alternative routes.

8. One month prior to specific roadway closure(s), the project should implement a notification program to notify the public of the closure(s). The written notification shall include the construction schedule, the exact location and duration of activities within each street (i.e., which travel lanes and access point/driveways would be blocked on which days and for how long), and a toll-free telephone number for receiving questions or complaints. The notification program shall consist of a local newspaper notice, mailed information to residents and businesses in the study area and signage posted at the construction limits. The notification will provide alternate routes around the temporary closure that direct traffic to utilize alternative routes when possible. All closure(s)/detour(s) should implement suitable measures (per the Southern California Chapter of the American Public Works Association, Work Area Traffic Control Handbook (12th Edition, 2012), the California Department of Transportation Manual of Uniform Traffic Control Devices 2014 California Supplement (April 7, 2017), and be coordinated with the City.

C. Construction Project Traffic Control Mitigation

The general comments provide additional information or measures to minimize the impact of the project on traffic circulation and facilitate the project and may or may not be applicable for all situations, which arise during construction:

1. Provide to the following jurisdictions (Riverside County, Orange County, California Department of Transportation and the Cities of Chino, Corona, Costa Mesa, Fountain Valley, Irvine, Norco, and Yorba Linda) detailed project descriptions that include:

    a. Identified hours of construction and hours for deliveries.
    b. Identified haul routes.
    c. Identify location of staff parking for the construction period.
    d. Identify the location of material storage.
    e. Details for the work at site access locations.

2. The project shall develop procedures to notify the following governmental agencies and public:

    a. Emergency services affected by construction in the study area of possible lane

and local access closures and the potential for traffic delays during construction. Corona Department of Public Safety at 735 Public Safety Way #201, Corona, CA 92880/Corona Fire Station #5 at 1200 Canyon Crest Drive, Corona, CA 92882/Norco Fire Station #57 at 3367 Corydon Ave, Norco, CA 92860/Riverside County Fire Department at 7067 Hamner Ave, Eastvale, CA 92880/Riverside County Fire Station at 25310 Campbell Ranch Rd, Corona, CA 92883/Fountain Valley Fire Station #1 at 17737 Bushard St, Fountain Valley, CA 92708/Orange County Fire Authority Station #53 at 25415 La Palma Ave, Yorba Linda, CA 92887 /Orange County Fire Authority Station #55 4955 Portola Pkwy, Irvine, CA 92620/Irvine Fire Station #27 at 12400 Portola Springs, Irvine, CA 92618).

b. City of Corona Traffic Management Center to assist in moderating congestion on local streets and notification of roadworks.
c. City of Irvine Public Works to assist in moderating congestion on local streets and notification of roadworks.
d. Corona-Norco Unified School District of possible temporary traffic congestion.
e. Newport-Mesa Unified School District of possible temporary traffic congestion.
f. Irvine Unified School District of possible temporary traffic congestion.
g. Transit providers of possible temporary traffic congestion (West Corona Metrolink).
h. The community-at-large of the construction limits/duration and timing.

3. The proposed project should schedule the receipt of construction materials during non-peak travel periods (9:15 AM to 3:45 PM), to the extent possible.

4. The proposed project should require the construction workers to park at the predetermined off-street parking area specified by the applicant.

5. The proposed project should work with the City of Corona Engineer and Traffic Management Center to identify days of heavy truck traffic volumes on roadways within the City. Because of the heavy directionality of traffic flow and the City's ability to manage traffic signal timing to increase flow as needed, the applicant has the opportunity to utilize the City's ability to moderate congestion on roadways within the study area.

APPENDICES

Appendix A – Glossary of Transportation Terms

Appendix B – General Plan/Master Plan Circulation Elements of Counties or Cities

Appendix C – Roadway Segment Count Worksheets

Appendix D – Orange County Water District Construction Data

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home are two trips, not one.

TRIP-END: One end of a trip at either the origin or destination (i.e., each trip has two trip-ends). A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

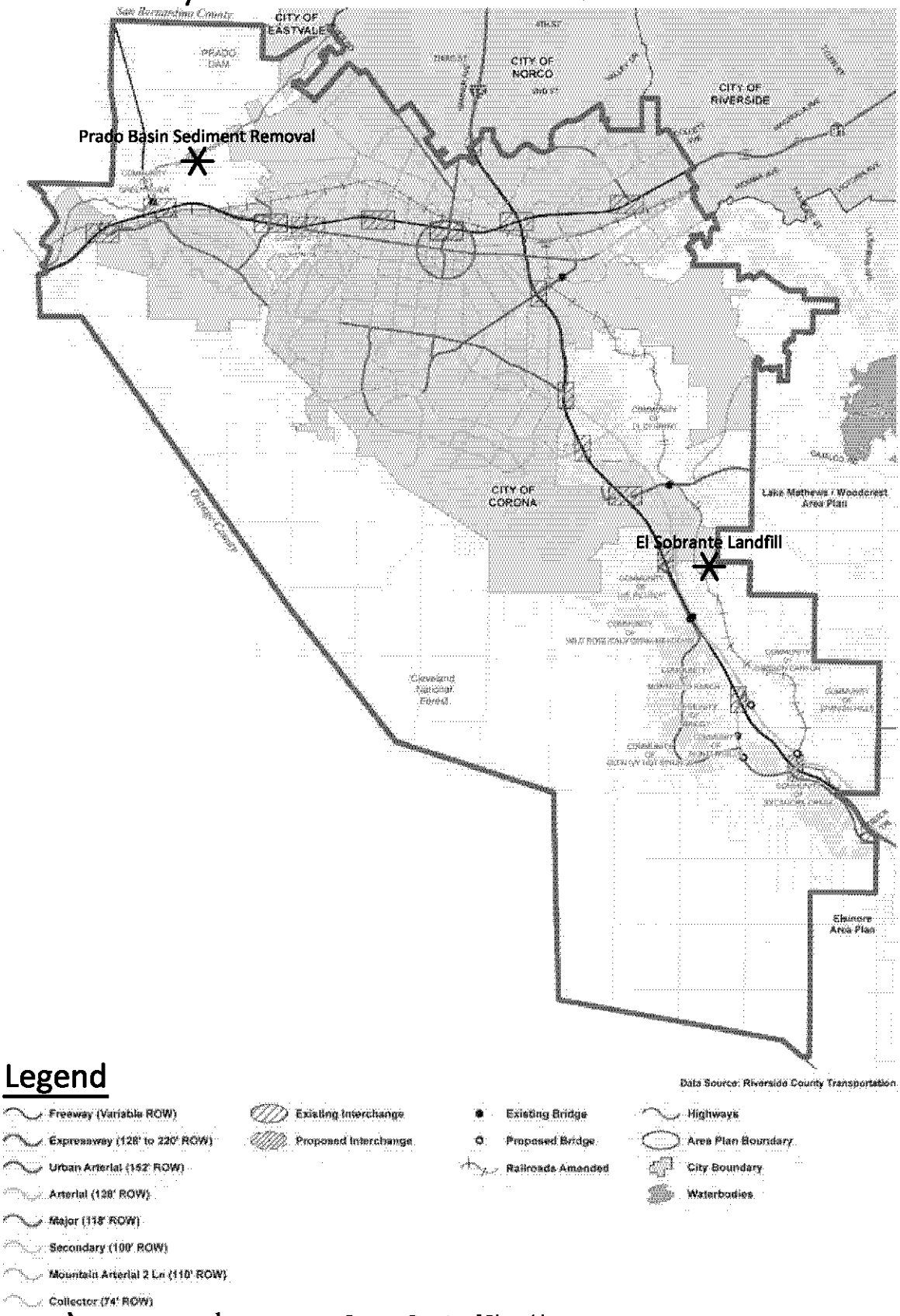
APPENDIX B

General Plan/Master Plan Circulation Elements

Riverside County, Orange County, City of Chino, City of Corona, City of Costa Mesa, City of Fountain Valley, City of Irvine, City of Norco, and City of Yorba Linda

Circulation Elements

Figure B1
County of Riverside General Plan Circulation Element



KUNZMAN ASSOCIATES, INC.

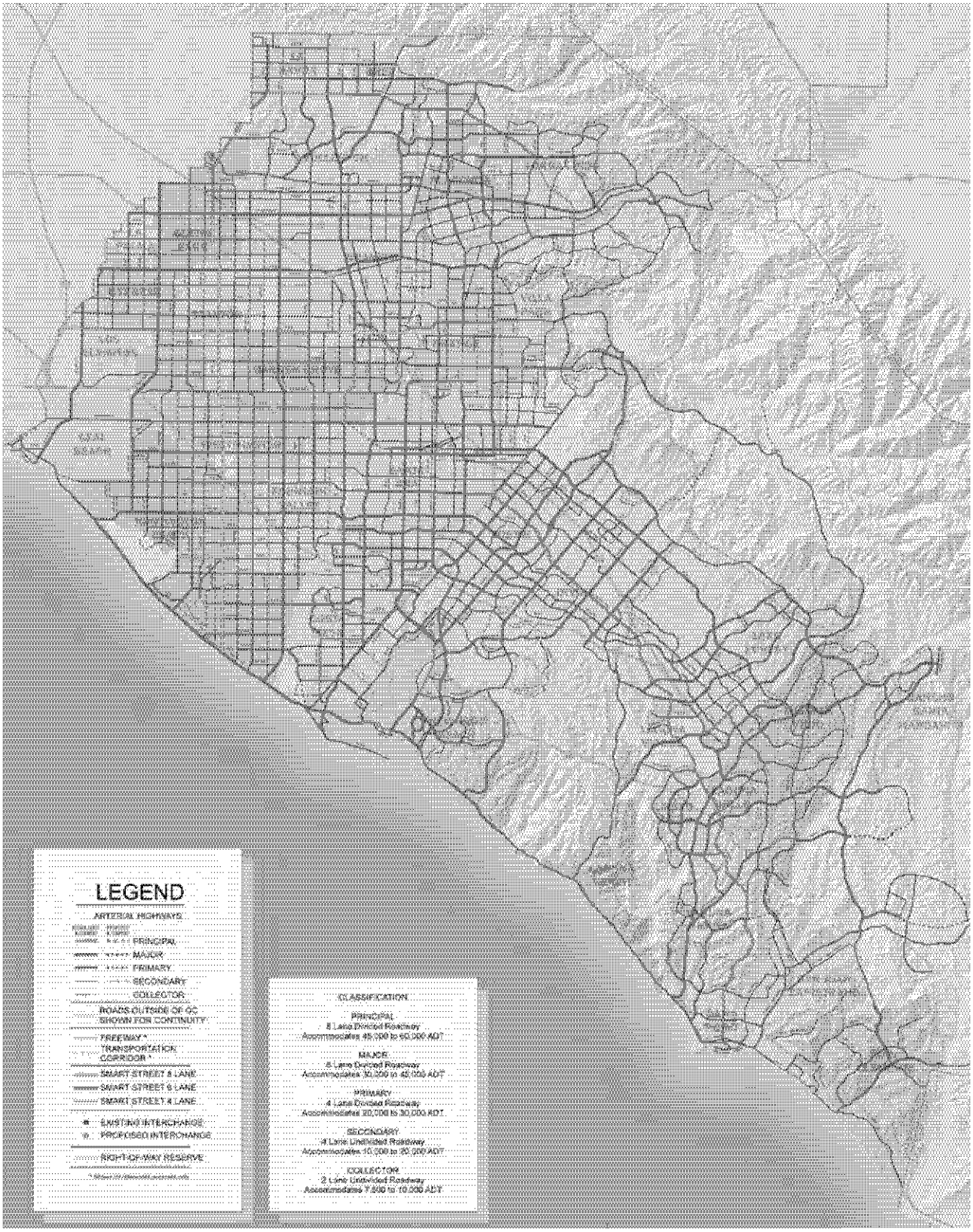
Source: County of Riverside

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912

B1

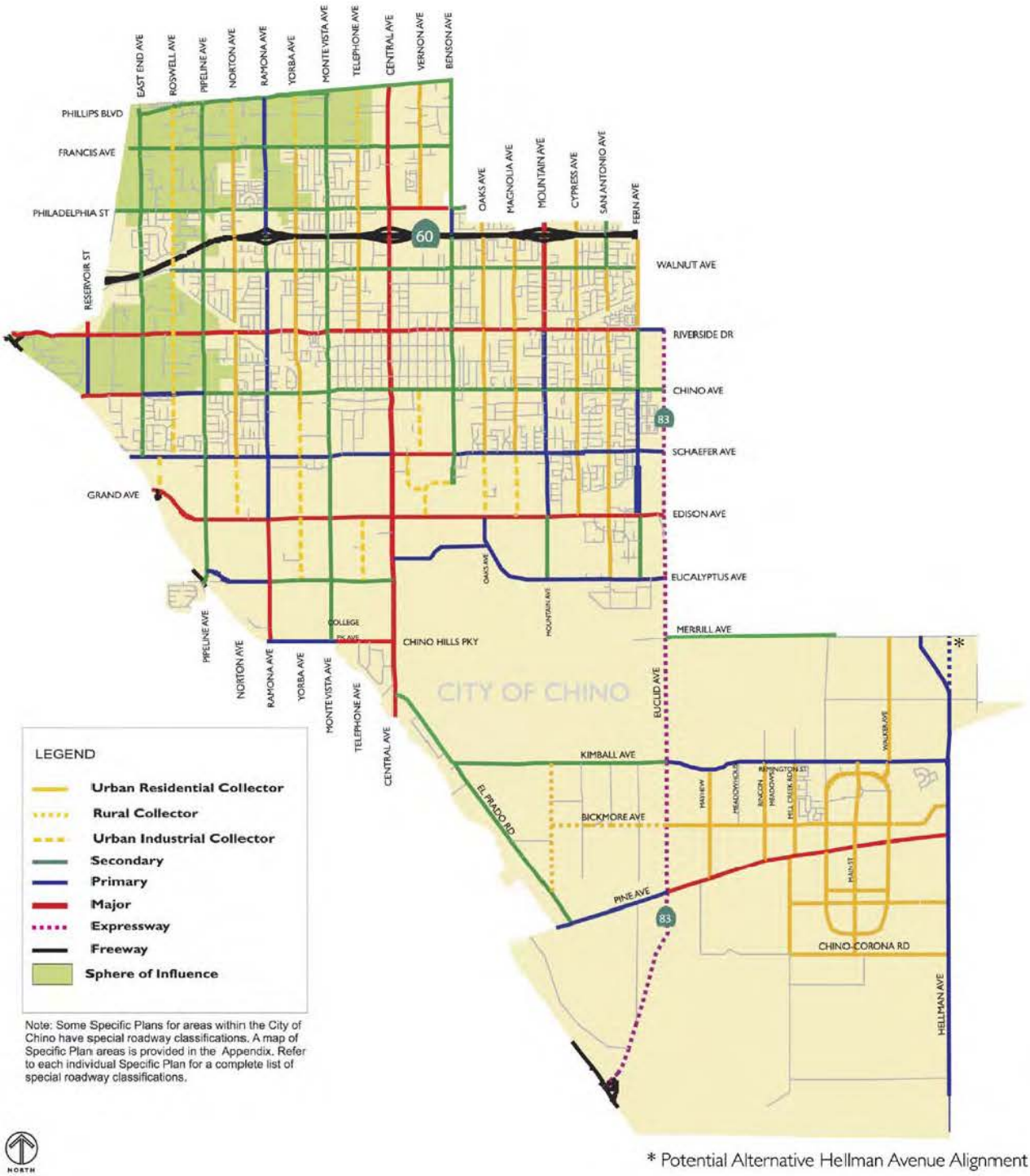
Figure B2
County of Orange Master Plan of Arterial Highways



KUNZMAN ASSOCIATES, INC. **Source: Orange County Transit Authority**

OVER 40 YEARS OF EXCELLENT SERVICE **JN 6912**

Figure B3
City of Chino General Plan Circulation Element



KUNZMAN ASSOCIATES, INC.

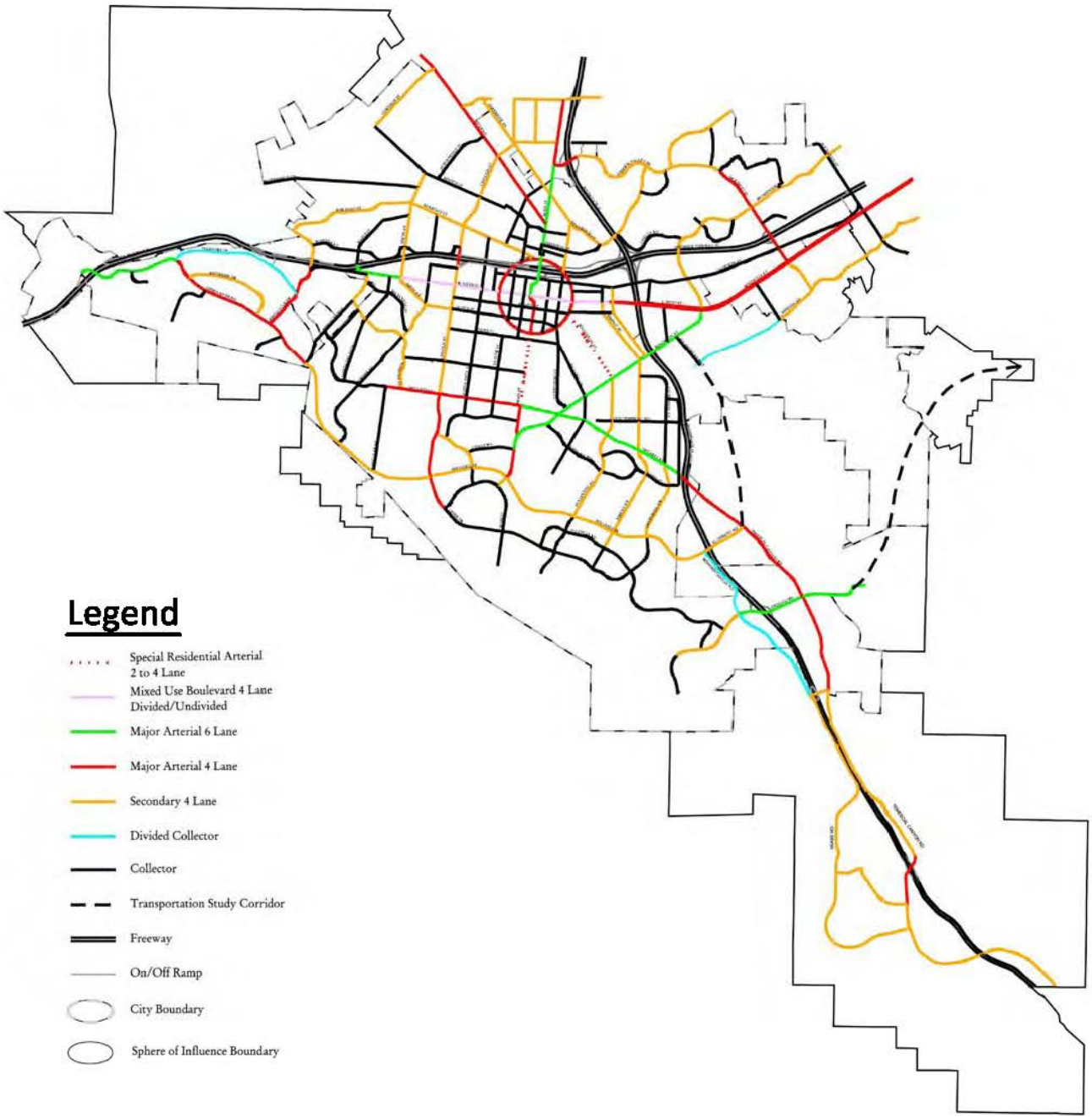
Source: City of Chino

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912

B3

Figure B4
City of Corona General Plan Transportation Element



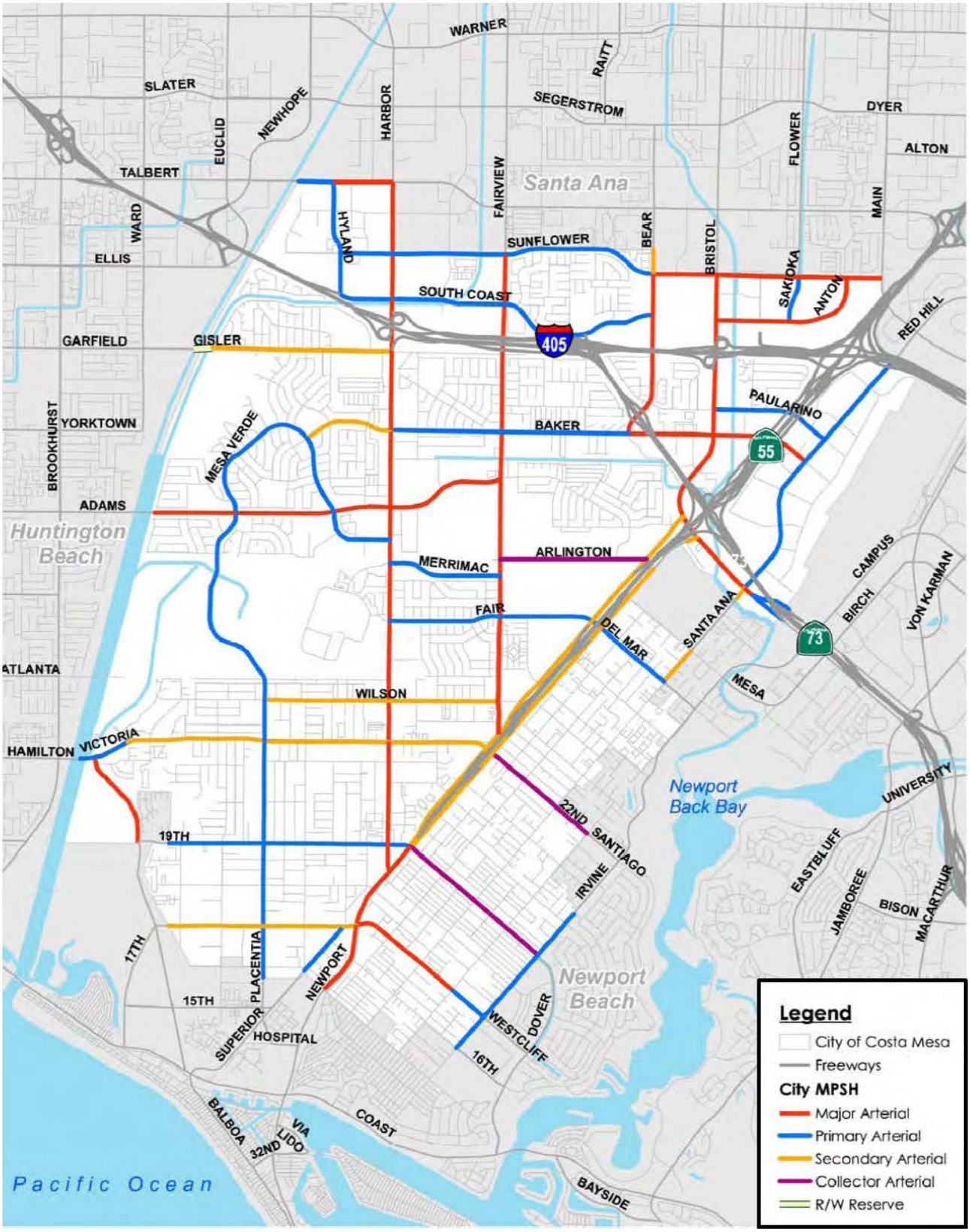
KUNZMAN ASSOCIATES, INC.

Source: City of Corona

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912

Figure B5
City of Costa Mesa General Plan Circulation Element



KUNZMAN ASSOCIATES, INC.

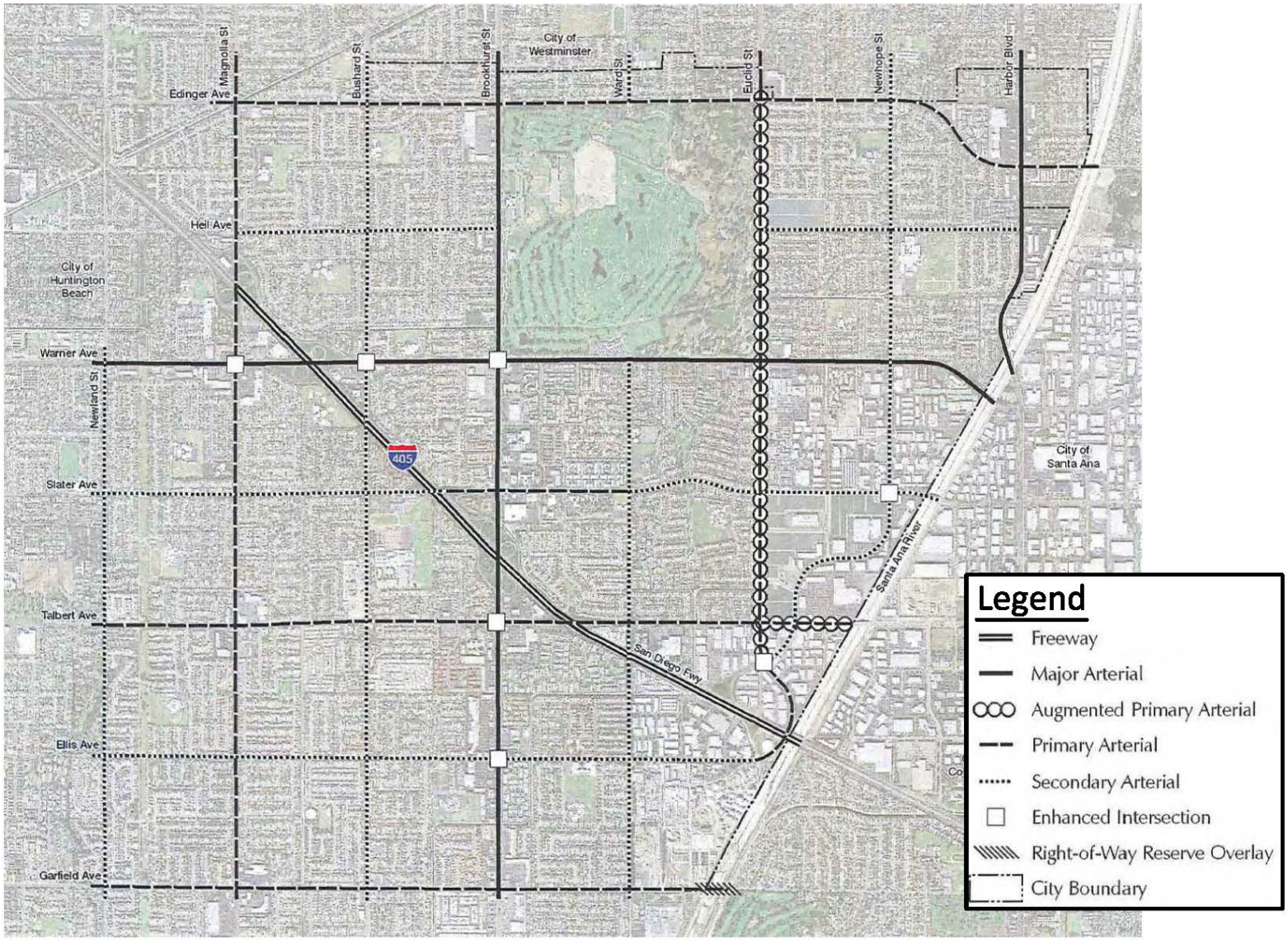
Source: City of Costa Mesa

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912

B5

Figure B6
City of Fountain Valley General Plan Circulation Element



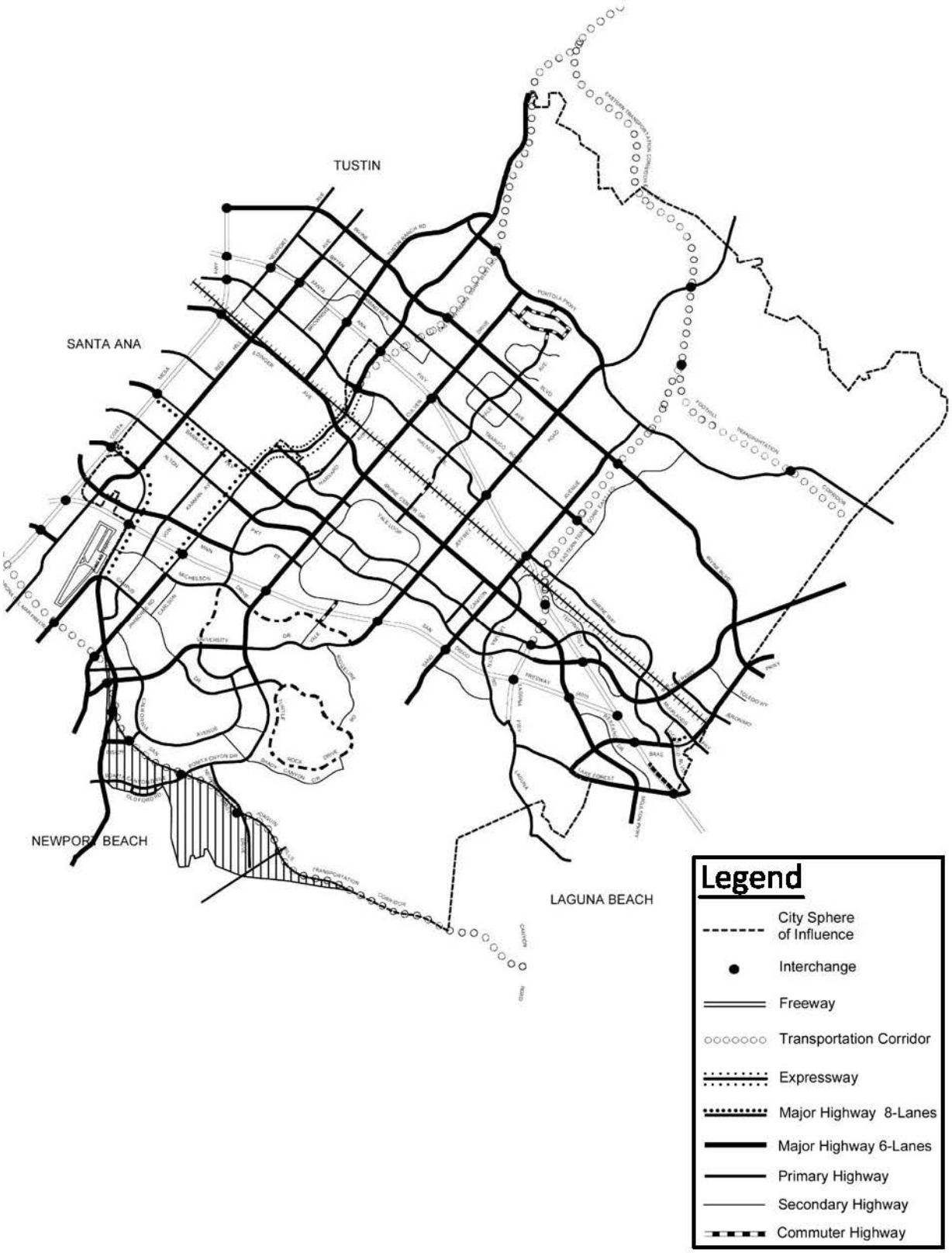
KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

Source: City of Fountain Valley

JN 6912

Figure B7
City of Irvine Plan Transportation Element



KUNZMAN ASSOCIATES, INC.

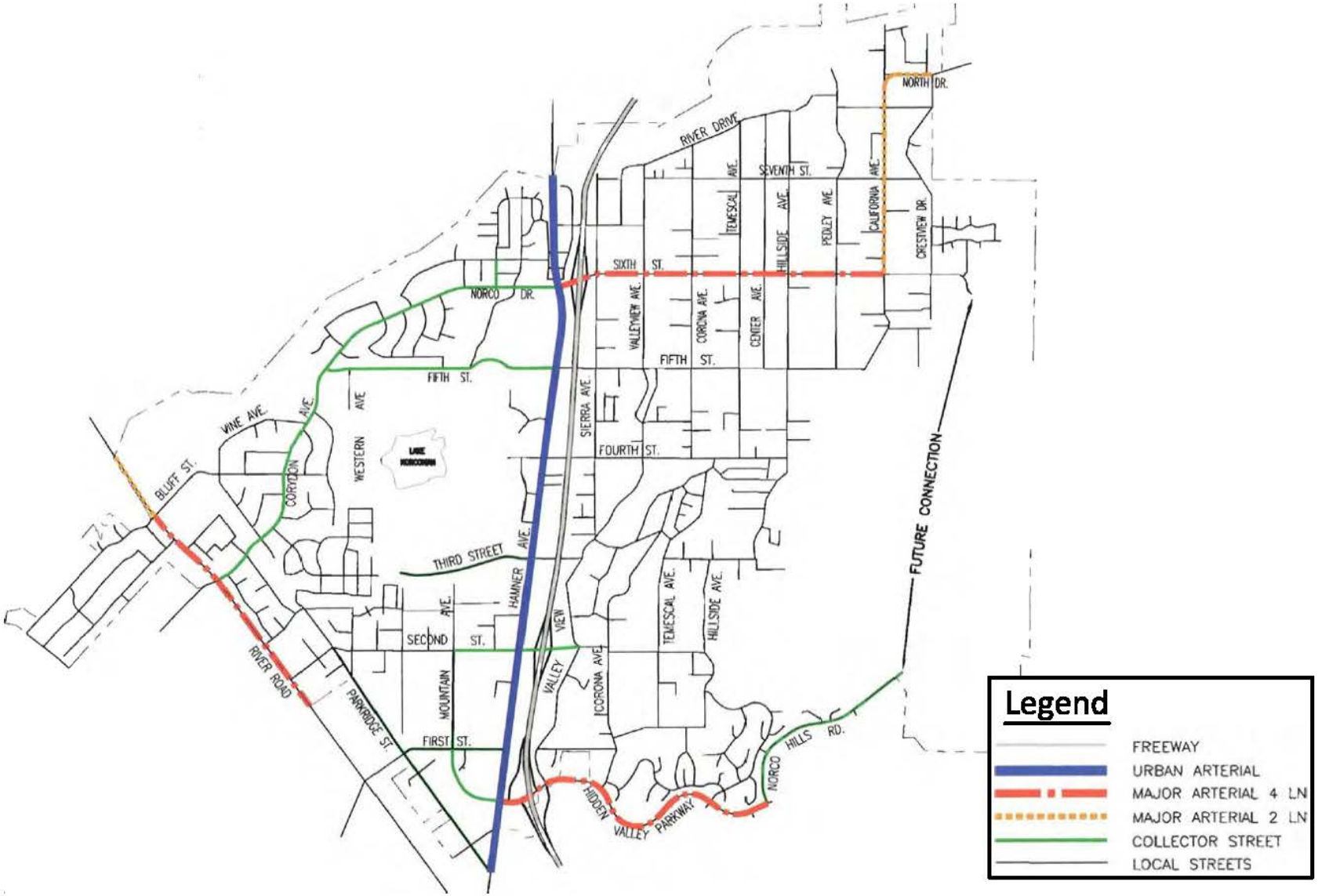
Source: City of Irvine

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912

B7

Figure B8
City of Norco General Plan Circulation Element



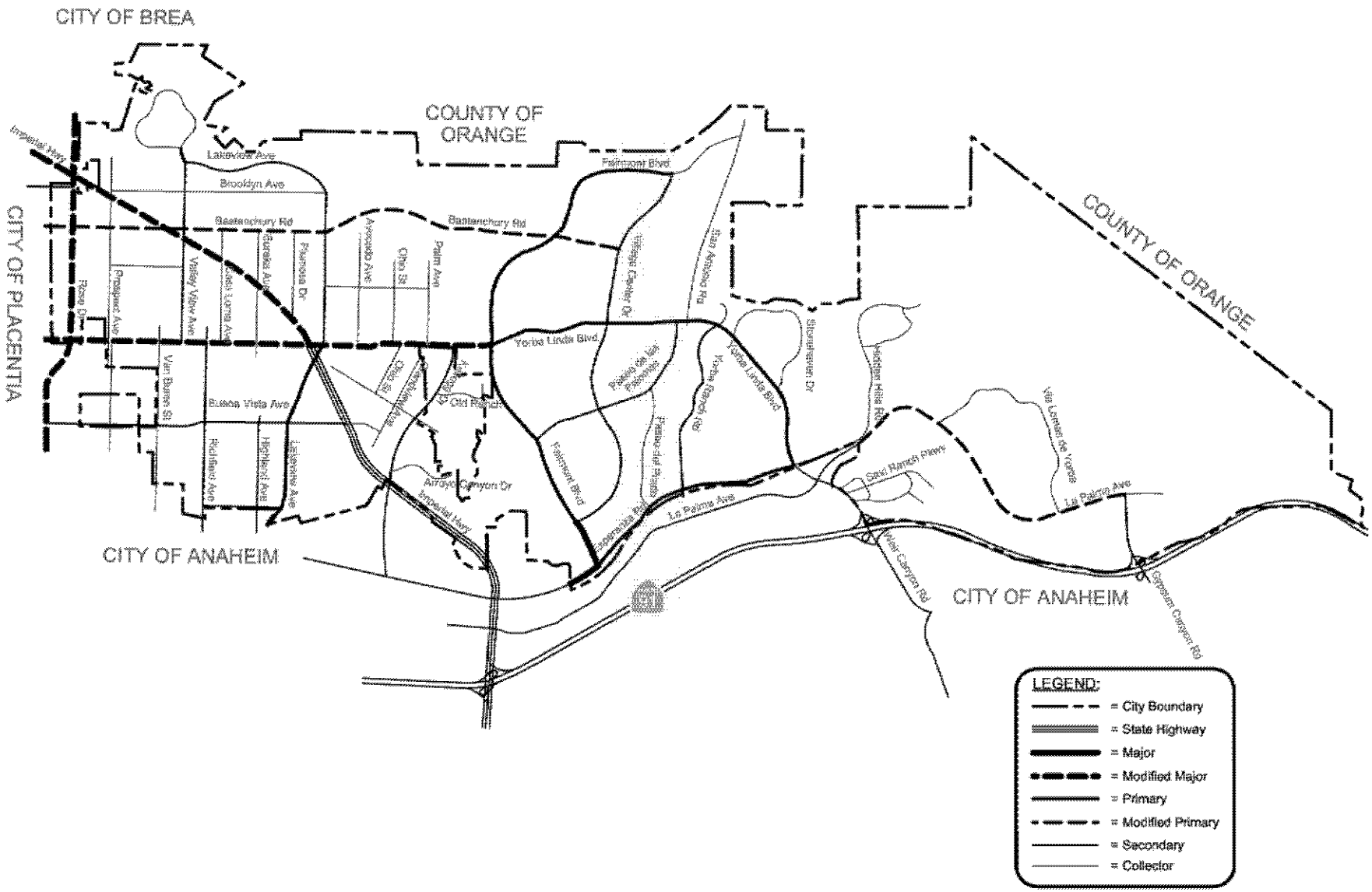
KUNZMAN ASSOCIATES, INC.

Source: City of Norco

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912

Figure B9
City of Yorba Linda General Plan Circulation Element



KUNZMAN ASSOCIATES, INC.

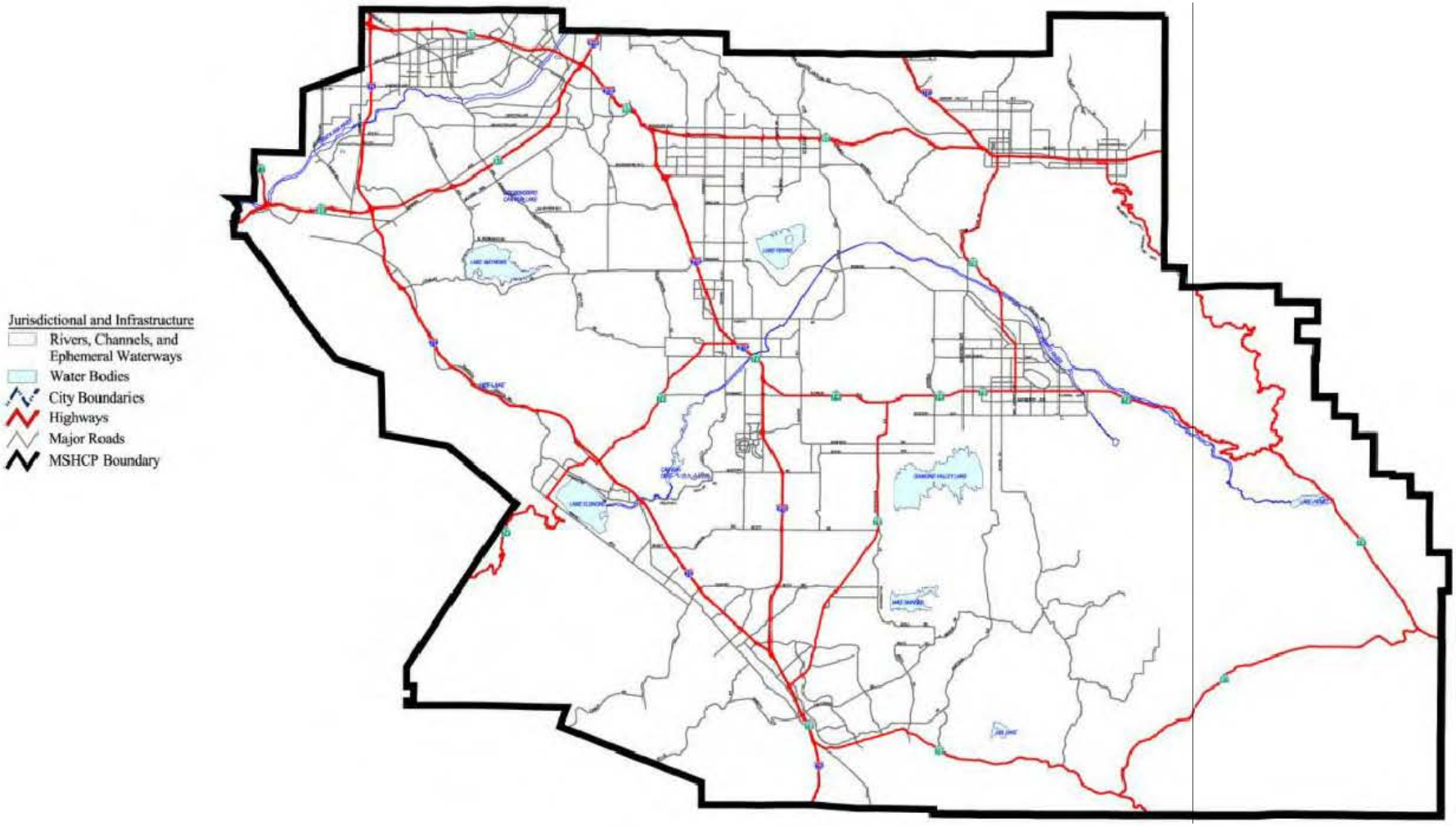
Source: City of Yorba Linda

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912

Truck Routes

Figure B10
County of Riverside General Plan Truck Routes



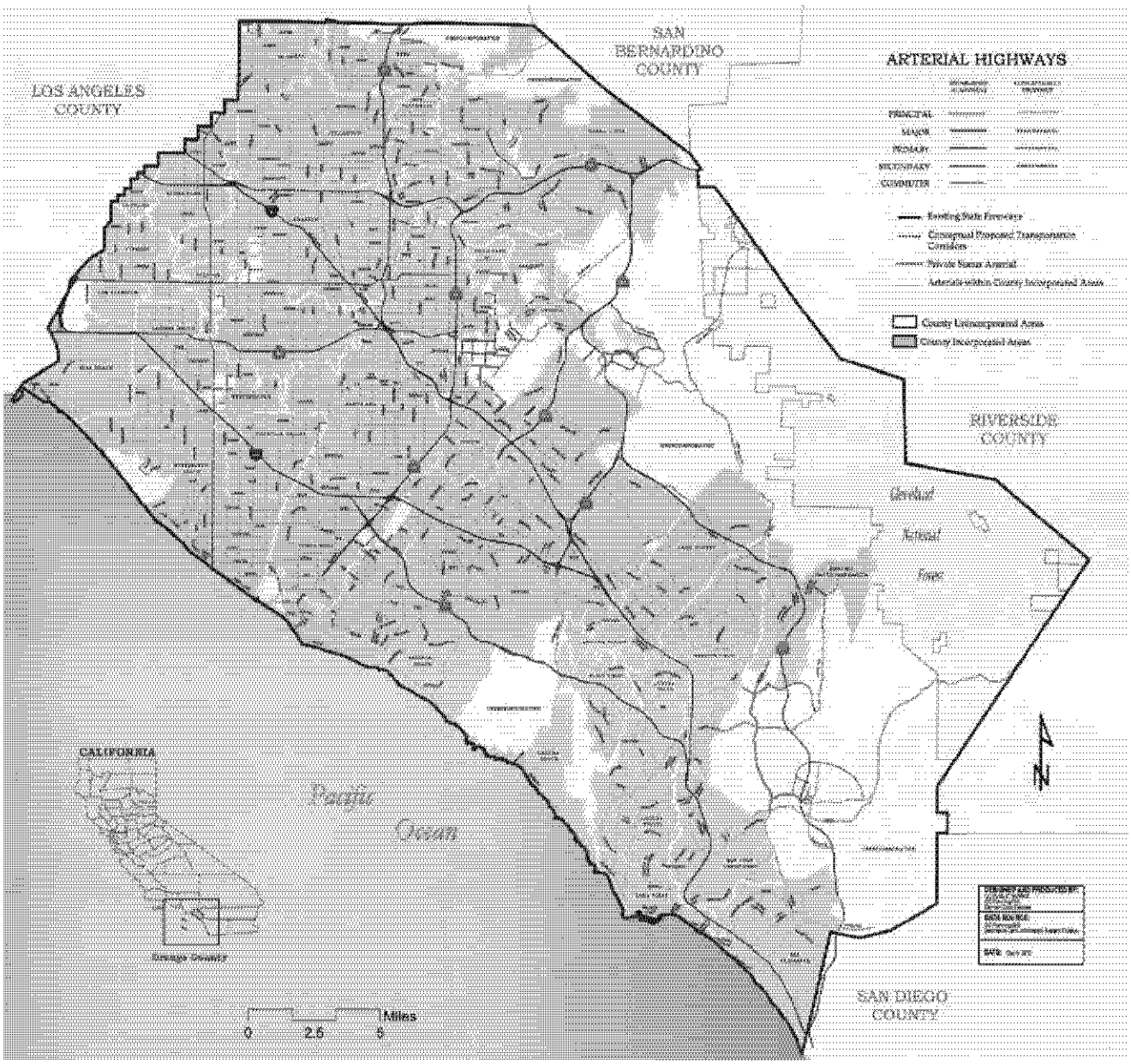
KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

Source: County of Riverside

JN 6912

Figure B11
County of Orange General Plan Truck Routes



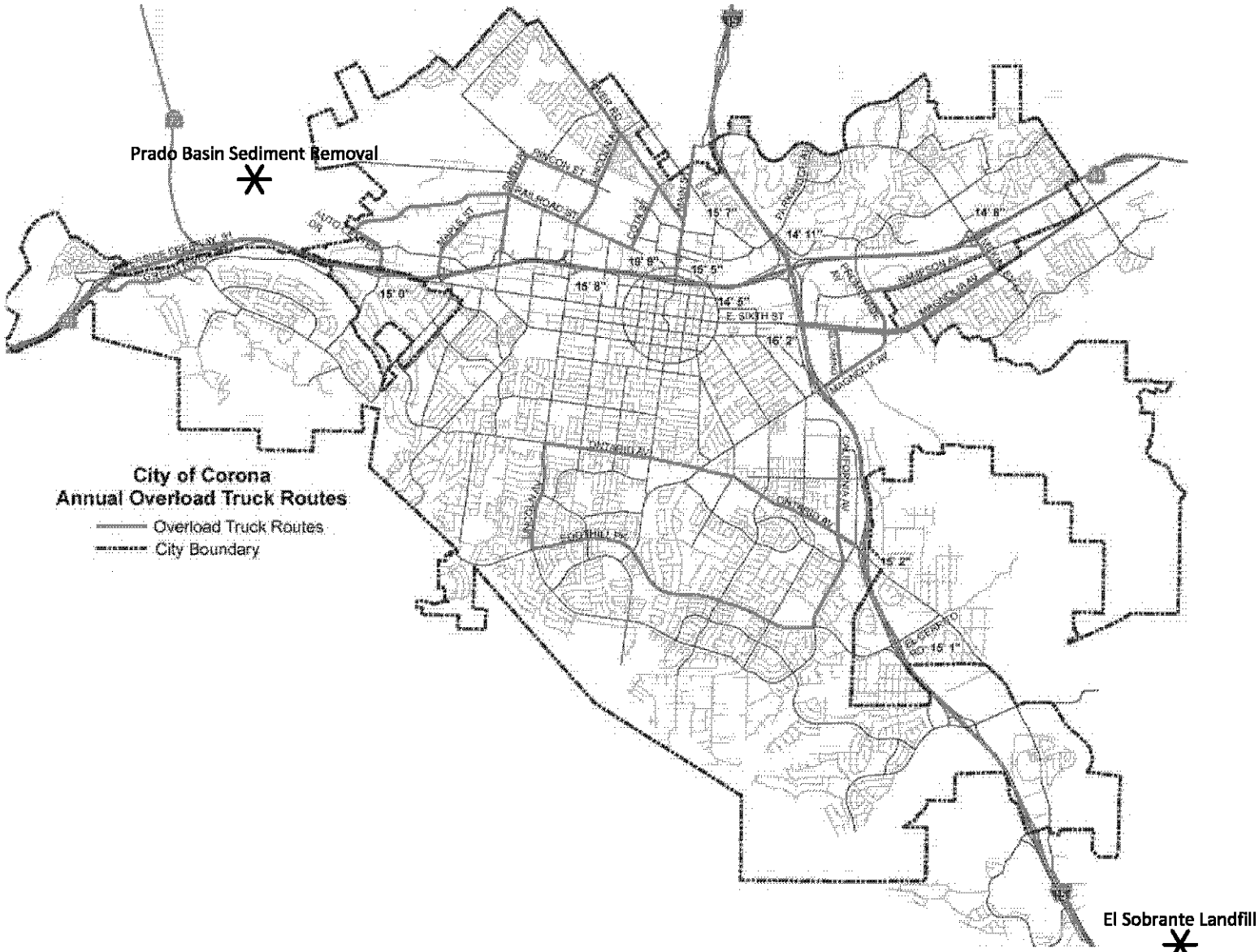
KUNZMAN ASSOCIATES, INC.

Source: County of Orange

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912

Figure B12
City of Corona General Plan Truck Routes



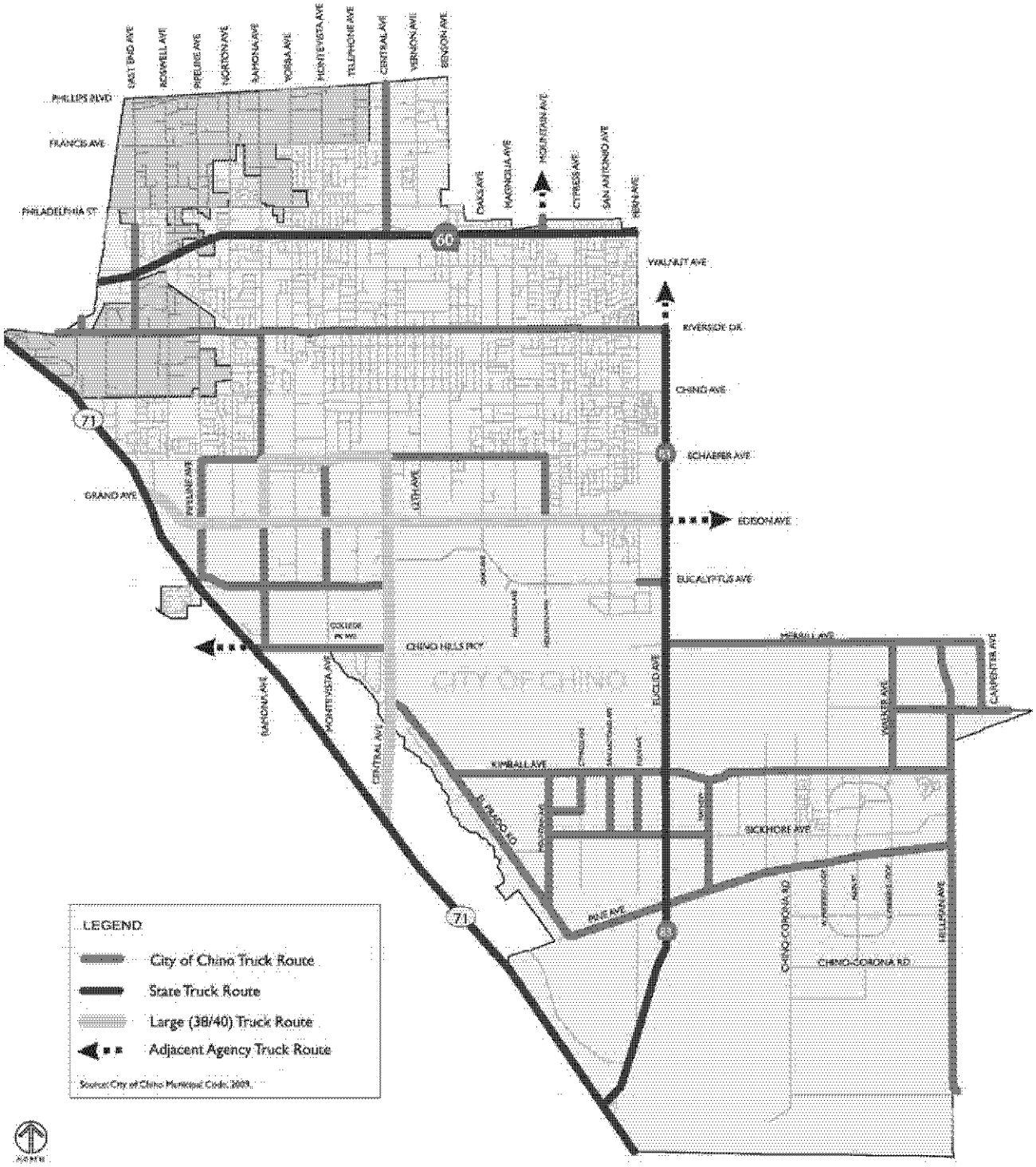
KUNZMAN ASSOCIATES, INC.

Source: City of Corona

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912

Figure B13
City of Chino General Plan Truck Routes



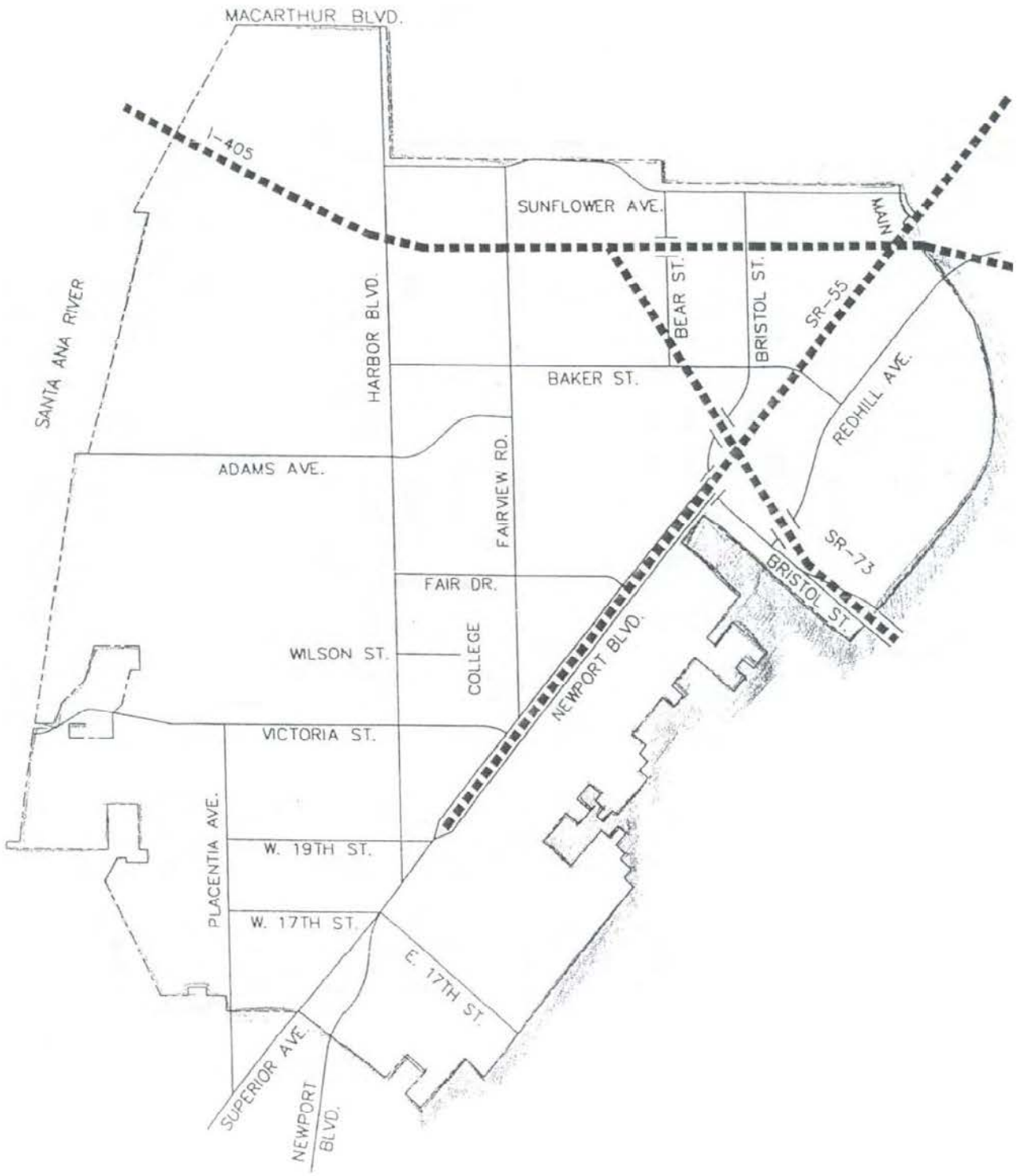
KUNZMAN ASSOCIATES, INC.

Source: City of Chino

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912

Figure B14
City of Costa Mesa Truck Routes



LEGEND
FREEWAY
TRUCK ROUTES
CITY BOUNDARY

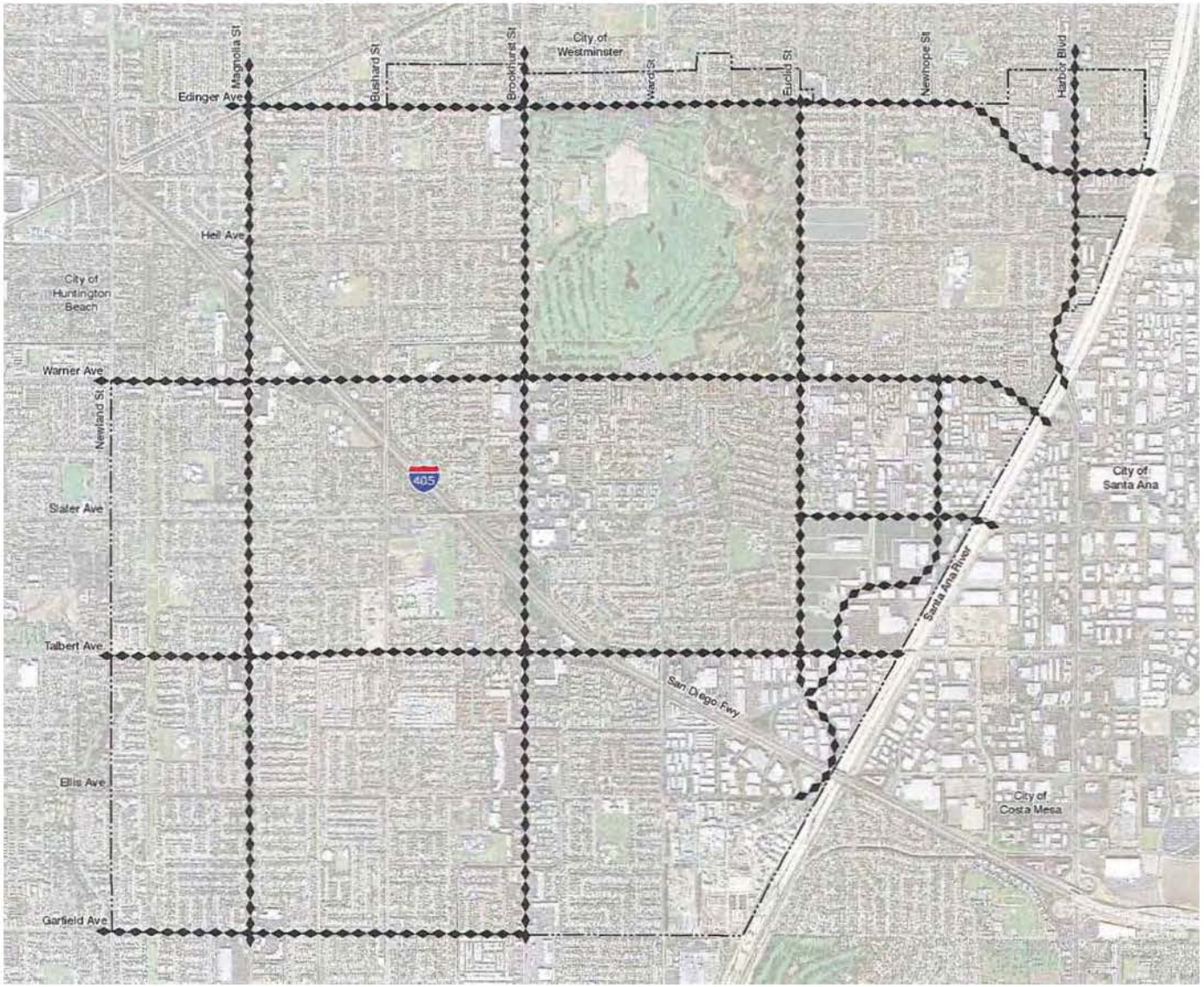
KUNZMAN ASSOCIATES, INC.

Source: City of Costa Mesa

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912

Figure B15
City of Fountain Valley General Plan Truck Routes



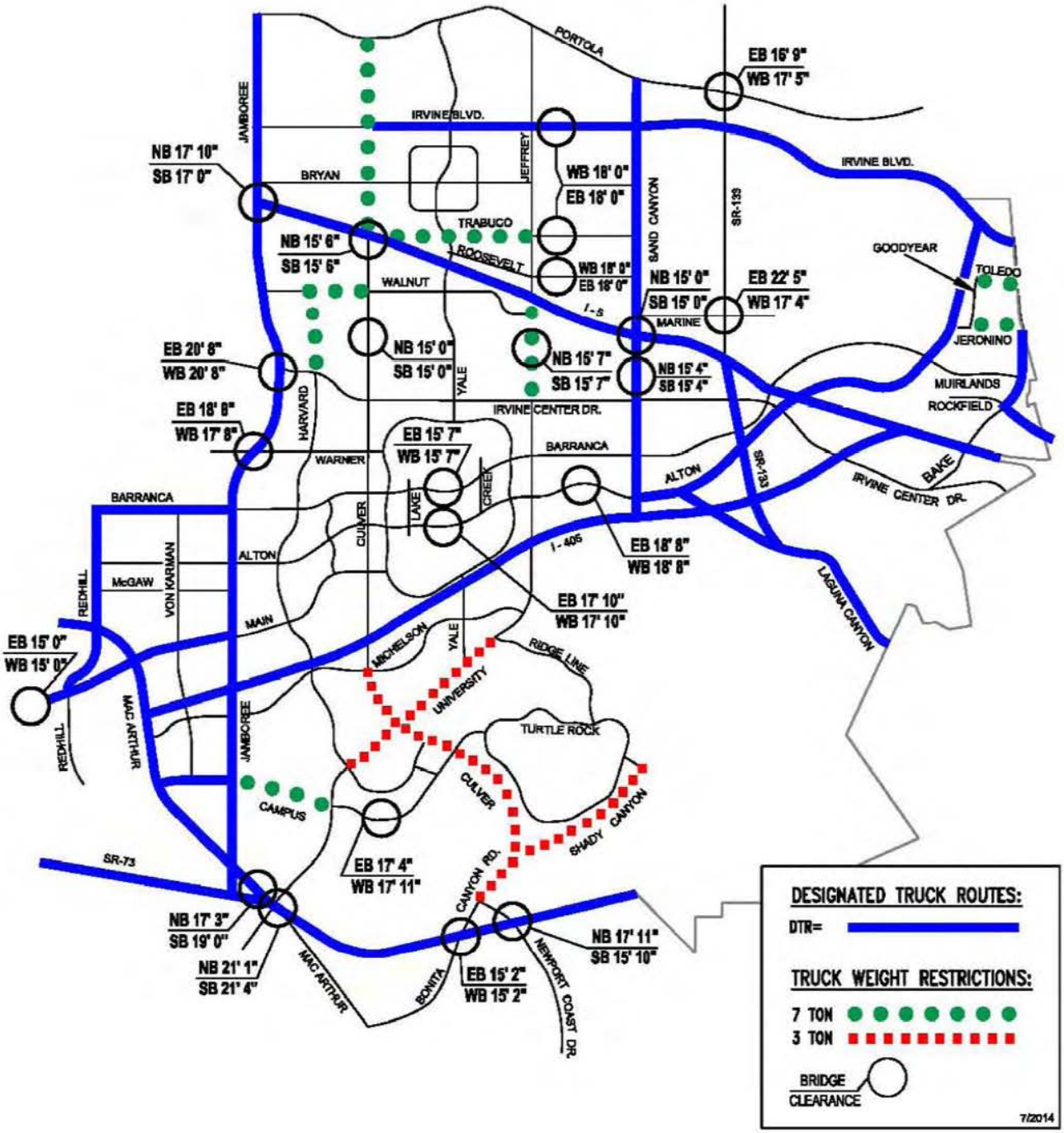
KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

Source: City of Fountain Valley

JN 6912

Figure B16
City of Irvine Truck Routes



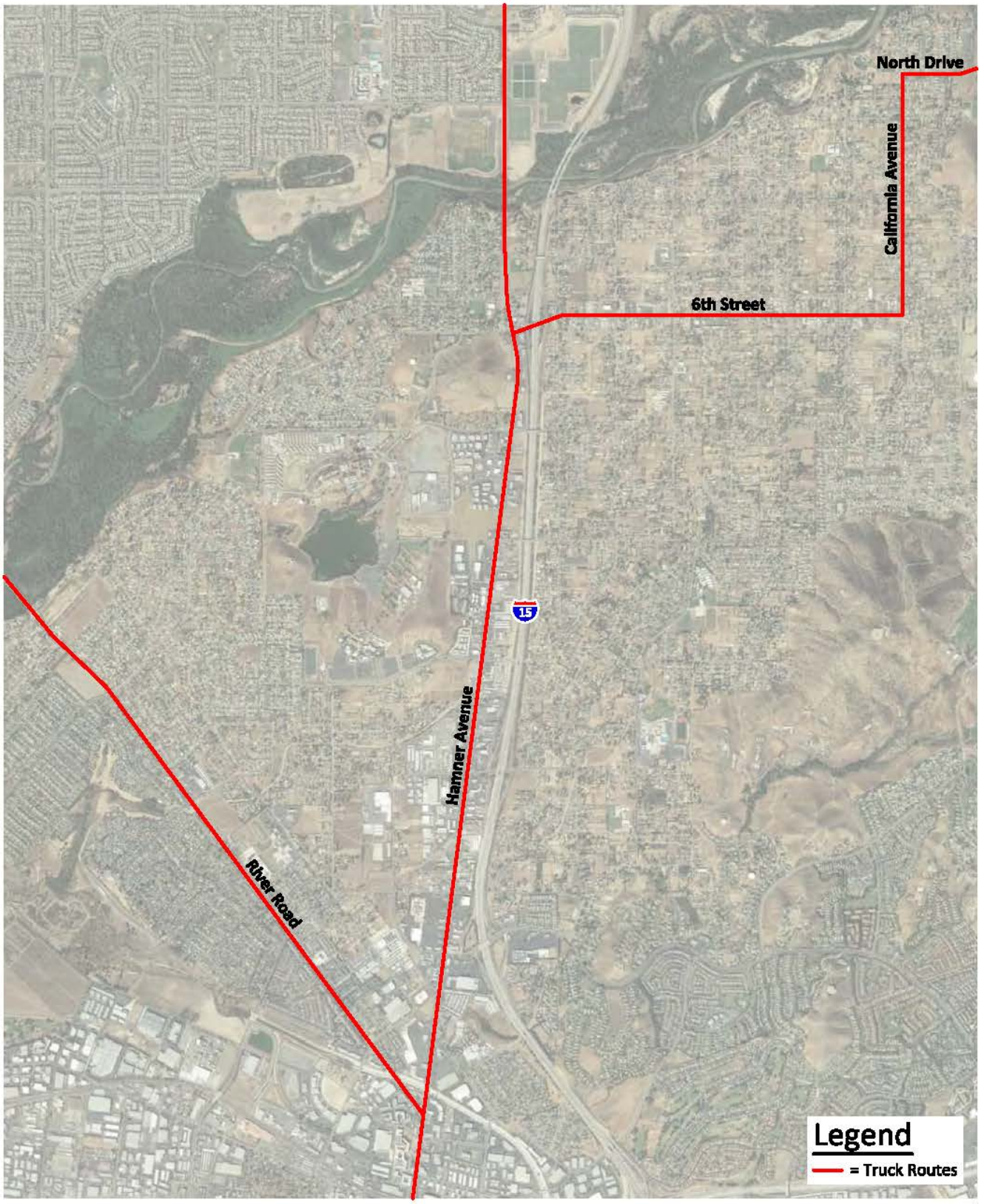
KUNZMAN ASSOCIATES, INC.

Source: City of Irvine

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912

Figure B17
City of Norco General Plan Truck Routes



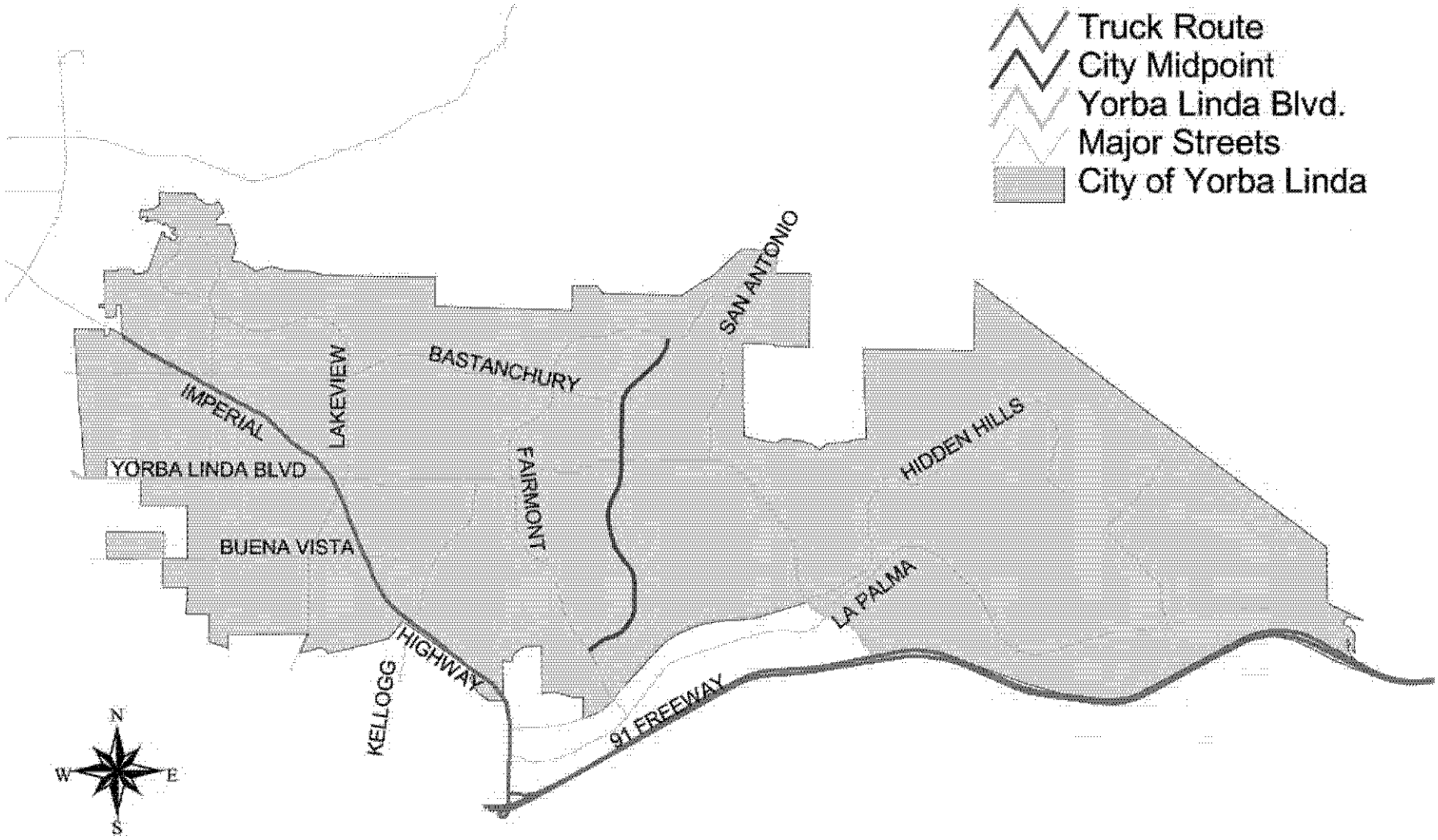
KUNZMAN ASSOCIATES, INC.

Source: City of Norco

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912

Figure B18
City of Yorba Linda General Plan Truck Routes



KUNZMAN ASSOCIATES, INC.

Source: City of Yorba Linda

OVER 40 YEARS OF EXCELLENT SERVICE

JN 6912

Roadway Classification and Capacity Tables

Appendix B-1

Roadway Segment Daily Capacities[1]

Roadway Classification	Number of Lanes	Maximum Two-Way Traffic Volume (ADT)[2] Level of Service		
		C	D	E[3]
Collector	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major	4	27,300	30,700	34,100
Arterial[5]	2	14,400	16,200	18,000
Arterial	4	29,600	33,400	37,000
Mountain Arterial	2	12,900	14,500	16,100
Mountain Arterial[5]	3	16,700	18,800	20,900
Mountain Arterial	4	25,500	28,700	31,900
Urban Arterial[5]	4	28,700	32,300	35,900
Urban Arterial	6	45,000	50,600	56,300
Urban Arterial	8	69,000	78,000	87,000
Expressway	4	53,000	58,000	64,000
Expressway	6	79,000	87,000	95,000
Expressway	8	106,000	119,000	132,000
Freeway	4	80,000	91,000	100,000
Freeway	6	102,000	123,000	142,000
Freeway	8	136,000	164,000	176,000
Freeway	10	169,000	205,000	220,000
(Ramp) One-Way Roadway	1	16,000	18,000	20,000

Levels of Service Volume to Capacity Ratios

Level of Service	Volume to Capacity Ratio
A	0.000 - 0.600
B	0.601 - 0.700
C	0.701 - 0.800
D	0.801 - 0.900
E	0.901 - 1.000
F	>1.000

[1] Source: County of Riverside Segment/Volume Capacity/Level of Service Table C-3.

[2] Average Daily Traffic

[3] These roadway capacities are "rule of thumb" estimates for planning purposes. The Level of Service "E" volumes are estimated maximum daily capacity for respective classifications.

[4] Source: County of Riverside Segment/Volume Capacity/Level of Service Table C-1.

Appendix B-2

Roadway Segment Daily Capacities[1]

Roadway Classification	Number of Lanes	Maximum Two-Way Traffic Volume (ADT)[2] Level of Service				
		A	B	C	D	E[3]
Freeway	6	72,000	84,000	96,000	108,000	120,000
Expressway	4	24,500	28,600	32,700	36,800	40,900
Expressway	8	49,000	57,200	65,400	73,500	81,700
Major	4	21,500	25,100	28,700	32,300	35,900
Major	6	32,300	37,700	43,100	48,500	53,900
Major	8	43,000	50,200	57,400	64,600	71,800
Primary	2	10,000	11,000	13,000	14,000	16,000
Primary	4	18,000	20,000	24,000	27,000	30,000
Primary	6	29,000	34,000	38,000	43,000	48,000
Secondary	2	8,000	10,000	11,000	13,000	14,000
Secondary	4	17,000	20,000	22,000	25,000	28,000
Collector	2	8,000	9,000	10,000	12,000	13,000

Levels of Service Volume to Capacity Ratios

Level of Service	Volume to Capacity Ratio
A	0.000 - 0.600
B	0.601 - 0.700
C	0.701 - 0.800
D	0.801 - 0.900
E	0.901 - 1.000
F	>1.000

[1] Source: City of Chino Roadway Capacity (vehicles per day) per General Plan Transportation Element July 2010.

[2] Average Daily Traffic

[3] These roadway capacities are "rule of thumb" estimates for planning purposes. The Level of Service "E" volumes are estimated maximum daily capacity for respective classifications.

Appendix B-3

Roadway Segment Daily Capacities[1]

Roadway Classification	Number of Lanes	Lanes Control[2]	Right of Way	Average Daily Traffic[3]
Major	6	D	100	68,000
Primary	4	D	74	45,000
Secondary	2	U	68	30,000
Divided Collector	2	D(TWLT)	68	22,000
Collector	2	U	60	12,500

Levels of Service Volume to Capacity Ratios

Level of Service	Volume to Capacity Ratio
A	0.000 - 0.600
B	0.601 - 0.700
C	0.701 - 0.800
D	0.801 - 0.900
E	0.901 - 1.000
F	>1.000

[1] Source: City of Costa Mesa Roadway Capacity (vehicles per day) per 2015-2035 General Plan Circultation Element, 2015.

[2] D= Divided; U = Undivided

[3] These roadway capacities are "rule of thumb" estimates for planning purposes. The Level of Service "E" volumes are estimated maximum daily capacity for respective classifications.

Appendix B-4

Roadway Segment Daily Capacities[1]

Roadway Classification	Number of Lanes	Lanes Control[2]	Right of Way	Pavement Width	Average Daily Traffic[4]	Peak Hour Capacity
Major	6	D	120	104	56,300	5,630
Primary	4	D	100	84	37,500	3,750
Secondary	2	U	80	64	25,000	2,500
Collector	2	U	NL	NL	NL	NL
Local	2	U	NL	NL	NL	NL

Levels of Service Volume to Capacity Ratios

Level of Service	Volume to Capacity Ratio
A	0.000 - 0.600
B	0.601 - 0.700
C	0.701 - 0.800
D	0.801 - 0.900
E	0.901 - 1.000
F	>1.000

[1] Source: City of Fountain Valley Roadway Capacity (vehicles per day) per General Plan Circultation Element, 2008.

[2] D= Divided; U = Undivided

[3] These roadway capacities are "rule of thumb" estimates for planning purposes. The Level of Service "E" volumes are estimated maximum daily capacity for respective classifications.

[4] NL = Not Listed; Capacity of unclassified or not listed roadways assumed to be 13,000 vehicles per day.

Appendix B-5

Roadway Segment Daily Capacities[1]

Roadway Classification	Number of Lanes[3]	Maximum Two-Way Traffic Volume (ADT)[2] Level of Service	
		D	E[4]
Freeway	10	189,000	210,000
Freeway	8	158,000	176,000
Freeway	6	121,500	135,000
Freeway	4	81,000	90,000
Freeway Ramps	2	19,800	22,000
Freeway Ramps	1	14,400	16,000
Expressway	6	121,500	135,000
Major Highway	8	64,800	72,000
Major Highway	6	48,600	54,000
Primary Highway	4	28,800	32,000
Secondary Highway	4	25,200	28,000
Commuter	2D	16,200	18,000
Commuter	2	11,700	13,000

Levels of Service Volume to Capacity Ratios

Level of Service	Volume to Capacity Ratio
A	0.00 - 0.600
B	0.61 - 0.700
C	0.71 - 0.800
D	0.81 - 0.900
E	0.91 - 1.00
F	>1.00

[1] Source: City of Irvine Roadway Capacity (vehicles per day) per 2004 Traffic Impact Analyses.

[2] Average Daily Traffic

[3] D= Divided; U = Undivided

[4] These roadway capacities are "rule of thumb" estimates for planning purposes. The Level of Service "E" volumes are estimated maximum daily capacity for respective classifications.

Appendix B-6

Roadway Segment Daily Capacities[1]

Roadway Classification	Number of Lanes	Lanes Control[3]	Maximum Two-Way Traffic Volume (ADT)[2] Level of Service				
			A	B	C	D	E[4]
Major	4	D	33,900	39,400	45,000	50,600	56,300
Primary	4	D	22,500	26,300	30,000	33,800	37,500
Secondary	2	U	15,000	17,500	20,000	22,500	25,000
Collector[5]	2	U				15,000	16,600

Level of Service	Description of Roadway Operating Conditions	Range of V/C Ratios
A	Describes primarily free-flow conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delay at intersections are minimal.	0.00 - 0.60
B	Represents reasonably unimpeded operations at average travel speeds. The ability to maneuver in the traffic stream is slightly restricted; delays are not bothersome	0.61 - 0.70
C	Represents stable operations, however, ability to change lanes and maneuver may be more restricted than LOS B and longer queues are experienced at intersections.	0.71 - 0.80
D	Congestion occurs and a small change in volumes increases delays substantially.	0.81 - 0.90
E	Severe congestion occurs with extensive delays and low travel speeds occur.	0.91 - 1.00
F	Characterizes arterial flow at extremely low speeds and intersection congestion occurs with high delays and extensive queuing.	> 1.00

[1] Source: City of Yorba Linda Roadway Capacity (vehicles per day) per 2016 General Plan Circultation Update.

[2] Average Daily Traffic

[3] D= Divided; U = Undivided

[4] These roadway capacities are "rule of thumb" estimates for planning purposes. The Level of Service "E" volumes are estimated maximum daily capacity for respective classifications.

[5] Collector daily capacities approximated from the other roadway classification values (i.e. LOS D = LOS A of previous classification).

Improvement Plans

Chapter 1 Proposed Project

1.1 Introduction

1.1.1 Environmental Lead Agency

Effective July 1, 2007, the Department has been assigned environmental review and consultation responsibilities under NEPA pursuant to Section 6005 of the SAFETEA-LU (23 USC 327). On projects for which the Department has assumed NEPA responsibilities, the Department has also assumed responsibility for environmental review and consultation under other federal environmental laws.

The Department is the lead agency under CEQA for this project. In addition, per the reference to SAFETEA-LU above, the FHWA's responsibility for environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 USC 327. The Department is the lead agency under NEPA for this project.

FHWA, the Department, and RCTC are planned signatory parties to a High Profile Project Agreement that will outline the roles and responsibilities of these three major participants to the proposed project. These roles and responsibilities are in relation to FHWA's charge with stewardship and oversight responsibilities for all federally funded programs under the Federal-Aid Highway Program. FHWA's roles and responsibilities and the status of these approvals are provided in Table 1.1. RCTC has initiated work with FHWA to move the proposed project forward and entered into a Section 129 Toll Agreement for the proposed project on August 18, 2009.

Table 1.1 FHWA Approvals

Approval Required	Status/Anticipated Approval Date
Modified Access Report to the Interstate System	A "Letter of Acceptability" is pending, with approval expected in April 2011.
Cost Estimate Review	September 2011
Draft Project Management Plan	December 2011
Initial Financial Plan	February 2012
Obligation of Federal Funds	March 2012
Final Project Management Plan	May 2012

Source: Riverside County Transportation Commission (2011).

Table 1.6 presents the forecasted 2015 freeway mainline peak-hour LOS without any improvements to SR-91. As shown, a total of 22 segments are forecast to operate at LOS F, with 8 of the segments operating at LOS F in the peak hours in both directions of travel (i.e., westbound in the a.m. peak hour and eastbound in the p.m. peak hour). As shown in Table 1.6, one segment on I-15 (El Cerrito to Cajalco Road) is forecast to operate at LOS F in both the a.m. and p.m. peak hours. In addition, the Ontario Avenue to El Cerrito Road segment is forecast to operate at LOS F in the a.m. peak hour, and the segment south of Cajalco Road is forecast to operate at LOS F in the p.m. peak hour. The HOV lane performance is forecast to deteriorate from current levels of service as HOV lane volumes increase. One HOV lane segment is forecast to operate at LOS F in the p.m. peak hour (eastbound HOV lane at the current SR-91 tolled express lanes terminus between Green River Road and Auto Center Drive), and two additional segments are forecast to operate at LOS E in the p.m. peak hour (the segments between SR-241 and Green River Road, and between Auto Center Drive and Lincoln Avenue) as volumes approach and exceed 2,000 vehicles per lane per hour (vplph).

1.3.1.6 2035 Future Traffic Volumes – No Build

Key projects identified in the 2008 RTP and included in the No Build Alternative have the potential to impact traffic activity throughout the study area. These projects include:

- Corridor A –1 RTP ID 3CO1MA03: Community and Environmental Transportation Acceptability Process (CETAP) – Riverside County to Orange County – Construct a new intercounty transportation corridor – 2 toll lanes in each direction on a new facility parallel to SR-91 from SR-241 to I-15
- SR-241/SR-91 Toll-to-Toll Direct Connectors – RTP ID 2T01135 – HOV/HOT Connector northbound SR-241 to eastbound SR-91 and westbound SR-91 to southbound SR-241
- I-15 HOV/Express Lanes – RTP ID 3HL0402 – Build HOV/HOT lanes: 2 HOV + Build 2 HOT lanes in each direction from SR-74 to the San Bernardino County line
- SR-71 Widening – RTP ID 3M01MA09 – Widen to 3 mixed flow lanes in each direction from SR-91 to the San Bernardino County line
- Mid County Parkway (MCP) – RTP ID RIV031218: CETAP – Mid County Parkway Corridor: Construct a 4-8 lane limited access parkway from Corona (slightly west of I-15) to San Jacinto (to SR-79) and construct local interchanges at 15 locations.

Table 1.8 2035 No Build Alternative Mainline Traffic Volumes[1]

SR-91 Segment	Eastbound GP			Eastbound Toll/HOV			Westbound GP			Westbound Toll/HOV		
	AM	PM	ADT	AM	PM	ADT	AM	PM	ADT	AM	PM	ADT
SR-241 to Gypsum Canyon Rd	4,880	10,020	118,100	900	1,400	12,400	11,670	5,760	120,800	1,300	900	11,300
Gypsum Canyon Rd to Green River Rd	6,100	13,500	136,200	1,700	3,600	30,400	14,100	6,900	130,000	3,600	2,000	28,600
Green River Rd to SR-71	5,030	9,720	94,000	1,300	3,600	33,600	12,730	7,060	118,200	2,500	1,700	30,500
SR-71 to Auto Center Dr	6,020	12,720	127,700	1,400	2,300	24,800	13,050	6,970	118,700	2,100	1,600	28,900
Auto Center Dr to Maple St/Sixth St	5,850	12,780	127,200	1,400	2,100	26,100	11,920	7,110	117,300	2,100	1,500	29,300
Maple St/Sixth St to Lincoln Ave	5,340	12,270	120,800	1,400	1,800	25,600	10,650	6,820	111,700	2,100	1,400	27,800
Lincoln Ave to Grand Blvd	6,300	12,200	125,400	1,300	1,700	26,300	10,270	6,870	114,400	1,900	1,500	28,300
Grand Blvd to Main St	6,020	11,460	120,100	1,300	1,700	26,800	9,750	6,380	109,300	1,700	1,300	28,900
Main St to I-15	6,390	12,400	134,600	1,000	1,700	21,200	9,880	6,470	128,000	1,700	1,300	22,100
I-15 to McKinley St	5,410	11,160	120,100	1,000	1,600	17,100	9,840	5,300	115,400	950	950	20,600
McKinley St to Pierce St	5,070	10,670	113,300	1,300	2,000	19,800	9,710	4,800	111,500	1,400	1,200	19,800
Pierce St to Magnolia Ave	4,390	9,620	96,500	1,200	1,800	19,300	8,440	3,880	94,300	1,600	1,100	20,100

I-15 Segment	Northbound GP			Northbound Toll			Southbound GP			Southbound Toll		
	AM	PM	ADT	AM	PM	ADT	AM	PM	ADT	AM	PM	ADT
North of Hidden Valley Pkwy	10,220	7,890	148,100	1,900	600	13,700	8,930	11,050	146,600	600	1,800	12,600
Hidden Valley Pkwy to SR-91	9,210	7,650	143,600	3,200	1,000	21,100	8,230	10,150	138,500	900	2,700	20,600
SR-91 to Magnolia Ave	9,350	8,660	147,900	3,200	1,000	21,100	8,560	10,980	147,300	900	2,700	20,600
Magnolia Ave to Ontario Ave	10,100	7,700	137,000	3,200	1,000	21,100	7,000	10,200	139,500	900	2,700	20,600
Ontario Ave to El Cerrito Rd	10,160	7,380	131,900	3,200	1,000	21,100	6,200	10,420	136,300	900	2,700	20,600
El Cerrito Rd to Cajalco Rd	11,260	7,420	134,200	1,300	300	10,900	6,540	11,320	139,500	300	1,200	11,000
South of Mid County Pkwy	6,760	6,290	106,300	1,300	300	10,900	4,780	7,610	112,500	300	1,200	11,000

Source: Speed surveys and the Riverside County Transportation Commission Model Results for the SR-91 CIP, as disclosed in the *Traffic Impact Report* (January 2010).

[1] In numbers of vehicles in the a.m. and p.m. peak hours and total daily number of vehicles.

ADT = average daily traffic
CIP = Corridor Improvement Project
GP = general-purpose lanes
HOV = high-occupancy vehicle lanes
I-15 = Interstate 15
SR-71 = State Route 71
SR-91 = State Route 91
SR-241 = State Route 241

2013

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I-15/ CAJALCO ROAD INTERCHANGE IMPROVEMENTS

Final Report

Purpose and Needs

The Cajalco Road interchange connects commuters to the I-15 freeway from residential neighborhoods to the west. It provides a route for trucks traveling to an aggregate mine and a route to Moreno Valley to the east. Significant housing developments to the west and a large shopping and entertainment plaza development to the east and west have increased demand on this facility in recent years, beyond expectations of the original design. The result has been an increase in traffic congestion, increase in traffic delay, and an increased usage by pedestrians and bicycles.

The projects purpose is to reduce congestion, decrease delay, provide for pedestrian and bicycle mobility, and improve safety on Cajalco Road and through the I-15 interchange.

Design Constraints

Before alternatives could move from conception to design, there were design constraints that needed to be addressed. Working with Caltrans and the City of Corona, the ultimate layouts the freeway and overcrossing were set. Cost effectiveness of expanding the existing bridge or building a new bridge, and precast vs. cast-in-place construction were considered. The wash passing under the I-15 had to be considered for clearance for 100 year storm flows based on Caltrans standards.

Ultimate I-15 Cross Section

The I-15 will ultimately contain four mixed-flow and two HOT lanes in each direction. The interchange design must be compatible with this future plan. This is due to the I-15 Corridor Improvement Project that Caltrans is undertaking that will address the long term plans for the corridor. The ultimate layout dimensions are shown in Figure 5.

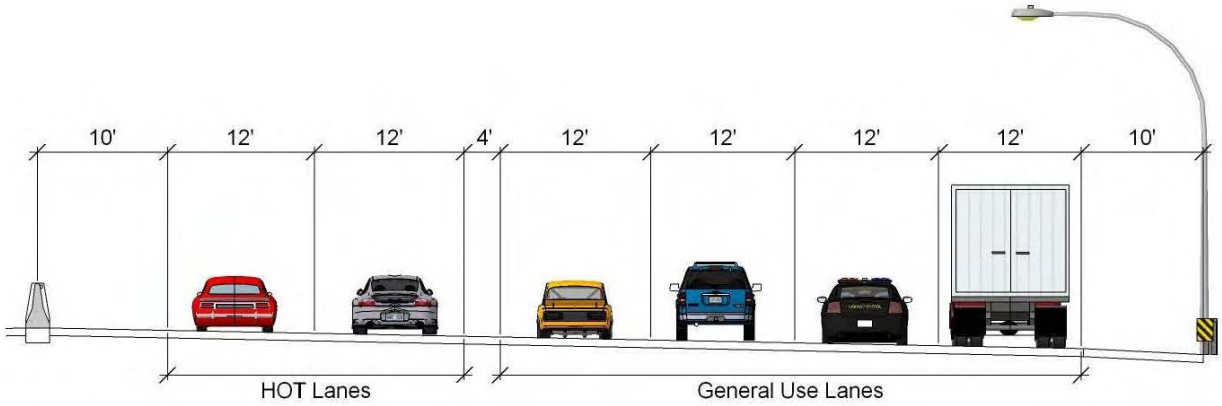


Figure 5. Ultimate I-15 Layout Half Section

I-15 EXPRESS LANES PROJECT

A project of the Riverside County Transportation Commission

PROJECT OVERVIEW

The Riverside County Transportation Commission (RCTC), in partnership with Caltrans, is investing $455 million to improve I-15 between Cajalco Road and State Route 60 (SR-60). The project will add two tolled express lanes in each direction on I-15 between Cajalco Road and SR-60, a distance of approximately 15 miles. An enhanced feature of this project is that drivers will be able to access and exit the tolled facility at multiple locations, and the project continues RCTC's ongoing commitment to expand the express lanes network.

PROJECT BENEFITS

- √ Improve existing and future mobility along the I-15 corridor
- √ Reduce congestion and improve traffic operations
- √ Provide a time-saving travel choice with multiple entry / exit points
- √ Expand the tolled express lane network
- √ Increase travel time reliability

PROJECT TIMELINE

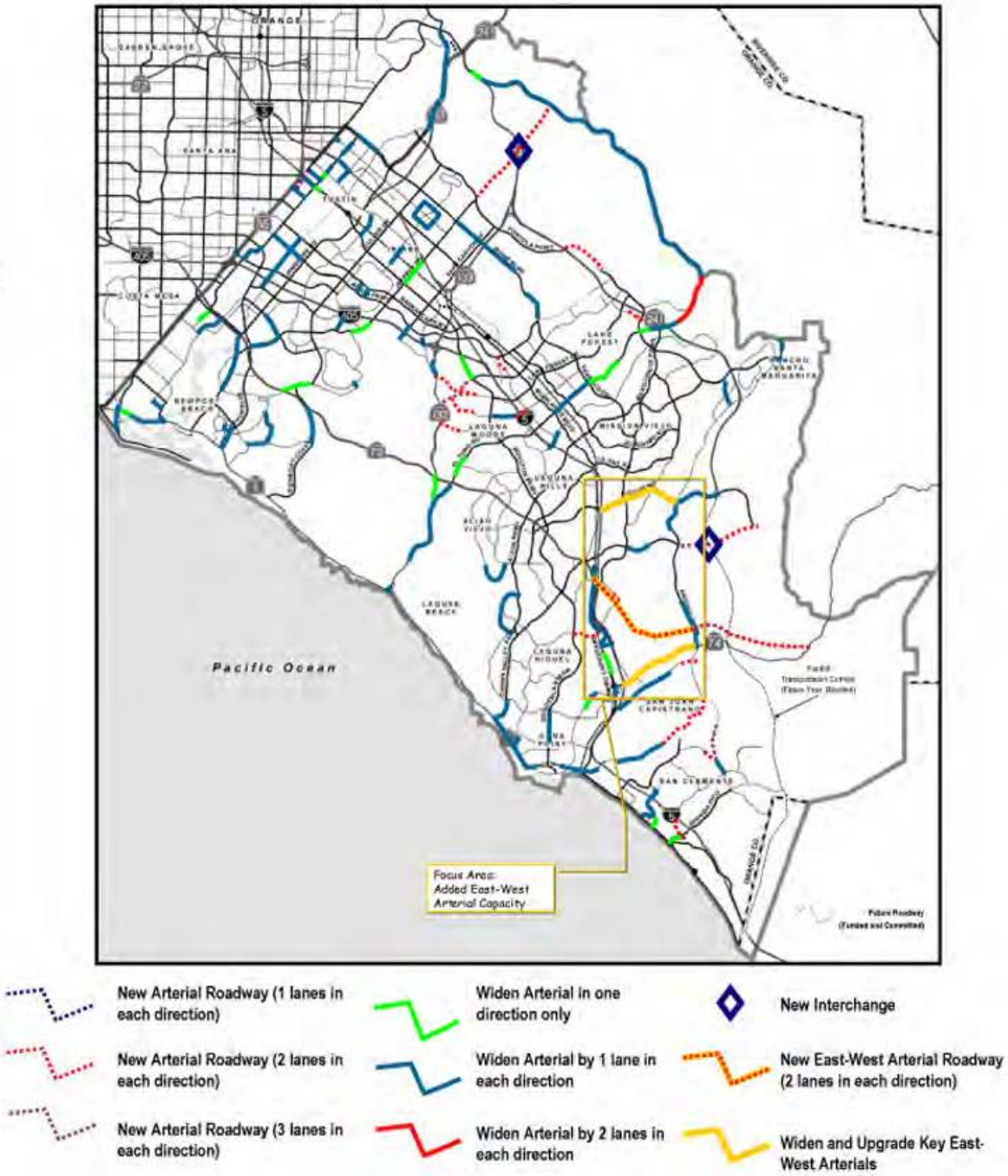
RCTC is proceeding with a design-build process to expedite delivery of the project, minimize construction costs, and take advantage of the existing 91 Express Lanes project experience.

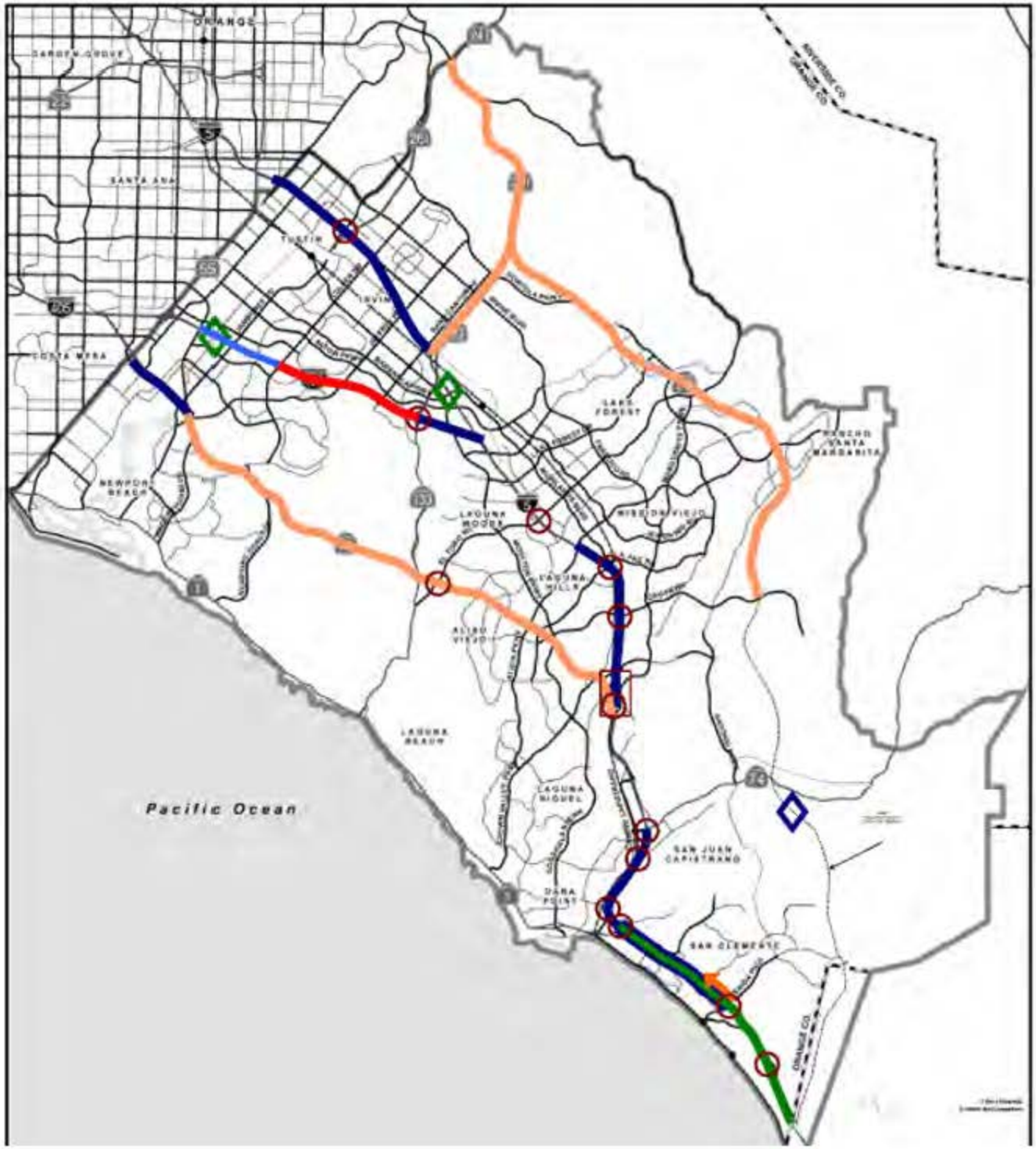
Design-Build Contract Award	Spring 2017
Construction Begins	2018
Express Lanes Open to Cars	Mid-2020

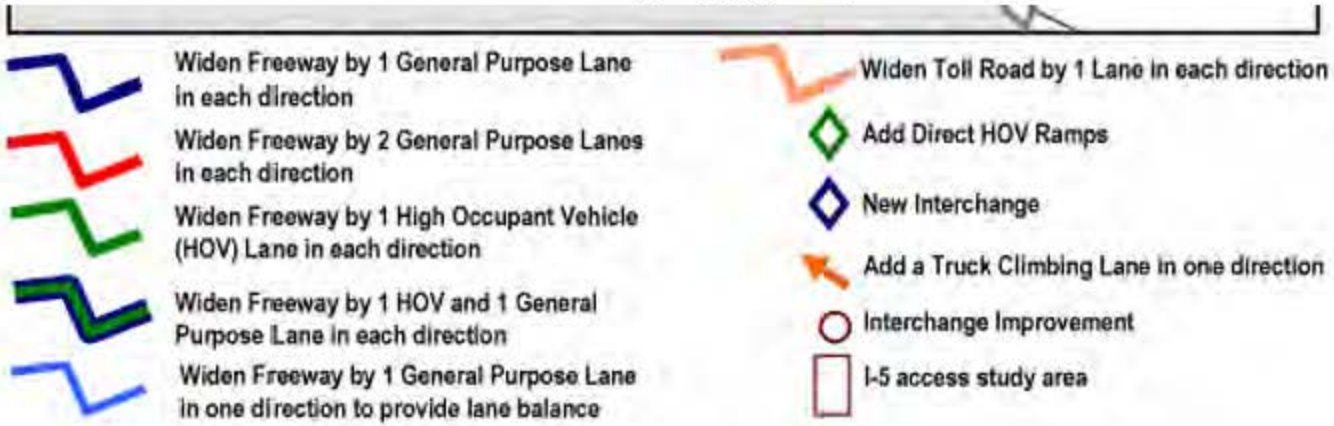
STAY IN TOUCH!

For more project information, call the project helpline (844) 415-9777 or send an email to I-15expresslanesinfo@rctc.org.

www.i15project.info 15ExpressLanes


Pacific Ocean
Focus Area:
Added East-West
Arterial Capacity
New Arterial Roadway (1 lanes in each direction)
New Arterial Roadway (2 lanes in each direction)
New Arterial Roadway (3 lanes in each direction)
Widen Arterial in one direction only
Widen Arterial by 1 lane in each direction
Widen Arterial by 2 lanes in each direction
New Interchange
New East-West Arterial Roadway (2 lanes in each direction)
Widen and Upgrade Key East-West Arterials


ORANGE
GARDEN GROVE
SANTA ANA
TUSTIN
IRVINE
COSTA MESA
NEWPORT BEACH
LAKE FOREST
RANCHO SANTA MARGARITA
LAGUNA WOODS
MISSION VIEJO
LAGUNA HILLS
ALISO VIEJO
LAGUNA BEACH
LAGUNA NIGUEL
SAN JUAN CAPISTRANO
DANA POINT
SAN CLEMENTE
Pacific Ocean
ORANGE CO.


Widen Freeway by 1 General Purpose Lane in each direction
Widen Freeway by 2 General Purpose Lanes in each direction
Widen Freeway by 1 High Occupant Vehicle (HOV) Lane in each direction
Widen Freeway by 1 HOV and 1 General Purpose Lane in each direction
Widen Freeway by 1 General Purpose Lane in one direction to provide lane balance
Widen Toll Road by 1 Lane in each direction
Add Direct HOV Ramps
New Interchange
Add a Truck Climbing Lane in one direction
Interchange Improvement
I-5 access study area

405 Express Lanes General Information & Frequently Asked Questions

The questions and answers below provide current information on the project to improve Interstate 405 (I-405) in Orange County from State Route 73 to Interstate 605.

Why are improvements needed on I-405?
The I-405 freeway experiences heavy traffic congestion and conditions are expected to worsen. Built in the 1960s, the freeway carries between 257,000 and 370,000 vehicles per day depending on location. Near the L.A. County line, the I-405 is the most heavily traveled freeway in the nation and both the regular lanes and carpool lanes are congested daily during rush hour and on weekends.

Traffic along the corridor is expected to grow approximately 35 percent by 2040. Additional lanes and other improvements are needed to improve traffic flow, accommodate growing traffic demand, relieve congestion, and improve overall mobility. The I-405 Improvement Project is critical in order to accommodate expected employment, population and housing growth in not only Orange County but throughout Southern California.

What is planned for the I-405 Improvement Project?
The project will improve 16 miles of I-405 between the SR-73 freeway in Costa Mesa and I-605 near the L.A. County line. The project includes adding one regular lane in each direction from Euclid Street to I-605 and making improvements to freeway entrances, exits and bridges. It also will construct the 405 Express Lanes, two lanes in each direction from SR-73 to I-605. The new express lanes – incorporating the existing carpool lanes and connectors that opened in 2014 – will give solo drivers the choice to speed up their commute for a toll, and carpoolers may ride in the lanes for free.

Where will vehicles be able to enter and exit the toll lanes?
There are seven access points in between SR-73 and I-605, giving drivers sufficient opportunity to reach every interchange and business along the corridor, including the Westminster Mall, car dealerships, Bella Terra, Goldenwest College and South Coast Plaza, and any other destination.

These intermediate access locations minimize right of way impacts to the adjacent community. Additional access points would likely have significant right of way impacts.

The intermediate access points at Magnolia/Warner and Bolsa/Goldenwest were selected largely to serve Beach Boulevard which is roughly midway along the corridor, has the highest arterial volume of any of the arterials crossing the freeway, and has the largest interchange volumes in the corridor.

The graphic below depicts the 405 Express Lanes intermediate access locations:

Are FasTrak® transponders required to use the 405 Express Lanes?
The 405 Express Lanes will utilize electronic tolling to keep traffic flowing and there will be no cash payments or toll booths. Because of this, transponders will be required for customers to use the express lanes when they open. OCTA will continue to explore technology that may in the future allow drivers to use the express lanes without a transponder.

What is the overall benefit to the project to include the 405 Express Lanes?
Those who choose to pay a toll improve traffic for everyone by freeing up space in the regular lanes, including the additional lane in each direction that is being added as part of the project. Also, if there are excess toll revenues beyond operational, maintenance and financing costs, that provides funding for additional improvements in the corridor. As an example, to date the 91 Express Lanes has provided more than $22 million for improvements to the freeway and for public transit in the 91 corridor.

Adding Express Lanes, in addition to the new regular lanes, benefits all people who use the I-405. Rush-hour commutes in the regular lanes on I-405 are expected to be reduced by almost 30 minutes versus only building one regular lane in each direction. The bottom line is you don't have to pay one penny more and you'll be home to your family a half-hour sooner.

What are the toll policy goals of the 405 Express Lanes?
The OCTA Board of Directors (Board), which is leading the freeway improvement project, voted to adopt a number of goals that would guide the development and implementation of the 405 Express Lanes toll policy. The goals focus on providing express lanes customers with a reliable commute while optimizing the number of cars that can utilize the lanes at free-flow speeds, and encouraging ridesharing and transit use.

The complete list of board-adopted 405 Express Lanes goals:

- Provide express lanes customers with a safe, reliable, predictable commute.
- Optimize throughput at free-flow speeds.
- Increase average vehicle occupancy.
- Balance capacity and demand to serve customers who pay tolls as well as people who rideshare or use transit.
- Generate sufficient revenue to sustain the financial viability of the express lanes.
- Ensure all covenants in the financing documents are met.
- Ensure any potential net excess toll revenues are used for Interstate 405 corridor improvements.

The 405 Express Lanes will use congestion management pricing. This type of pricing was pioneered on the 91 Express Lanes, also operated by OCTA.

Congestion management pricing is designed to optimize express lanes traffic at free-flow speeds. To accomplish this OCTA monitors hourly traffic volumes. Tolls are increased when traffic volumes consistently reach a trigger point where traffic flow can become unstable. If traffic drops below the optimal traffic volume, tolls are lowered to encourage usage.

The tolls can vary by hour, day of the week and direction of travel. Traffic volumes are continuously monitored and if warranted, tolls are adjusted quarterly. This approach balances traffic engineering with good public policy and gives customers an opportunity to know the toll price before they make their trip.

What is the toll policy for carpools?
The graphic below depicts the initial 405 Express Lanes Toll Policy adopted by the OCTA Board on May 23, 2016.

405 Express Lanes Initial Toll Policy

	Solo Drivers	2-Person Carpools	3+ Person Carpools
First 3 ½ Years After Opening*			
▪ Peak Hours	Toll	Toll	Free
▪ Non-Peak Hours	Toll	Free	Free
After 3 ½ Years			
▪ Peak Hours	Toll	Toll	Free
▪ Non-Peak Hours	Toll	Toll	Free

*Opening Expected Jan. 2023

- Weekday Peak – 6 a.m. to 10 a.m. and 3 p.m. to 8 p.m.
- Weekend Peak – 1 p.m. to 6 p.m.

- Weekday Non-Peak – 10 a.m. to 3 p.m. and 8 p.m. to 6 a.m.
- Weekend Non-Peak – All times except for 1 p.m. to 6 p.m.

Why does the proposed 405 Express Lanes Toll Policy change after 3.5 years?
Two goals of the 405 Express Lanes are: (1) balance capacity and demand to serve customers who pay tolls as well as people who rideshare or use transit, and (2) generate sufficient revenue to sustain the financial viability of the express lanes. The first 3.5 years after the 405 Express Lanes open is a ramp-up period. In order to continue to guarantee free-flow speeds and achieve the two goals listed above the toll structure must be adjusted.

What is the schedule moving forward?
The Design-Build contract was awarded to OC 405 Partners, on Nov. 14, 2016 and they are currently developing a project schedule. At this point in time, we don't know where construction will start within the 16-mile project area. However, please keep in mind that because this is a Design-Build project, it's possible that work may be simultaneously performed in multiple areas. Construction is scheduled to start in late 2017 and is anticipated to be complete in late 2022 with the 405 Express Lanes opening in January 2023.

If you have further questions, please contact Christina Byrne, Community Outreach Manager, by calling (714) 560-5717 or by email 405project@octa.net.

APPENDIX C

Roadway Segment Count Worksheets

Tuesday, April 25, 2017 Location: OC PROJECT:

ADT1 Newhope north of Euclid. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	12		6					12:00	168		172				
0:15	12		5					12:15	147		155				
0:30	11		14					12:30	150		161				
0:45	8	43	5	30			73	12:45	149	614	155	643			1257
1:00	5		3					13:00	146		143				
1:15	9		4					13:15	121		128				
1:30	6		2					13:30	166		151				
1:45	5	25	9	18			43	13:45	132	565	144	566			1131
2:00	9		2					14:00	125		129				
2:15	10		3					14:15	126		113				
2:30	12		3					14:30	136		191				
2:45	9	40	4	12			52	14:45	111	498	158	591			1089
3:00	6		5					15:00	118		165				
3:15	9		15					15:15	128		157				
3:30	13		16					15:30	108		209				
3:45	19	47	4	40			87	15:45	96	450	182	713			1163
4:00	9		12					16:00	94		242				
4:15	12		17					16:15	88		201				
4:30	19		20					16:30	131		168				
4:45	30	70	19	68			138	16:45	100	413	176	787			1200
5:00	39		22					17:00	80		235				
5:15	49		21					17:15	84		219				
5:30	70		50					17:30	84		191				
5:45	64	222	40	133			355	17:45	83	331	234	879			1210
6:00	67		31					18:00	94		199				
6:15	68		38					18:15	110		171				
6:30	79		57					18:30	88		127				
6:45	96	310	65	191			501	18:45	99	391	147	644			1035
7:00	120		52					19:00	82		113				
7:15	143		62					19:15	92		90				
7:30	181		58					19:30	95		88				
7:45	210	654	65	237			891	19:45	78	347	87	378			725
8:00	183		80					20:00	77		53				
8:15	159		59					20:15	55		65				
8:30	177		65					20:30	46		64				
8:45	147	666	57	261			927	20:45	63	241	67	249			490
9:00	127		58					21:00	52		71				
9:15	112		66					21:15	45		52				
9:30	134		68					21:30	32		24				
9:45	149	522	85	277			799	21:45	28	157	30	177			334
10:00	139		93					22:00	19		54				
10:15	119		102					22:15	31		17				
10:30	121		130					22:30	24		16				
10:45	102	481	115	440			921	22:45	27	101	16	103			204
11:00	147		107					23:00	12		26				
11:15	131		142					23:15	9		12				
11:30	167		139					23:30	13		15				
11:45	149	594	148	536			1130	23:45	11	45	7	60			105
Total Vol.		3674		2243			**5917**			4153		5790			**9943**

Daily Totals

NB	SB	EB	WB	**Combined**
7827	8033			**15860**

	AM			**PM**		
Split %	62.1%	37.9%	**37.3%**	41.8%	58.2%	**62.7%**
Peak Hour	7:30	11:45	**11:45**	12:00	17:00	**12:00**
Volume	733	636	**1250**	614	879	**1257**
P.H.F.	0.87	0.92	**0.92**	0.92	0.94	**0.92**

cs@aimtd.com Tell. 714 253 7888

Tuesday, April 25, 2017 Location: OC PROJECT:

ADT2 MacArthur west of Hyland. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
0:30			15		15			12:00			272		321		
0:15			13		13			12:15			233		283		
0:30			6		10			12:30			282		275		
0:45			8	42	11	49	91	12:45			276	1063	234	1113	2176
1:00			5		9			13:00			278		269		
1:15			5		9			13:15			234		255		
1:30			7		7			13:30			254		308		
1:45			5	22	20	45	67	13:45			248	1014	236	1068	2082
2:00			5		5			14:00			247		284		
2:15			7		12			14:15			229		312		
2:30			2		17			14:30			235		454		
2:45			7	21	0	34	55	14:45			235	946	434	1484	2430
3:00			10		3			15:00			206		502		
3:15			12		4			15:15			216		547		
3:30			22		5			15:30			229		670		
3:45			26	70	8	20	90	15:45			183	834	672	2391	3225
4:00			22		12			16:00			186		773		
4:15			25		14			16:15			183		730		
4:30			60		12			16:30			206		777		
4:45			82	189	33	71	260	16:45			194	769	649	2929	3698
5:00			64		33			17:00			209		816		
5:15			103		21			17:15			193		746		
5:30			148		37			17:30			225		802		
5:45			145	460	47	138	598	17:45			182	809	806	3170	3979
6:00			127		50			18:00			157		739		
6:15			177		61			18:15			176		604		
6:30			253		78			18:30			176		467		
6:45			357	914	89	278	1192	18:45			139	648	377	2187	2835
7:00			448		87			19:00			133		258		
7:15			581		108			19:15			142		205		
7:30			689		128			19:30			135		178		
7:45			736	2454	154	477	2931	19:45			115	525	143	784	1309
8:00			678		165			20:00			103		144		
8:15			680		109			20:15			104		120		
8:30			647		107			20:30			84		96		
8:45			595	2600	149	530	3130	20:45			89	380	89	449	829
9:00			359		154			21:00			97		91		
9:15			285		130			21:15			72		72		
9:30			214		158			21:30			56		65		
9:45			231	1089	163	605	1694	21:45			47	272	56	284	556
10:00			203		197			22:00			34		71		
10:15			160		177			22:15			33		36		
10:30			200		172			22:30			41		38		
10:45			218	781	198	744	1525	22:45			35	143	34	179	322
11:00			188		180			23:00			25		31		
11:15			190		232			23:15			16		19		
11:30			257		256			23:30			16		21		
11:45			248	883	273	941	1824	23:45			15	72	19	90	162
Total Vol.				9525		3932	**13457**					7475		16128	**23603**

Daily Totals

NB	SB	EB	WB	**Combined**
		17000	20060	**37060**

			AM					**PM**		
Split %			70.8%	29.2%	**36.3%**			31.7%	68.3%	**63.7%**
Peak Hour	0:30	0:30	7:30	11:45	**7:30**			12:30	17:00	**17:00**
Volume			2783	1152	**3339**			1070	3170	**3979**
P.H.F.			0.95	0.90	**0.94**			0.95	0.97	**0.97**

cs@aimtd.com Tell. 714 253 7888

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Costa Mesa
MacArthur Boulevrad
E/ Hyland Avenue
24 Hour Directional Volume Count

CSM010
Site Code: 194-16674

Start Time	12/14/2016 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		13	**216**			19	249				
12:15		6	**221**			12	232				
12:30		10	**216**			17	237				
12:45		7	**226**	36	879	18	216	66	934	102	1813
01:00		15	202			11	222				
01:15		8	205			6	257				
01:30		8	180			8	253				
01:45		3	207	34	794	11	256	36	988	70	1782
02:00		3	191			10	254				
02:15		8	196			6	323				
02:30		10	242			6	369				
02:45		4	209	25	838	5	426	27	1372	52	2210
03:00		5	190			3	450				
03:15		4	186			7	506				
03:30		12	213			8	488				
03:45		14	192	35	781	14	515	32	1959	67	2740
04:00		18	192			17	509				
04:15		20	195			19	545				
04:30		29	230			31	**597**				
04:45		34	177	101	794	31	**545**	98	2196	199	2990
05:00		41	225			51	**588**				
05:15		46	205			55	**553**				
05:30		56	219			80	586				
05:45		79	170	222	819	98	521	284	2248	506	3067
06:00		91	171			71	539				
06:15		92	171			48	573				
06:30		134	143			91	519				
06:45		210	131	527	616	100	475	310	2106	837	2722
07:00		306	127			117	304				
07:15		380	125			100	296				
07:30		**461**	107			116	212				
07:45		**523**	110	1670	469	147	138	480	950	2150	1419
08:00		**405**	129			168	152				
08:15		**416**	106			151	105				
08:30		399	104			150	95				
08:45		329	92	1549	431	153	80	622	432	2171	863
09:00		254	77			130	94				
09:15		226	58			151	86				
09:30		173	64			135	57				
09:45		162	33	815	232	175	57	591	294	1406	526
10:00		183	35			188	38				
10:15		190	36			172	39				
10:30		167	34			191	22				
10:45		164	21	704	126	179	32	730	131	1434	257
11:00		178	24			**197**	26				
11:15		182	23			**197**	30				
11:30		194	25			**204**	19				
11:45		188	13	742	85	**209**	31	807	106	1549	191
Total		6460	6864	6460	6864	4083	13716	4083	13716	10543	20580
Combined Total		13324		13324		17799		17799		31123	
AM Peak	-	07:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	1805	-	-	-	807	-	-	-	-	-
P.H.F.		0.863				0.965					
PM Peak	-	-	12:00	-	-	-	04:30	-	-	-	-
Vol.	-	-	879	-	-	-	2283	-	-	-	-
P.H.F.			0.972				0.956				
Percentage		48.5%	51.5%			22.9%	77.1%				
ADT/AADT		ADT 31,123		AADT 31,123							

Location: Harbor Blvd between MacArthur Blvd & Scenic Ave/Lake Center
Date Range: 10/5/2015 - 10/11/2015
Site Code: 14

	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday					
	10/5/2015			10/6/2015			10/7/2015			10/8/2015			10/9/2015			10/10/2015			10/11/2015			Mid-Week Average		
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	6	0	6	0	0	0	188	150	338	203	159	362	262	192	454	368	292	660	304	261	565	130	103	233
1:00 AM	0	0	0	0	0	0	106	93	199	147	125	272	139	108	247	230	192	422	283	204	487	84	73	157
2:00 AM	2	1	3	0	0	0	89	82	171	102	76	178	96	87	183	289	378	667	174	135	309	64	53	116
3:00 AM	1	1	2	0	0	0	104	94	198	99	114	213	87	98	185	112	120	232	90	95	185	68	69	137
4:00 AM	6	0	6	1	0	1	183	370	553	163	334	497	164	339	503	134	229	363	84	120	204	116	235	350
5:00 AM	5	0	5	1	0	1	375	527	902	378	478	856	411	487	898	160	261	421	90	180	270	251	335	586
6:00 AM	4	0	4	0	0	0	576	1,088	1,664	618	1,110	1,728	554	1,064	1,618	284	516	800	155	326	481	398	733	1,131
7:00 AM	20	5	25	1	13	14	958	1,967	2,925	930	1,963	2,893	929	2,027	2,956	428	717	1,145	312	460	772	630	1,314	1,944
8:00 AM	31	9	40	2	0	2	1,104	1,987	3,091	1,086	1,843	2,929	1,078	1,958	3,036	715	875	1,590	470	573	1,043	731	1,277	2,007
9:00 AM	15	12	27	7	3	10	1,028	1,316	2,344	944	1,445	2,389	1,009	1,316	2,325	894	998	1,892	672	789	1,461	660	921	1,581
10:00 AM	34	16	50	10	5	15	962	1,084	2,046	965	1,079	2,044	1,065	1,136	2,201	944	1,087	2,031	755	919	1,674	646	723	1,368
11:00 AM	14	17	31	10	3	13	1,078	1,070	2,148	1,091	1,112	2,203	1,117	1,259	2,376	1,009	1,101	2,110	900	923	1,823	726	728	1,455
12:00 PM	17	5	22	334	410	744	1,239	1,248	2,487	1,340	1,159	2,499	1,308	1,221	2,529	1,118	1,108	2,226	901	945	1,846	971	939	1,910
1:00 PM	15	10	25	1,337	1,141	2,478	1,330	1,140	2,470	1,365	1,189	2,554	1,524	1,108	2,632	1,290	1,140	2,430	943	961	1,904	1,344	1,157	2,501
2:00 PM	12	3	15	1,388	1,062	2,450	1,414	1,106	2,520	1,574	1,106	2,680	1,687	1,194	2,881	1,182	1,025	2,207	946	955	1,901	1,459	1,091	2,550
3:00 PM	11	33	44	1,736	1,121	2,857	1,574	1,064	2,638	1,520	1,114	2,634	1,561	1,092	2,653	1,181	1,094	2,275	947	867	1,814	1,610	1,100	2,710
4:00 PM	3	0	3	1,553	1,107	2,660	1,516	1,100	2,616	1,531	1,039	2,570	1,543	1,088	2,631	1,156	1,055	2,211	912	854	1,766	1,533	1,082	2,615
5:00 PM	1	0	1	1,629	1,059	2,688	1,472	1,152	2,624	1,555	1,191	2,746	1,490	1,087	2,577	1,066	950	2,016	888	774	1,662	1,552	1,134	2,686
6:00 PM	5	0	5	1,622	913	2,535	1,654	921	2,575	1,637	1,080	2,717	1,644	944	2,588	945	799	1,744	824	746	1,570	1,638	971	2,609
7:00 PM	1	0	1	1,140	718	1,858	1,307	746	2,053	1,687	864	2,551	1,665	898	2,563	779	714	1,493	766	594	1,360	1,378	776	2,154
8:00 PM	0	0	0	844	558	1,402	909	601	1,510	923	673	1,596	973	744	1,717	644	484	1,128	658	493	1,151	892	611	1,503
9:00 PM	1	0	1	687	491	1,178	693	560	1,253	768	535	1,303	972	713	1,685	591	472	1,063	613	466	1,079	716	529	1,245
10:00 PM	0	0	0	508	312	820	554	354	908	557	348	905	898	605	1,503	528	449	977	628	477	1,105	540	338	878
11:00 PM	0	0	0	295	204	499	313	229	542	371	254	625	698	500	1,198	380	387	767	433	271	704	326	229	555
Total	**204**	**112**	**316**	**13,105**	**9,120**	**22,225**	**20,726**	**20,049**	**40,775**	**21,554**	**20,390**	**41,944**	**22,874**	**21,265**	**44,139**	**16,427**	**16,443**	**32,870**	**13,748**	**13,388**	**27,136**	**18,462**	**16,520**	**34,981**
Percent	**65%**	**35%**	-	**59%**	**41%**	-	**51%**	**49%**	-	**51%**	**49%**	-	**52%**	**48%**	-	**50%**	**50%**	-	**51%**	**49%**	-	**53%**	**47%**	-

1. Mid-week average includes data between Tuesday and Thursday.

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: Harbor Blvd between Law Court & South Coast Drive
Date Range: 10/5/2015 - 10/11/2015
Site Code: 15

	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday					
	10/5/2015			10/6/2015			10/7/2015			10/8/2015			10/9/2015			10/10/2015			10/11/2015			Mid-Week Average		
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	238	238	169	127	296	173	226	399	190	303	493	222	353	575	315	350	665	269	353	622	177	219	396
1:00 AM	0	118	118	95	80	175	115	101	216	147	179	326	139	130	269	224	220	444	216	374	590	119	120	239
2:00 AM	0	81	81	93	99	192	89	93	182	116	96	212	103	103	206	239	726	965	152	204	356	99	96	195
3:00 AM	0	94	94	94	88	182	123	100	223	116	128	244	104	109	213	125	149	274	88	104	192	111	105	216
4:00 AM	0	204	204	296	247	543	292	250	542	280	235	515	272	241	513	164	174	338	85	131	216	289	244	533
5:00 AM	0	452	452	550	467	1,017	514	513	1,027	509	482	991	533	456	989	191	265	456	113	162	275	524	487	1,012
6:00 AM	5	1,069	1,074	834	1,065	1,899	828	1,108	1,936	837	1,087	1,924	789	993	1,782	336	499	835	187	313	500	833	1,087	1,920
7:00 AM	39	1,967	2,006	1,291	1,991	3,282	1,275	1,857	3,132	1,264	1,866	3,130	1,204	1,826	3,030	556	736	1,292	353	438	791	1,277	1,905	3,181
8:00 AM	34	1,839	1,873	1,326	1,820	3,146	1,359	1,856	3,215	1,433	1,761	3,194	1,322	1,821	3,143	865	914	1,779	520	571	1,091	1,373	1,812	3,185
9:00 AM	13	1,354	1,367	1,271	1,437	2,708	1,311	1,439	2,750	1,373	1,496	2,869	1,325	1,361	2,686	929	1,044	1,973	761	795	1,556	1,318	1,457	2,776
10:00 AM	4	1,226	1,230	1,173	1,209	2,382	1,189	1,272	2,461	1,244	1,244	2,488	1,281	1,229	2,510	1,030	1,144	2,174	811	956	1,767	1,202	1,242	2,444
11:00 AM	10	1,254	1,264	1,262	1,406	2,668	1,267	1,322	2,589	1,354	1,450	2,804	1,373	1,472	2,845	1,147	1,258	2,405	960	1,007	1,967	1,294	1,393	2,687
12:00 PM	9	1,518	1,527	1,620	1,593	3,213	1,499	1,651	3,150	1,633	1,478	3,111	1,686	1,576	3,262	1,288	1,336	2,624	962	1,020	1,982	1,584	1,574	3,158
1:00 PM	1	1,433	1,434	1,509	1,433	2,942	1,511	1,402	2,913	1,650	1,460	3,110	1,596	1,431	3,027	1,348	1,283	2,631	899	1,110	2,009	1,557	1,432	2,988
2:00 PM	5	1,302	1,307	1,526	1,389	2,915	1,522	1,404	2,926	1,784	1,348	3,132	1,726	1,393	3,119	1,171	1,161	2,332	1,013	1,065	2,078	1,611	1,380	2,991
3:00 PM	6	1,423	1,429	1,837	1,408	3,245	1,831	1,321	3,152	1,876	1,396	3,272	1,792	1,394	3,186	1,268	1,114	2,382	928	940	1,868	1,848	1,375	3,223
4:00 PM	16	1,471	1,487	1,711	1,524	3,235	1,845	1,536	3,381	1,945	1,510	3,455	1,873	1,469	3,342	1,153	1,219	2,372	943	904	1,847	1,834	1,523	3,357
5:00 PM	15	1,615	1,630	1,605	1,807	3,412	1,785	1,580	3,365	1,637	1,743	3,380	1,678	1,503	3,181	1,062	1,005	2,067	908	849	1,757	1,676	1,710	3,386
6:00 PM	4	1,235	1,239	1,620	1,229	2,849	1,796	1,213	3,009	1,802	1,275	3,077	1,695	1,171	2,866	966	849	1,815	856	824	1,680	1,739	1,239	2,978
7:00 PM	0	888	888	1,109	930	2,039	1,263	982	2,245	1,578	1,011	2,589	1,553	1,040	2,593	814	748	1,562	822	638	1,460	1,317	974	2,291
8:00 PM	50	721	771	873	787	1,660	872	837	1,709	966	909	1,875	907	805	1,712	667	567	1,234	682	541	1,223	904	844	1,748
9:00 PM	627	608	1,235	669	664	1,333	699	734	1,433	731	733	1,464	868	751	1,619	563	578	1,141	608	619	1,227	700	710	1,410
10:00 PM	420	393	813	452	460	912	490	508	998	504	511	1,015	902	614	1,516	519	545	1,064	697	395	1,092	482	493	975
11:00 PM	233	196	429	290	295	585	294	332	626	312	528	840	573	636	1,209	366	477	843	471	221	692	299	385	684
Total	**1,491**	**22,699**	**24,190**	**23,275**	**23,555**	**46,830**	**23,942**	**23,637**	**47,579**	**25,281**	**24,229**	**49,510**	**25,516**	**23,877**	**49,393**	**17,306**	**18,361**	**35,667**	**14,304**	**14,534**	**28,838**	**24,166**	**23,807**	**47,973**
Percent	**6%**	**94%**	-	**50%**	**50%**	-	**50%**	**50%**	-	**51%**	**49%**	-	**52%**	**48%**	-	**49%**	**51%**	-	**50%**	**50%**	-	**50%**	**50%**	-

1. Mid-week average includes data between Tuesday and Thursday.

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Tuesday, April 25, 2017 Location: OC PROJECT:

ADT3 Harbor south of Coast. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	42		82					12:00	460		484				
0:15	44		54					12:15	525		389				
0:30	38		60					12:30	508		465				
0:45	37	161	37	233			394	12:45	515	2008	395	1733			3741
1:00	41		42					13:00	495		421				
1:15	30		41					13:15	477		418				
1:30	26		20					13:30	490		477				
1:45	33	130	28	131			261	13:45	452	1914	422	1738			3652
2:00	28		21					14:00	489		417				
2:15	24		23					14:15	464		410				
2:30	23		27					14:30	469		410				
2:45	18	93	20	91			184	14:45	552	1974	419	1656			3630
3:00	25		26					15:00	545		413				
3:15	20		18					15:15	526		436				
3:30	21		15					15:30	532		472				
3:45	40	106	32	91			197	15:45	516	2119	418	1739			3858
4:00	37		39					16:00	502		489				
4:15	51		39					16:15	527		477				
4:30	79		60					16:30	426		545				
4:45	138	305	85	223			528	16:45	446	1901	478	1989			3890
5:00	81		77					17:00	482		619				
5:15	89		111					17:15	468		537				
5:30	167		134					17:30	454		460				
5:45	210	547	143	465			1012	17:45	442	1846	449	2065			3911
6:00	179		194					18:00	429		420				
6:15	203		245					18:15	405		425				
6:30	216		331					18:30	378		336				
6:45	308	906	394	1164			2070	18:45	366	1578	336	1517			3095
7:00	275		440					19:00	324		365				
7:15	349		537					19:15	356		306				
7:30	405		640					19:30	317		265				
7:45	500	1529	533	2150			3679	19:45	307	1304	254	1190			2494
8:00	489		482					20:00	332		252				
8:15	467		481					20:15	306		231				
8:30	406		491					20:30	269		201				
8:45	415	1777	513	1967			3744	20:45	213	1120	211	895			2015
9:00	401		449					21:00	224		222				
9:15	366		409					21:15	214		206				
9:30	382		356					21:30	193		165				
9:45	469	1618	330	1544			3162	21:45	159	790	166	759			1549
10:00	416		257					22:00	142		166				
10:15	374		292					22:15	134		119				
10:30	398		336					22:30	130		114				
10:45	410	1598	405	1290			2888	22:45	106	512	98	497			1009
11:00	427		345					23:00	97		119				
11:15	420		402					23:15	72		102				
11:30	463		418					23:30	77		101				
11:45	493	1803	481	1646			3449	23:45	58	304	100	422			726
Total Vol.		10573		10995			**21568**			17370		16200			**33570**

Daily Totals

NB	SB	EB	WB	**Combined**
27943	27195			**55138**

	AM			**PM**		
Split %	49.0%	51.0%	**39.1%**	51.7%	48.3%	**60.9%**
Peak Hour	11:45	7:15	**7:30**	14:45	16:30	**16:30**
Volume	1986	2192	**3997**	2155	2179	**4001**
P.H.F.	0.95	0.86	**0.96**	0.97	0.88	**0.91**

cs@aimtd.com Tell. 714 253 7888

Tuesday, April 11, 2017 Location: Norco PROJECT:

ADT10 River between Santa Ana River and Corydon **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	22		8					12:00	132		117				
0:15	11		7					12:15	117		129				
0:30	5		8					12:30	99		134				
0:45	6	44	4	27			71	12:45	117	465	121	501			966
1:00	8		8					13:00	118		123				
1:15	7		2					13:15	111		124				
1:30	10		7					13:30	114		136				
1:45	6	31	2	19			50	13:45	128	471	128	511			982
2:00	17		3					14:00	141		138				
2:15	4		9					14:15	134		191				
2:30	9		3					14:30	152		158				
2:45	11	41	3	18			59	14:45	165	592	178	665			1257
3:00	8		14					15:00	180		209				
3:15	20		18					15:15	177		204				
3:30	13		7					15:30	171		244				
3:45	16	57	19	58			115	15:45	173	701	253	910			1611
4:00	22		25					16:00	218		246				
4:15	33		44					16:15	204		240				
4:30	40		43					16:30	212		211				
4:45	47	142	63	175			317	16:45	194	828	255	952			1780
5:00	51		77					17:00	248		245				
5:15	73		78					17:15	247		246				
5:30	105		153					17:30	250		228				
5:45	114	343	131	439			782	17:45	215	960	221	940			1900
6:00	117		120					18:00	172		202				
6:15	177		164					18:15	148		173				
6:30	227		185					18:30	144		177				
6:45	252	773	218	687			1460	18:45	155	619	164	716			1335
7:00	271		263					19:00	143		136				
7:15	280		246					19:15	142		113				
7:30	228		303					19:30	127		83				
7:45	178	957	298	1110			2067	19:45	109	521	80	412			933
8:00	215		229					20:00	132		70				
8:15	157		249					20:15	117		71				
8:30	136		245					20:30	86		55				
8:45	125	633	227	950			1583	20:45	123	458	51	247			705
9:00	99		199					21:00	79		50				
9:15	93		139					21:15	91		41				
9:30	119		123					21:30	76		51				
9:45	91	402	125	586			988	21:45	54	300	40	182			482
10:00	111		98					22:00	48		37				
10:15	99		107					22:15	50		32				
10:30	95		134					22:30	46		25				
10:45	102	407	99	438			845	22:45	24	168	24	118			286
11:00	97		116					23:00	25		20				
11:15	94		103					23:15	24		16				
11:30	109		116					23:30	20		11				
11:45	103	403	123	458			861	23:45	21	90	13	60			150
Total Vol.		4233		4965			**9198**			6173		6214			**12387**

Daily Totals

NB	SB	EB	WB	**Combined**
10406	11179			**21585**

	AM			**PM**		
Split %	46.0%	54.0%	**42.6%**	49.8%	50.2%	**57.4%**
Peak Hour	6:45	7:00	**7:00**	17:00	15:30	**16:45**
Volume	1031	1110	**2067**	960	983	**1913**
P.H.F.	0.92	0.92	**0.97**	1.00	0.97	**0.97**

cs@aimtd.com Tell. 714 253 7888

Tuesday, April 11, 2017 Location: Norco PROJECT:

ADT11 River between Corydon and Second **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	22		11					12:00	169		111				
0:15	14		11					12:15	133		128				
0:30	7		9					12:30	135		125				
0:45	13	56	6	37			93	12:45	132	569	122	486			1055
1:00	7		6					13:00	133		138				
1:15	5		5					13:15	137		155				
1:30	7		9					13:30	143		140				
1:45	5	24	2	22			46	13:45	165	578	152	585			1163
2:00	8		3					14:00	181		158				
2:15	2		10					14:15	173		194				
2:30	10		9					14:30	175		158				
2:45	9	29	2	24			53	14:45	178	707	182	692			1399
3:00	6		16					15:00	244		186				
3:15	12		11					15:15	184		219				
3:30	11		9					15:30	185		196				
3:45	11	40	23	59			99	15:45	167	780	214	815			1595
4:00	15		24					16:00	228		206				
4:15	20		29					16:15	186		204				
4:30	27		40					16:30	199		196				
4:45	35	97	47	140			237	16:45	223	836	212	818			1654
5:00	46		45					17:00	234		210				
5:15	56		47					17:15	244		198				
5:30	99		84					17:30	218		224				
5:45	100	301	89	265			566	17:45	240	936	212	844			1780
6:00	112		61					18:00	179		216				
6:15	133		103					18:15	190		184				
6:30	205		120					18:30	151		159				
6:45	220	670	164	448			1118	18:45	185	705	178	737			1442
7:00	227		203					19:00	165		150				
7:15	241		221					19:15	177		135				
7:30	226		218					19:30	155		96				
7:45	197	891	204	846			1737	19:45	128	625	86	467			1092
8:00	123		208					20:00	154		85				
8:15	140		166					20:15	153		89				
8:30	109		183					20:30	132		68				
8:45	116	488	190	747			1235	20:45	143	582	65	307			889
9:00	106		172					21:00	114		42				
9:15	109		132					21:15	101		55				
9:30	101		139					21:30	95		42				
9:45	99	415	134	577			992	21:45	75	385	52	191			576
10:00	101		105					22:00	64		40				
10:15	101		111					22:15	56		31				
10:30	106		141					22:30	57		28				
10:45	109	417	103	460			877	22:45	33	210	25	124			334
11:00	103		128					23:00	31		18				
11:15	126		112					23:15	29		14				
11:30	113		122					23:30	18		10				
11:45	137	479	142	504			983	23:45	29	107	15	57			164
Total Vol.		3907		4129			**8036**			7020		6123			**13143**

Daily Totals

NB	SB	EB	WB	**Combined**
10927	10252			**21179**

	AM			**PM**		
Split %	48.6%	51.4%	**37.9%**	53.4%	46.6%	**62.1%**
Peak Hour	6:45	7:15	**7:00**	17:00	17:15	**17:00**
Volume	914	851	**1737**	936	850	**1780**
P.H.F.	0.95	0.96	**0.94**	0.94	0.95	**0.98**

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Tuesday, April 11, 2017 Location: Corona PROJECT:

ADT12 River between Second and Lincoln **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	15		11					12:00	122		101				
0:15	13		12					12:15	114		126				
0:30	8		9					12:30	98		115				
0:45	7	43	6	38			81	12:45	100	434	114	456			890
1:00	8		4					13:00	117		124				
1:15	6		7					13:15	135		135				
1:30	4		5					13:30	118		128				
1:45	6	24	4	20			44	13:45	138	508	121	508			1016
2:00	5		3					14:00	240		183				
2:15	3		4					14:15	170		217				
2:30	6		3					14:30	157		166				
2:45	6	20	4	14			34	14:45	131	698	159	725			1423
3:00	5		13					15:00	192		134				
3:15	9		14					15:15	167		184				
3:30	9		9					15:30	154		144				
3:45	9	32	23	59			91	15:45	158	671	174	636			1307
4:00	13		17					16:00	167		178				
4:15	20		32					16:15	153		191				
4:30	18		42					16:30	195		161				
4:45	25	76	50	141			217	16:45	176	691	188	718			1409
5:00	29		48					17:00	204		178				
5:15	34		38					17:15	249		154				
5:30	61		82					17:30	232		198				
5:45	67	191	94	262			453	17:45	216	901	192	722			1623
6:00	89		73					18:00	170		198				
6:15	94		85					18:15	138		164				
6:30	149		107					18:30	128		163				
6:45	160	492	143	408			900	18:45	132	568	173	698			1266
7:00	224		215					19:00	141		159				
7:15	289		247					19:15	117		152				
7:30	281		264					19:30	111		86				
7:45	168	962	209	935			1897	19:45	90	459	71	468			927
8:00	114		177					20:00	129		69				
8:15	116		149					20:15	137		77				
8:30	91		155					20:30	91		69				
8:45	80	401	160	641			1042	20:45	100	457	63	278			735
9:00	85		151					21:00	82		42				
9:15	83		123					21:15	78		50				
9:30	81		121					21:30	68		41				
9:45	92	341	113	508			849	21:45	60	288	44	177			465
10:00	78		105					22:00	45		43				
10:15	89		111					22:15	37		27				
10:30	89		122					22:30	40		31				
10:45	101	357	100	438			795	22:45	21	143	27	128			271
11:00	70		121					23:00	23		22				
11:15	103		103					23:15	22		15				
11:30	108		103					23:30	13		10				
11:45	109	390	115	442			832	23:45	28	86	14	61			147
Total Vol.		3329		3906			**7235**			5904		5575			**11479**

Daily Totals

NB	SB	EB	WB	**Combined**
9233	9481			**18714**

	AM			**PM**		
Split %	46.0%	54.0%	**38.7%**	51.4%	48.6%	**61.3%**
Peak Hour	7:00	7:00	**7:00**	17:00	17:30	**17:00**
Volume	962	935	**1897**	901	752	**1623**
P.H.F.	0.83	0.89	**0.87**	0.92	0.95	**0.94**

cs@aimtd.com Tell. 714 253 7888

Tuesday, April 18, 2017 Location: Corona PROJECT:

ADT14 Lincoln north of Rincon. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	33		14					12:00	172		137				
0:15	16		7					12:15	147		147				
0:30	29		9					12:30	150		162				
0:45	10	88	15	45			133	12:45	134	603	174	620			1223
1:00	9		6					13:00	123		162				
1:15	9		5					13:15	146		143				
1:30	11		12					13:30	188		168				
1:45	5	34	9	32			66	13:45	199	656	155	628			1284
2:00	11		6					14:00	194		162				
2:15	9		8					14:15	177		196				
2:30	10		12					14:30	262		153				
2:45	10	40	13	39			79	14:45	204	837	147	658			1495
3:00	8		13					15:00	206		147				
3:15	6		21					15:15	185		131				
3:30	13		26					15:30	244		169				
3:45	12	39	50	110			149	15:45	264	899	166	613			1512
4:00	20		50					16:00	251		151				
4:15	19		104					16:15	227		146				
4:30	29		232					16:30	263		142				
4:45	24	92	241	627			719	16:45	256	997	160	599			1596
5:00	28		192					17:00	308		152				
5:15	36		216					17:15	225		135				
5:30	61		263					17:30	186		165				
5:45	70	195	294	965			1160	17:45	194	913	149	601			1514
6:00	64		242					18:00	181		141				
6:15	79		282					18:15	192		143				
6:30	88		265					18:30	173		113				
6:45	112	343	291	1080			1423	18:45	150	696	94	491			1187
7:00	151		294					19:00	139		82				
7:15	177		314					19:15	146		97				
7:30	165		306					19:30	128		96				
7:45	131	624	288	1202			1826	19:45	108	521	62	337			858
8:00	120		238					20:00	94		92				
8:15	98		241					20:15	102		77				
8:30	109		234					20:30	93		84				
8:45	146	473	241	954			1427	20:45	97	386	111	364			750
9:00	136		188					21:00	84		83				
9:15	154		170					21:15	99		64				
9:30	121		165					21:30	82		85				
9:45	103	514	176	699			1213	21:45	78	343	54	286			629
10:00	107		132					22:00	65		58				
10:15	79		119					22:15	62		65				
10:30	94		106					22:30	42		47				
10:45	122	402	134	491			893	22:45	53	222	38	208			430
11:00	116		124					23:00	39		29				
11:15	135		127					23:15	44		27				
11:30	175		114					23:30	34		20				
11:45	138	564	163	528			1092	23:45	31	148	35	111			259
Total Vol.		3408		6772			**10180**			7221		5516			**12737**

Daily Totals

NB	SB	EB	WB	**Combined**
10629	12288			**22917**

	AM			**PM**		
Split %	33.5%	66.5%	**44.4%**	56.7%	43.3%	**55.6%**
Peak Hour	11:30	6:45	**7:00**	16:15	13:30	**16:15**
Volume	632	1205	**1826**	1054	681	**1654**
P.H.F.	0.90	0.96	**0.93**	0.95	0.87	**0.90**

cs@aimtd.com Tell. 714 253 7888

Tuesday, April 18, 2017 Location: Corona PROJECT:

ADT15 Lincoln south of Railroad. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	20		17					12:00	123		144				
0:15	16		16					12:15	136		123				
0:30	23		17					12:30	124		116				
0:45	13	72	14	64			136	12:45	134	517	110	493			1010
1:00	19		8					13:00	130		124				
1:15	9		6					13:15	126		124				
1:30	9		8					13:30	129		181				
1:45	7	44	10	32			76	13:45	142	527	136	565			1092
2:00	9		9					14:00	146		141				
2:15	7		7					14:15	139		144				
2:30	12		11					14:30	132		191				
2:45	10	38	15	42			80	14:45	145	562	131	607			1169
3:00	13		11					15:00	151		146				
3:15	12		21					15:15	128		105				
3:30	29		15					15:30	145		154				
3:45	22	76	40	87			163	15:45	141	565	178	583			1148
4:00	21		41					16:00	123		163				
4:15	50		65					16:15	150		118				
4:30	79		69					16:30	156		158				
4:45	70	220	86	261			481	16:45	172	601	152	591			1192
5:00	60		81					17:00	149		152				
5:15	65		64					17:15	150		128				
5:30	80		92					17:30	150		141				
5:45	90	295	101	338			633	17:45	133	582	131	552			1134
6:00	65		95					18:00	122		127				
6:15	70		103					18:15	136		117				
6:30	81		122					18:30	118		117				
6:45	117	333	120	440			773	18:45	113	489	90	451			940
7:00	117		123					19:00	100		84				
7:15	142		142					19:15	108		106				
7:30	138		125					19:30	107		81				
7:45	143	540	122	512			1052	19:45	103	418	67	338			756
8:00	122		122					20:00	83		74				
8:15	97		113					20:15	106		62				
8:30	119		119					20:30	105		67				
8:45	132	470	123	477			947	20:45	99	393	86	289			682
9:00	116		139					21:00	88		68				
9:15	119		105					21:15	75		75				
9:30	125		118					21:30	57		82				
9:45	98	458	122	484			942	21:45	72	292	47	272			564
10:00	95		115					22:00	54		79				
10:15	95		95					22:15	40		54				
10:30	98		111					22:30	25		42				
10:45	108	396	121	442			838	22:45	30	149	27	202			351
11:00	113		136					23:00	22		33				
11:15	113		108					23:15	29		30				
11:30	119		122					23:30	21		33				
11:45	111	456	137	503			959	23:45	30	102	23	119			221
Total Vol.		3398		3682			**7080**			5197		5062			**10259**

Daily Totals

NB	SB	EB	WB	**Combined**
8595	8744			**17339**

	AM			**PM**		
Split %	48.0%	52.0%	**40.8%**	50.7%	49.3%	**59.2%**
Peak Hour	7:15	11:30	**7:15**	16:15	15:45	**16:30**
Volume	545	526	**1056**	627	617	**1217**
P.H.F.	0.95	0.91	**0.93**	0.94	0.87	**0.94**

cs@aimtd.com Tell. 714 253 7888

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC pacific@aimtd.com 714 753 7888

DATE: Wednesday, May 25, 2016 **Request ID** **Station ID** **Int Distance** **LOCATION#**

JOB #: SC1605 0 ADT6 Auto Center north of Railroad

AM TIME	EASTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:45	0	2	0	0	6	0	0	0	0	0	0	0	0	8
6:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
6:15	0	1	0	0	2	0	0	0	0	0	0	0	0	3
6:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
8:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15	0	3	1	0	1	0	0	0	0	0	0	0	0	5
8:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
8:45	0	1	0	0	2	0	0	0	0	0	0	0	0	3
9:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
9:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
9:30	0	0	0	0	2	0	0	0	0	0	0	0	0	2
9:45	0	3	0	0	2	0	0	0	0	0	0	0	0	5
10:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
10:45	0	1	1	0	1	0	0	0	0	0	0	0	0	3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	25	5	0	22	0	0	0	0	0	0	0	0	52

AM PEAK HOUR 5:45 AM
AM PEAK VOLUME 18

PM Time	EASTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	0	0	0	3	0	0	0	0	0	0	0	0	3
12:15	0	1	0	0	0	0	0	0	1	0	0	0	0	2
12:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2
14:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	6	3	0	8	0	0	0	1	0	0	0	0	18

PM PEAK HOUR 12:00 PM
PM PEAK VOLUME 6

TOTAL: AM+PM	0	31	8	0	30	0	0	0	1	0	0	0	0	70
% OF TOTAL	0.0%	44.3%	11.4%	0.0%	42.9%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	0	62	30	0	43	0	0	0	2	0	0	0	0	137
% OF TOTAL	0.0%	88.6%	42.9%	0.0%	61.4%	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	100.0%

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC pacific@aimtd.com 714 753 7888

DATE: Wednesday, May 25, 2016
JOB #:

Request ID	Station ID	Distance Feet
###	###	0

LOCATION# ADT6 Auto Center north of Railroad

AM TIME	WESTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3
8:30	0	1	0	0	1	0	0	0	0	0	0	0	0	2
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
10:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
10:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	0	1	0	2	0	0	0	0	0	0	0	0	3
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	0	2	0	1	0	0	0	0	0	0	0	0	3
TOTAL	0	12	12	0	6	0	0	0	0	0	0	0	0	30

PM Time	WESTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	1	0	0	0	0	0	1	0	0	0	0	2
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
13:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	1	0	0	0	0	0	0	0	0	2
14:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	2	0	0	3	0	0	0	0	0	0	0	0	5
15:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
16:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	19	10	0	7	0	0	0	1	0	0	0	0	37

AM PEAK HOUR	10:00 AM
AM PEAK VOLUME	11
PM PEAK HOUR	2:45 PM
PM PEAK VOLUME	11

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
TOTAL: AM+PM	0	31	22	0	13	0	0	0	1	0	0	0	0	67
% OF TOTAL	0.0%	46.3%	32.8%	0.0%	19.4%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC pacific@aimtd.com 714 753 7888

DATE: Wednesday, May 25, 2016 **Request ID** **Station ID** **Int Distance** **LOCATION#**

JOB #: SC1605 0 ADT5 Auto Center south of Railroad

AM	EASTBOUND														PM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	12:00	3	34	8	2	8	1	0	0	3	0	0	0	0	59
0:15	0	2	3	0	0	0	0	0	0	0	0	0	0	5	12:15	2	36	14	4	9	1	0	0	2	0	0	0	0	68
0:30	0	2	0	1	0	0	0	0	0	0	0	0	0	3	12:30	2	42	9	1	9	0	0	2	5	0	0	0	0	70
0:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1	12:45	0	37	9	2	11	0	0	0	1	0	0	0	0	60
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	1	50	17	1	7	1	0	3	0	0	0	0	0	80
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:15	2	32	12	1	6	0	0	1	1	0	0	0	0	55
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:30	1	42	7	0	9	2	0	1	3	0	1	0	0	66
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	1	44	16	1	14	2	0	4	1	0	0	0	0	83
2:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	14:00	1	38	11	3	15	4	1	2	3	0	0	0	0	78
2:15	0	1	1	1	0	0	0	0	0	0	0	0	0	3	14:15	1	54	6	2	14	1	0	2	1	0	0	0	0	81
2:30	0	1	0	0	1	0	0	0	0	0	0	0	0	2	14:30	0	66	19	3	11	0	0	3	0	0	0	0	0	102
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	1	43	11	1	10	0	0	1	0	0	0	0	0	67
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:00	3	51	18	1	12	3	3	2	0	0	1	0	0	94
3:15	0	2	1	0	3	0	0	0	0	0	0	0	0	6	15:15	1	48	28	2	8	1	0	0	2	0	0	0	0	90
3:30	0	7	1	0	0	0	0	1	0	0	0	0	0	9	15:30	2	59	19	3	7	1	0	0	2	0	0	0	0	93
3:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	15:45	1	58	10	1	7	2	1	2	1	0	2	0	0	85
4:00	0	7	2	0	2	0	0	0	0	0	0	0	0	11	16:00	2	52	12	0	5	0	0	2	2	0	0	0	0	75
4:15	0	14	0	0	0	0	0	0	0	0	0	0	0	14	16:15	1	60	18	1	10	1	0	1	1	0	0	0	0	93
4:30	0	32	1	0	1	0	0	1	0	0	0	0	0	35	16:30	0	74	23	1	6	0	0	2	0	0	1	0	0	107
4:45	0	55	10	0	1	0	0	0	0	0	0	0	0	66	16:45	0	40	13	3	6	4	0	2	0	0	0	0	0	68
5:00	0	16	3	2	4	0	0	0	0	0	0	0	0	25	17:00	2	73	15	1	7	0	0	1	0	0	0	0	0	99
5:15	1	19	1	1	2	0	0	0	0	0	0	0	0	24	17:15	3	52	14	2	6	2	0	1	1	0	0	0	0	81
5:30	1	24	1	0	2	0	0	1	1	0	0	0	0	30	17:30	3	81	10	2	9	1	0	0	0	0	0	0	0	106
5:45	0	26	6	0	4	0	0	0	2	0	0	0	0	38	17:45	0	75	16	1	6	1	0	1	0	0	1	0	0	101
6:00	0	21	3	1	1	0	0	0	2	0	0	0	0	28	18:00	0	69	15	0	5	0	0	1	0	0	0	0	0	90
6:15	0	12	1	0	3	0	0	0	4	0	0	0	0	20	18:15	0	71	11	1	6	2	0	0	1	0	0	0	0	92
6:30	0	20	8	2	1	0	0	0	0	0	0	0	0	31	18:30	1	62	12	0	3	1	0	2	1	0	0	0	0	82
6:45	1	31	5	0	3	2	0	0	0	0	0	0	0	42	18:45	0	55	10	0	6	0	1	0	0	0	0	0	0	72
7:00	0	33	6	1	0	3	0	0	0	0	0	0	0	43	19:00	1	44	7	1	7	0	0	2	1	0	0	0	0	63
7:15	1	28	10	1	0	2	0	0	2	0	0	0	0	44	19:15	1	55	7	0	4	0	0	1	1	0	0	0	0	69
7:30	0	39	3	2	4	1	0	1	0	0	0	0	0	50	19:30	0	40	4	2	3	0	0	0	0	0	0	0	0	49
7:45	0	50	10	1	3	2	0	0	0	0	1	1	0	68	19:45	0	41	7	1	3	0	0	0	1	0	0	0	0	53
8:00	1	36	6	1	4	0	0	0	1	0	1	0	0	50	20:00	0	23	3	0	1	0	0	0	1	0	0	0	0	28
8:15	3	27	5	0	3	1	0	0	3	0	0	0	0	42	20:15	0	21	3	0	1	0	0	0	1	0	0	0	0	26
8:30	1	30	8	0	5	0	0	1	2	0	0	0	0	47	20:30	0	21	3	0	1	0	0	0	0	0	0	0	0	25
8:45	1	31	2	1	2	1	0	0	2	0	0	0	0	40	20:45	0	18	2	0	1	0	0	0	0	0	0	0	0	21
9:00	1	30	6	2	3	1	1	0	7	0	0	0	0	51	21:00	0	20	3	0	1	0	0	0	0	0	1	0	0	25
9:15	1	25	3	1	3	0	1	0	4	0	0	0	0	38	21:15	0	18	3	0	0	0	0	0	0	0	0	0	0	21
9:30	0	24	7	3	6	0	0	4	2	0	0	0	0	46	21:30	0	15	3	0	0	0	0	0	0	0	0	0	0	18
9:45	0	27	4	0	4	0	0	1	0	0	0	0	0	36	21:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11
10:00	2	16	9	1	5	0	0	0	4	0	0	0	0	37	22:00	0	1	1	0	0	0	0	1	0	0	0	0	0	3
10:15	1	26	19	3	4	2	0	2	2	0	0	0	0	59	22:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
10:30	0	20	4	0	5	0	0	0	6	0	0	0	0	35	22:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45	0	30	7	3	5	2	0	2	1	0	0	0	0	50	22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	32	9	2	6	1	0	1	2	0	0	0	0	53	23:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
11:15	3	29	12	5	10	1	0	1	1	0	0	0	0	62	23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:30	0	27	11	2	9	4	1	3	3	0	1	0	0	61	23:30	0	0	0	0	2	0	0	0	0	0	0	0	0	2
11:45	0	34	5	3	12	0	1	3	4	0	0	0	0	62	23:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
TOTAL	18	899	195	40	123	23	4	22	55	0	3	1	0	1,383	TOTAL	36	1,833	434	44	257	31	6	40	36	0	7	0	0	2,724

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	238

PM PEAK HOUR	5:30 PM
PM PEAK VOLUME	389

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	54	2,732	629	84	380	54	10	62	91	0	10	1	0	4,107
% OF TOTAL	1.3%	66.5%	15.3%	2.0%	9.3%	1.3%	0.2%	1.5%	2.2%	0.0%	0.2%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	102	6,329	1,252	185	1,135	115	20	122	174	7	27	6	9	9,483
% OF TOTAL	2.5%	154.1%	30.5%	4.5%	27.6%	2.8%	0.5%	3.0%	4.2%	0.2%	0.7%	0.1%	0.2%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC pacific@aimtd.com 714 753 7888

DATE: Wednesday, May 25, 2016
JOB #:

Request ID	Station ID	Distance Feet
###	###	0

LOCATION# ADT5 Auto Center south of Railroad

AM TIME	WESTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
0:15	0	4	1	0	3	0	0	0	0	0	0	0	0	8
0:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
0:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	1	2	0	0	0	0	0	0	1	0	0	0	0	4
1:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:45	0	1	0	0	1	0	0	0	1	0	0	0	0	3
2:00	0	3	0	1	1	0	0	0	0	0	0	0	0	5
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30	0	5	1	0	1	0	0	0	1	0	0	0	0	8
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	6	0	0	2	0	0	0	2	0	0	0	0	10
3:15	0	4	1	0	2	0	0	0	0	0	0	0	0	7
3:30	0	7	0	1	3	0	0	0	0	0	0	0	0	11
3:45	0	10	1	1	3	0	0	0	0	0	0	0	0	15
4:00	0	20	3	0	1	2	0	0	1	0	0	0	0	27
4:15	0	19	9	1	7	0	0	0	0	0	0	0	0	36
4:30	0	35	12	0	13	0	0	0	0	0	0	0	0	60
4:45	0	78	13	0	18	1	2	0	1	0	0	1	0	114
5:00	4	95	22	0	30	2	0	0	1	0	0	0	0	154
5:15	5	119	25	1	28	0	0	0	0	0	1	0	2	181
5:30	1	76	17	0	15	1	0	0	3	1	0	1	0	115
5:45	0	60	13	1	19	3	0	0	0	0	0	0	1	97
6:00	0	66	13	1	13	1	0	0	1	0	0	0	0	95
6:15	2	60	8	1	8	2	0	0	2	0	0	0	0	83
6:30	1	51	14	3	8	0	0	0	1	0	0	0	0	78
6:45	1	78	8	1	9	0	0	0	0	0	0	1	0	98
7:00	2	82	18	6	14	3	0	0	1	0	0	0	0	126
7:15	0	88	19	0	11	2	0	3	1	1	0	0	1	126
7:30	0	78	15	1	24	3	0	1	1	0	1	0	0	124
7:45	0	96	9	3	16	0	0	0	3	0	0	0	0	127
8:00	2	120	6	2	16	1	0	0	1	0	0	0	0	148
8:15	3	136	12	2	16	1	0	0	2	0	3	0	1	176
8:30	1	112	18	3	20	3	0	1	2	1	0	0	0	161
8:45	3	115	23	2	28	1	0	0	2	0	1	0	2	177
9:00	0	72	8	4	13	0	2	1	2	0	0	0	0	102
9:15	0	65	14	2	21	0	3	2	3	1	0	0	0	111
9:30	1	74	14	2	15	1	0	1	2	0	0	0	0	110
9:45	2	68	10	1	10	1	0	1	5	0	1	0	0	99
10:00	0	50	8	4	21	1	0	1	3	0	0	0	0	88
10:15	1	44	3	1	11	0	1	3	3	0	0	0	0	67
10:30	0	37	9	2	14	0	0	0	2	1	1	0	0	66
10:45	3	31	9	2	10	3	1	2	0	0	1	0	0	62
11:00	0	30	4	0	18	0	0	0	3	0	0	0	0	55
11:15	1	40	12	2	15	2	0	1	3	0	1	0	0	77
11:30	0	38	7	5	13	1	0	1	2	0	0	0	0	67
11:45	0	31	10	5	13	2	0	2	1	0	0	0	0	64
TOTAL	34	2,229	390	61	505	37	9	20	57	5	10	3	7	3,367

PM Time	WESTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	44	11	1	11	2	0	1	2	0	1	0	0	73
12:15	1	38	3	4	13	1	0	2	0	0	1	0	0	63
12:30	1	43	6	5	10	3	0	1	1	0	0	0	0	70
12:45	2	41	9	1	13	1	0	2	0	0	1	0	0	70
13:00	0	21	3	4	8	0	0	2	2	0	0	0	0	40
13:15	0	36	6	0	9	1	0	2	0	0	0	0	1	55
13:30	1	56	10	1	18	1	0	0	1	0	1	0	0	89
13:45	0	26	4	1	9	2	0	0	1	0	0	0	1	44
14:00	0	28	8	1	8	2	0	6	2	0	0	0	0	55
14:15	0	40	11	1	10	2	1	4	2	0	1	1	0	73
14:30	1	66	10	0	11	0	0	0	1	0	0	0	0	89
14:45	0	23	12	0	6	0	0	0	2	0	0	0	0	43
15:00	0	38	8	1	8	0	0	0	3	0	0	1	0	59
15:15	1	38	8	3	7	0	0	0	1	0	1	0	0	59
15:30	0	75	15	1	16	0	0	1	1	0	0	0	0	109
15:45	0	49	8	1	8	3	0	0	1	0	0	0	0	70
16:00	0	45	9	0	8	2	0	3	1	0	0	0	0	68
16:15	0	49	13	2	5	0	0	0	0	0	0	0	0	69
16:30	2	70	8	0	12	1	0	4	0	0	1	0	0	98
16:45	0	55	9	1	9	1	0	6	0	1	0	0	0	82
17:00	1	71	11	0	9	0	0	1	1	1	0	0	0	95
17:15	2	37	5	1	2	0	0	0	0	0	0	0	0	47
17:30	0	58	2	1	9	0	0	2	1	0	0	0	0	73
17:45	2	29	7	0	5	1	0	0	0	0	0	0	0	44
18:00	0	21	6	3	3	0	0	0	0	0	0	0	0	33
18:15	0	24	2	0	3	0	0	1	0	0	0	0	0	30
18:30	0	25	4	0	7	1	0	0	0	0	0	0	0	37
18:45	0	35	4	0	1	0	0	0	0	0	0	0	0	40
19:00	0	16	0	1	1	0	0	0	0	0	0	0	0	18
19:15	0	19	0	0	2	0	0	0	0	0	0	0	0	21
19:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
19:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
20:00	0	8	2	0	2	0	0	0	0	0	0	0	0	12
20:15	0	14	3	1	1	0	0	0	2	0	0	0	0	21
20:30	0	14	4	0	1	0	0	0	0	0	0	0	0	19
20:45	0	13	2	0	1	0	0	1	0	0	0	0	0	17
21:00	0	20	3	0	0	0	0	0	1	0	0	0	0	24
21:15	0	11	2	0	1	0	0	0	0	0	0	0	0	14
21:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
21:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:15	0	10	2	0	0	0	0	0	0	0	0	0	0	12
22:30	0	9	0	1	1	0	0	1	0	0	0	0	0	12
22:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
23:00	0	6	1	1	1	0	0	0	0	0	0	0	0	9
23:15	0	6	0	1	1	0	0	0	0	0	0	0	0	8
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	2	0	0	0	0	0	0	0	0	0	2
TOTAL	14	1,368	233	40	250	24	1	40	26	2	7	2	2	2,009

AM PEAK HOUR	8:00 AM
AM PEAK VOLUME	662
PM PEAK HOUR	4:15 PM
PM PEAK VOLUME	344

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
TOTAL: AM+PM	48	3,597	623	101	755	61	10	60	83	7	17	5	9	5,376
% OF TOTAL	0.9%	66.9%	11.6%	1.9%	14.0%	1.1%	0.2%	1.1%	1.5%	0.1%	0.3%	0.1%	0.2%	100.0%
Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC pacific@aimtd.com 714 753 7888

DATE: Wednesday, May 25, 2016 **Request ID** **Station ID** **Int Distance** **LOCATION#**

JOB #: SC1605 0 ADT4 Auto Center north of Driveway

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
0:15	0	3	3	0	0	0	0	0	0	0	0	0	0	6
0:30	0	2	0	1	0	0	0	0	0	0	0	0	0	3
0:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2:15	0	1	1	1	0	0	0	0	0	0	0	0	0	3
2:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15	0	2	1	0	3	0	0	0	0	0	0	0	0	6
3:30	0	8	1	0	0	0	0	1	0	0	0	0	0	10
3:45	0	5	1	0	0	0	0	0	1	0	0	0	0	7
4:00	0	7	3	0	3	0	0	0	1	0	0	0	0	14
4:15	0	15	1	0	0	0	0	0	0	0	0	0	0	16
4:30	0	39	2	0	1	0	0	1	0	0	0	0	0	43
4:45	0	74	13	0	0	0	0	0	0	0	0	0	0	87
5:00	0	18	5	2	4	1	0	1	0	0	0	0	0	31
5:15	0	33	7	1	4	0	0	0	1	0	0	0	0	46
5:30	2	38	8	1	2	0	0	0	1	0	0	0	0	52
5:45	0	43	7	0	10	1	0	0	2	0	0	0	0	63
6:00	0	32	3	1	3	0	0	0	2	0	0	0	0	41
6:15	0	29	6	1	3	0	0	0	2	0	1	0	1	43
6:30	0	33	16	1	1	0	0	0	0	0	0	0	0	51
6:45	0	48	11	2	9	2	1	0	0	0	0	0	0	73
7:00	0	49	10	0	3	1	0	0	2	0	0	0	1	66
7:15	1	41	13	1	2	1	0	0	2	0	0	0	0	61
7:30	0	50	6	5	4	1	0	1	0	0	0	0	0	67
7:45	0	67	12	1	3	0	0	0	1	0	1	0	0	85
8:00	0	39	5	1	6	1	0	0	4	0	0	0	0	56
8:15	0	36	12	0	2	3	1	0	4	0	0	0	0	58
8:30	0	34	7	0	7	1	0	1	3	0	0	0	0	53
8:45	0	42	5	3	5	0	0	1	2	0	0	0	0	58
9:00	1	39	9	2	5	0	0	1	7	1	1	1	0	67
9:15	0	33	0	1	8	0	0	0	5	0	0	0	0	47
9:30	0	26	9	3	10	0	0	3	3	0	1	0	0	55
9:45	0	31	8	0	7	0	0	1	0	0	0	0	0	47
10:00	0	23	6	0	9	0	0	0	6	0	0	1	0	45
10:15	0	29	19	3	9	3	0	2	4	0	0	0	0	69
10:30	0	23	7	0	8	1	0	0	7	0	0	0	0	46
10:45	0	33	9	3	9	3	0	1	0	0	0	0	1	59
11:00	0	36	11	2	12	0	0	1	3	0	1	0	0	66
11:15	0	37	14	4	13	0	1	2	3	0	0	0	0	74
11:30	1	34	13	2	12	3	1	3	4	1	0	0	0	74
11:45	1	37	6	4	13	1	1	3	2	1	0	0	1	70
TOTAL	6	1,186	272	46	193	23	5	23	72	3	5	2	4	1,840

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	284

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	43	10	2	14	1	0	0	6	0	0	1	0	77
12:15	1	45	18	6	13	0	1	1	3	0	0	1	1	90
12:30	1	47	11	2	12	1	0	3	6	0	0	0	0	83
12:45	0	46	7	2	14	0	0	0	1	0	0	0	0	70
13:00	0	60	15	3	7	1	1	4	0	0	0	0	0	91
13:15	0	41	13	2	8	3	0	1	3	0	0	1	1	73
13:30	0	49	10	0	15	3	0	2	3	0	2	0	1	85
13:45	0	55	14	2	18	0	0	4	3	0	1	0	1	98
14:00	0	52	14	3	26	3	0	3	4	0	1	0	0	106
14:15	1	69	18	5	15	4	0	3	2	0	0	1	0	118
14:30	2	89	29	3	16	2	0	2	0	0	1	0	0	144
14:45	0	58	21	2	16	1	0	1	2	0	0	0	0	101
15:00	4	81	25	1	13	2	1	1	2	0	0	0	1	131
15:15	0	66	28	1	13	2	0	0	2	0	0	0	1	113
15:30	1	81	21	2	10	2	1	1	4	0	0	0	0	123
15:45	2	75	19	2	14	2	2	0	4	0	0	0	0	120
16:00	1	76	18	1	12	3	1	2	3	0	0	0	1	118
16:15	3	85	19	1	11	5	0	4	1	0	0	0	0	129
16:30	2	93	21	2	10	0	0	1	0	0	0	0	0	129
16:45	2	71	20	3	12	3	0	2	0	0	1	0	0	114
17:00	2	99	20	1	13	2	1	3	0	0	0	0	0	141
17:15	3	87	18	2	9	2	1	1	1	0	1	0	1	126
17:30	3	94	16	2	12	3	0	0	0	0	0	0	1	131
17:45	2	96	18	1	9	5	0	0	0	0	0	0	1	132
18:00	0	105	24	0	10	0	0	0	0	0	1	0	0	140
18:15	0	89	9	1	10	3	0	0	1	0	0	0	0	113
18:30	0	86	16	0	6	2	0	1	2	0	0	0	0	113
18:45	0	86	13	1	10	4	0	0	0	0	1	0	0	115
19:00	2	73	11	1	7	1	0	0	1	0	0	0	0	96
19:15	0	79	9	1	6	0	1	0	1	0	0	0	0	97
19:30	0	67	4	2	5	0	0	0	0	0	0	0	0	78
19:45	0	59	9	1	3	1	0	0	1	0	0	0	0	74
20:00	0	30	3	0	5	0	0	0	1	0	0	0	0	39
20:15	0	37	7	0	3	0	0	0	1	0	0	0	0	48
20:30	0	34	3	0	2	0	0	1	0	0	0	0	0	40
20:45	0	28	2	0	1	0	0	0	0	0	0	0	0	31
21:00	0	31	6	0	1	0	0	0	0	0	1	0	0	39
21:15	0	22	3	0	0	0	0	0	0	0	0	0	0	25
21:30	0	26	4	1	2	0	0	0	0	0	0	0	0	33
21:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
22:00	0	4	1	0	0	0	0	1	0	0	0	0	0	6
22:15	0	2	3	0	0	0	0	0	0	0	0	0	0	5
22:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	1	0	0	2	0	0	0	0	0	0	0	0	3
23:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
TOTAL	32	2,539	554	59	386	61	10	42	58	0	10	4	10	3,765

PM PEAK HOUR	5:00 PM
PM PEAK VOLUME	530

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: AM+PM	38	3,725	826	105	579	84	15	65	130	3	15	6	14	5,605
% OF TOTAL	0.7%	66.5%	14.7%	1.9%	10.3%	1.5%	0.3%	1.2%	2.3%	0.1%	0.3%	0.1%	0.2%	100.0%
TOTAL: ALL	82	8,083	1,624	210	1,041	146	30	118	252	3	37	11	31	11,668
% OF TOTAL	1.5%	144.2%	29.0%	3.7%	18.6%	2.6%	0.5%	2.1%	4.5%	0.1%	0.7%	0.2%	0.6%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC pacific@aimtd.com 714 753 7888

DATE: Wednesday, May 25, 2016
JOB #:

Request ID	Station ID	Distance Feet
###	###	0

LOCATION# ADT4 Auto Center north of Driveway

AM TIME	WESTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0:15	0	3	3	0	2	0	0	0	0	0	0	0	0	8
0:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
0:45	0	2	0	1	0	0	0	0	0	0	0	0	0	3
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	2	0	0	0	0	0	0	2	0	0	0	0	4
1:30	0	6	0	0	1	0	0	0	0	0	0	0	0	7
1:45	0	1	0	0	1	0	0	0	1	0	0	0	0	3
2:00	0	3	0	1	1	0	0	0	0	0	0	0	0	5
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30	0	6	1	0	1	0	0	0	1	0	0	0	0	9
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	6	1	1	1	0	0	0	2	0	0	0	0	11
3:15	0	6	1	0	2	0	0	0	0	0	0	0	0	9
3:30	0	7	2	0	4	0	0	0	0	0	0	0	0	13
3:45	1	10	1	1	2	0	0	0	0	0	0	0	0	15
4:00	0	23	3	0	2	1	0	0	1	0	0	0	0	30
4:15	0	26	6	0	4	0	0	0	0	0	0	0	0	36
4:30	0	36	17	0	7	0	0	0	0	0	0	0	0	60
4:45	0	95	13	0	10	1	0	0	0	0	0	2	2	123
5:00	0	134	29	0	19	2	1	0	0	0	1	0	0	186
5:15	1	133	25	1	22	0	0	0	2	0	0	0	0	184
5:30	6	74	15	1	4	2	2	0	2	0	0	1	1	108
5:45	0	30	7	1	7	0	0	0	2	0	0	0	0	47
6:00	0	57	9	1	8	1	0	0	2	0	0	0	0	78
6:15	0	54	10	0	4	1	0	0	2	0	0	0	0	71
6:30	1	57	11	3	5	0	0	0	1	0	0	0	1	79
6:45	2	85	9	2	6	0	0	0	1	0	0	0	0	105
7:00	1	94	13	5	10	0	0	0	0	0	0	1	0	124
7:15	0	91	18	1	8	3	0	1	3	0	0	0	0	125
7:30	1	83	19	2	10	2	0	1	1	0	2	0	0	121
7:45	0	102	15	5	11	2	0	0	2	0	0	0	0	137
8:00	2	126	14	3	9	3	1	0	2	0	0	0	0	160
8:15	0	145	18	1	6	2	1	1	3	0	1	0	1	179
8:30	3	127	22	2	14	3	0	0	5	0	0	0	0	176
8:45	1	122	25	3	13	3	0	0	3	0	1	0	2	173
9:00	0	75	11	5	6	2	0	1	3	0	1	0	0	104
9:15	3	75	19	3	9	0	0	2	5	0	2	0	1	119
9:30	0	81	18	1	6	1	0	2	2	0	0	0	1	112
9:45	3	75	14	2	7	0	0	0	4	0	0	0	1	106
10:00	2	58	13	2	12	0	0	0	4	0	0	0	0	91
10:15	0	44	10	1	4	1	1	4	4	0	0	0	0	69
10:30	0	46	12	2	5	1	0	0	3	0	2	0	0	71
10:45	1	37	9	1	9	3	0	1	3	0	0	0	2	66
11:00	0	36	14	1	10	0	0	1	2	0	0	0	1	65
11:15	0	40	17	2	7	2	0	1	4	0	0	1	0	74
11:30	0	41	9	3	12	1	0	1	2	0	0	0	0	69
11:45	0	33	19	2	9	2	0	1	1	0	1	0	0	68
TOTAL	28	2,404	473	60	290	39	6	17	75	0	11	5	13	3,421

PM Time	WESTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	1	52	6	0	10	3	1	1	2	0	1	0	0	77
12:15	0	43	6	4	4	1	1	3	0	0	2	0	0	64
12:30	1	48	8	2	11	2	0	1	3	0	0	0	0	76
12:45	0	45	14	1	6	0	1	2	3	0	2	0	0	74
13:00	0	25	3	4	7	0	1	2	1	0	0	0	1	44
13:15	0	41	7	0	4	2	0	1	1	0	0	0	0	56
13:30	2	68	19	3	7	0	0	0	1	0	2	0	1	103
13:45	0	33	7	0	6	3	1	0	2	0	0	0	0	52
14:00	0	41	6	0	6	3	0	6	2	0	1	0	0	65
14:15	0	50	10	1	4	2	1	3	3	0	2	0	0	76
14:30	0	88	14	2	6	1	0	1	1	0	0	0	0	113
14:45	0	47	21	2	7	0	0	1	2	0	0	0	0	80
15:00	1	57	14	1	4	0	1	1	3	0	0	0	0	82
15:15	0	52	7	2	5	2	0	0	2	0	0	0	1	71
15:30	0	113	26	2	9	0	0	1	2	0	0	0	0	153
15:45	0	70	10	0	6	0	0	0	1	0	0	0	0	87
16:00	0	61	11	1	2	1	0	5	3	0	0	0	0	84
16:15	0	76	14	2	2	0	0	0	3	0	0	0	0	97
16:30	4	104	10	0	9	0	0	2	1	0	1	0	0	131
16:45	2	79	11	1	7	0	1	2	1	0	0	0	1	105
17:00	1	107	17	0	8	0	0	1	2	0	0	0	0	136
17:15	1	57	12	2	5	0	0	0	0	0	0	0	0	77
17:30	0	86	10	2	5	1	0	2	1	0	0	0	0	107
17:45	0	59	9	0	5	0	1	0	0	0	0	0	0	74
18:00	1	48	5	4	3	0	0	0	0	0	0	0	0	61
18:15	0	32	7	0	0	1	0	0	1	0	0	0	0	41
18:30	0	41	6	0	4	0	0	0	1	0	0	0	0	52
18:45	0	41	1	1	1	0	0	0	1	0	0	0	0	45
19:00	0	27	2	1	4	0	0	0	0	0	0	0	0	34
19:15	0	26	3	0	2	0	0	0	0	0	0	0	0	31
19:30	0	28	2	0	1	1	0	0	0	0	0	0	0	32
19:45	0	14	1	0	0	0	0	0	0	0	0	0	0	15
20:00	0	24	4	0	1	0	0	0	0	0	0	0	0	29
20:15	0	19	2	1	2	0	0	0	2	0	0	0	0	26
20:30	0	17	5	0	1	0	0	0	0	0	0	0	0	23
20:45	0	15	1	0	1	0	0	0	1	0	0	0	0	18
21:00	1	26	4	0	0	0	0	0	1	0	0	0	0	32
21:15	0	17	2	0	1	0	0	0	0	0	0	0	0	20
21:30	0	16	1	1	0	0	0	0	0	0	0	0	0	18
21:45	0	9	1	0	2	0	0	0	0	0	0	0	0	12
22:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
22:15	0	14	2	0	1	0	0	0	0	0	0	0	0	17
22:30	0	9	0	1	1	0	0	1	0	0	0	0	0	12
22:45	1	8	1	0	0	0	0	0	0	0	0	0	0	10
23:00	0	6	1	1	1	0	0	0	0	0	0	0	0	9
23:15	0	6	0	1	1	0	0	0	0	0	0	0	0	8
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	2	0	0	0	0	0	0	0	0	0	2
TOTAL	16	1,954	325	45	172	23	9	36	47	0	11	0	4	2,642

AM PEAK HOUR	8:00 AM
AM PEAK VOLUME	688
PM PEAK HOUR	4:15 PM
PM PEAK VOLUME	469

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: AM+PM	44	4,358	798	105	462	62	15	53	122	0	22	5	17	6,063
% OF TOTAL	0.7%	71.9%	13.2%	1.7%	7.6%	1.0%	0.2%	0.9%	2.0%	0.0%	0.4%	0.1%	0.3%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC pacific@aimtd.com 714 753 7888

DATE: Wednesday, May 25, 2016
JOB #: SC1605

Request ID	Station ID	Int Distance	LOCATION#
		0	ADT3 Auto Center north of Pomona

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
0:15	0	3	3	0	0	0	0	0	0	0	0	0	0	6
0:30	0	2	0	1	0	0	0	0	0	0	0	0	0	3
0:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2:15	0	1	0	1	0	0	0	0	0	0	0	0	0	2
2:30	0	2	1	0	1	0	0	0	0	0	0	0	0	4
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15	0	5	1	0	3	0	0	0	0	0	0	0	0	9
3:30	0	8	2	0	0	0	0	1	0	0	0	0	0	11
3:45	0	4	2	0	0	0	0	0	1	0	0	0	0	7
4:00	0	10	2	0	2	0	0	0	1	0	0	0	0	15
4:15	0	20	1	0	6	0	0	0	0	0	0	0	0	27
4:30	0	40	4	0	1	0	0	1	0	0	0	0	0	46
4:45	2	72	7	0	7	0	0	0	0	0	0	0	0	88
5:00	0	30	7	3	7	0	0	1	0	0	0	0	0	48
5:15	0	36	7	1	7	1	0	0	1	0	0	0	1	54
5:30	0	61	8	2	5	0	0	0	0	0	0	0	0	76
5:45	0	73	7	0	13	1	0	0	3	0	1	1	0	99
6:00	0	32	8	1	7	0	0	0	2	0	0	0	0	50
6:15	2	54	9	3	8	0	0	0	2	0	0	0	1	79
6:30	0	44	13	1	3	2	0	0	1	0	0	0	0	64
6:45	0	56	16	3	13	2	0	1	0	0	0	0	0	91
7:00	0	59	6	2	6	2	0	0	2	0	0	0	1	78
7:15	0	50	8	2	8	3	0	0	1	1	0	0	0	73
7:30	0	46	7	6	5	1	0	1	0	0	0	0	0	66
7:45	1	67	8	2	7	2	0	0	0	0	0	0	0	87
8:00	2	41	3	1	10	1	0	0	2	0	0	1	0	61
8:15	3	35	8	0	9	1	1	0	4	0	1	0	0	62
8:30	0	28	6	1	9	1	0	1	3	0	0	0	1	50
8:45	1	41	3	4	7	0	0	1	1	0	0	0	1	59
9:00	1	34	11	2	8	0	0	0	6	0	0	1	2	65
9:15	0	33	3	2	10	1	1	0	6	0	0	0	0	56
9:30	0	29	8	4	8	2	0	2	1	0	0	0	0	54
9:45	0	34	3	1	13	1	0	1	1	0	0	0	0	54
10:00	0	20	3	0	9	0	0	0	5	0	0	0	1	38
10:15	0	33	17	3	11	2	0	2	4	0	0	0	0	72
10:30	0	23	7	1	10	0	0	0	7	0	0	0	0	48
10:45	0	34	5	3	16	1	0	2	0	0	0	0	1	62
11:00	1	31	10	3	12	1	0	1	2	0	1	1	0	63
11:15	0	35	13	3	13	2	1	2	3	0	0	0	0	72
11:30	0	38	13	2	17	2	3	2	2	0	0	0	1	80
11:45	0	40	4	4	14	4	0	3	2	1	0	0	2	74
TOTAL	13	1,321	245	62	288	33	6	22	63	2	3	4	12	2,074

AM PEAK HOUR	6:15 AM
AM PEAK VOLUME	312

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	42	10	2	15	1	0	0	7	0	1	0	0	78
12:15	2	44	11	4	15	1	1	1	4	0	0	0	1	84
12:30	1	41	7	4	15	2	0	2	3	0	0	2	1	78
12:45	0	50	7	2	15	0	0	2	2	0	0	0	0	78
13:00	2	54	11	1	14	0	0	4	1	0	0	0	0	87
13:15	0	46	14	2	12	1	0	1	3	0	1	0	1	81
13:30	2	47	5	1	10	3	1	1	1	0	3	0	0	74
13:45	1	53	12	1	23	1	1	3	2	0	2	0	2	101
14:00	1	61	17	5	24	2	0	4	3	0	2	0	0	119
14:15	1	71	10	3	19	2	0	2	2	0	1	1	1	113
14:30	2	84	28	8	18	2	1	2	0	0	0	0	0	145
14:45	2	64	18	2	22	0	0	1	0	0	0	1	0	110
15:00	2	77	11	2	25	4	1	2	1	0	0	0	1	126
15:15	2	69	25	1	21	1	4	1	2	0	0	0	0	126
15:30	4	79	18	3	7	1	2	2	4	0	0	0	0	120
15:45	0	76	16	4	15	4	1	2	2	1	0	1	0	122
16:00	0	86	15	1	22	1	0	0	5	0	0	1	0	131
16:15	9	79	21	1	20	2	1	5	1	0	0	0	0	139
16:30	0	91	20	2	20	0	0	1	0	1	0	0	0	135
16:45	2	71	15	4	15	7	0	2	0	0	1	0	0	117
17:00	3	100	18	0	17	3	2	1	0	0	0	0	0	144
17:15	6	90	16	3	13	6	2	2	2	0	1	0	0	141
17:30	8	90	17	3	10	3	1	3	0	0	0	1	0	136
17:45	0	86	13	2	17	5	1	0	3	0	0	0	0	127
18:00	2	88	12	0	17	1	1	0	0	0	0	0	1	122
18:15	4	96	11	1	22	1	0	0	1	0	0	0	0	136
18:30	2	79	10	1	6	5	0	1	3	0	0	0	0	107
18:45	2	90	10	1	14	2	1	0	1	0	0	0	0	121
19:00	1	72	17	1	5	0	0	0	1	1	0	0	0	98
19:15	0	82	8	2	8	1	0	0	1	0	0	0	1	103
19:30	0	63	4	1	6	1	0	0	0	0	0	0	0	75
19:45	1	60	7	2	6	1	0	0	1	0	0	0	0	78
20:00	0	37	3	0	7	0	0	0	1	0	0	0	0	48
20:15	0	35	9	0	3	0	0	0	0	1	0	0	0	48
20:30	0	32	4	0	3	0	0	1	0	0	0	0	0	40
20:45	0	29	2	0	2	0	0	0	0	0	0	0	0	33
21:00	0	29	4	0	5	0	0	0	0	0	0	0	0	38
21:15	0	20	2	0	2	1	0	0	0	0	0	0	0	25
21:30	0	24	7	0	2	0	0	1	0	0	0	0	0	34
21:45	0	14	2	0	0	0	0	0	0	0	0	0	0	16
22:00	0	4	0	0	1	0	0	1	0	0	0	0	0	6
22:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
22:30	0	1	1	0	1	0	0	0	0	0	0	0	0	3
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	1	0	0	2	0	0	0	0	0	0	0	0	3
23:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
TOTAL	62	2,515	472	70	517	65	21	48	57	4	12	7	9	3,859

PM PEAK HOUR	5:00 PM
PM PEAK VOLUME	548

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	75	3,836	717	132	805	98	27	70	120	6	15	11	21	5,933
% OF TOTAL	1.3%	64.7%	12.1%	2.2%	13.6%	1.7%	0.5%	1.2%	2.0%	0.1%	0.3%	0.2%	0.4%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	141	7,846	1,477	258	1,348	173	48	135	230	17	33	22	37	11,765
% OF TOTAL	2.4%	132.2%	24.9%	4.3%	22.7%	2.9%	0.8%	2.3%	3.9%	0.3%	0.6%	0.4%	0.6%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC pacific@aimtd.com 714 753 7888

DATE: Wednesday, May 25, 2016
JOB #:

Request ID	Station ID	Distance Feet
###	###	0

LOCATION# ADT3 Auto Center north of Pomona

AM TIME	WESTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0:15	0	4	3	0	2	0	0	0	0	0	0	0	0	9
0:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
0:45	0	2	0	1	0	0	0	0	0	0	0	0	0	3
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	2	0	0	0	0	0	0	2	0	0	0	0	4
1:30	0	6	0	0	1	0	0	0	0	0	0	0	0	7
1:45	0	1	0	0	1	0	0	0	1	0	0	0	0	3
2:00	0	4	0	1	1	0	0	0	0	0	0	0	0	6
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30	0	6	1	0	1	0	0	0	1	0	0	0	0	9
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	7	0	1	2	0	0	0	2	0	0	0	0	12
3:15	0	5	1	0	3	0	0	0	0	0	0	0	0	9
3:30	0	7	1	0	4	0	0	0	0	0	0	0	0	12
3:45	1	11	0	1	3	0	0	0	0	0	0	0	0	16
4:00	0	24	4	0	2	1	0	0	1	0	0	0	0	32
4:15	0	24	13	0	4	0	0	0	0	0	0	0	0	41
4:30	0	31	18	0	10	0	0	0	0	0	0	0	0	59
4:45	1	100	15	0	13	3	1	0	0	1	0	1	1	136
5:00	3	124	27	0	23	4	1	0	1	1	0	1	0	185
5:15	0	106	30	0	19	4	2	1	2	0	0	0	0	164
5:30	2	11	1	2	2	1	0	2	1	1	0	0	1	24
5:45	2	15	1	3	3	0	1	0	0	0	0	0	0	25
6:00	1	16	2	2	3	1	1	0	1	1	0	0	0	28
6:15	0	4	1	1	2	1	0	0	0	0	0	0	0	9
6:30	2	51	12	3	6	0	0	0	2	0	0	0	0	76
6:45	1	78	10	3	6	1	0	0	1	0	0	0	0	100
7:00	1	91	13	7	12	1	0	0	1	0	0	0	0	126
7:15	0	87	22	0	10	2	0	3	4	0	0	0	0	128
7:30	4	74	20	4	15	2	0	1	1	0	2	0	0	123
7:45	1	103	11	3	9	3	0	0	3	0	0	1	0	134
8:00	0	109	11	2	15	4	1	0	1	0	0	1	1	145
8:15	7	120	19	2	7	2	0	1	4	0	0	0	1	163
8:30	1	109	21	3	17	6	1	0	2	2	1	1	0	164
8:45	3	100	17	2	18	2	1	2	0	0	2	1	1	149
9:00	0	71	11	6	8	0	0	0	3	1	0	0	1	101
9:15	1	67	19	3	10	1	0	2	5	0	3	0	1	112
9:30	4	77	18	2	11	1	0	1	2	0	0	0	1	117
9:45	0	73	10	0	12	1	0	1	6	0	1	0	1	105
10:00	2	50	13	3	15	0	0	0	3	0	0	0	1	87
10:15	2	42	9	1	6	0	1	4	4	0	0	0	1	70
10:30	0	37	12	2	8	1	0	0	2	1	2	0	0	65
10:45	2	45	8	3	10	1	0	1	4	0	0	0	0	74
11:00	0	31	10	1	15	0	0	0	1	1	0	0	1	60
11:15	3	38	19	4	10	1	0	1	3	0	0	0	0	79
11:30	0	42	9	4	12	1	0	1	2	0	0	0	0	71
11:45	0	30	17	5	7	2	0	2	1	0	0	0	0	64
TOTAL	44	2,049	431	75	338	47	10	23	67	9	11	6	12	3,122

PM Time	WESTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	1	55	9	1	11	2	0	1	1	0	0	0	0	81
12:15	1	38	5	5	11	1	0	1	1	0	1	0	0	64
12:30	1	47	6	3	10	3	1	2	2	0	0	0	0	75
12:45	0	40	15	2	8	1	0	3	3	0	2	0	0	74
13:00	0	27	3	4	6	0	0	1	2	0	0	0	0	43
13:15	0	41	8	1	4	1	0	2	1	0	0	1	0	59
13:30	2	62	17	2	9	0	1	1	3	0	2	0	0	99
13:45	0	31	6	1	7	2	0	0	2	0	0	0	0	49
14:00	1	38	12	0	9	2	1	6	1	0	0	0	1	71
14:15	0	44	11	1	6	2	1	4	3	0	1	0	0	73
14:30	1	83	14	3	8	1	0	1	0	0	0	0	1	112
14:45	0	43	19	4	8	0	0	0	4	0	0	0	0	78
15:00	1	54	11	0	5	0	0	1	2	0	1	1	0	76
15:15	0	57	6	2	8	1	0	0	2	0	0	0	1	77
15:30	3	97	19	0	12	1	0	3	0	0	0	0	0	135
15:45	0	64	9	1	6	0	1	1	1	0	0	0	0	83
16:00	0	62	11	1	4	1	0	4	3	0	0	0	0	86
16:15	1	74	13	2	3	1	1	1	2	1	0	0	0	99
16:30	4	87	12	0	12	3	3	3	0	0	0	2	0	126
16:45	0	80	14	1	5	2	1	2	1	0	0	0	1	107
17:00	3	101	15	0	8	3	0	2	0	1	0	0	0	133
17:15	0	64	11	2	6	0	0	0	0	0	0	0	0	83
17:30	0	102	9	2	4	0	0	2	2	0	0	1	0	122
17:45	0	66	11	0	6	0	1	0	0	0	0	0	0	84
18:00	2	43	8	4	2	0	0	0	0	0	0	0	0	59
18:15	0	51	7	0	1	1	0	0	1	0	0	0	0	61
18:30	0	59	7	0	4	0	0	0	1	0	0	0	0	71
18:45	0	48	1	1	1	0	0	0	1	0	0	0	0	52
19:00	0	29	2	1	5	0	0	0	0	0	0	0	0	37
19:15	0	28	2	0	2	0	0	0	0	0	0	0	0	32
19:30	0	39	4	0	1	0	0	0	0	0	0	0	0	44
19:45	0	16	0	0	0	0	0	0	0	0	0	0	0	16
20:00	0	23	4	0	1	0	0	0	0	0	0	0	0	28
20:15	0	17	4	1	3	0	0	0	2	0	0	0	0	27
20:30	0	17	5	0	1	0	0	0	0	0	0	0	0	23
20:45	0	16	2	0	1	0	0	0	1	0	0	0	0	20
21:00	1	23	4	0	0	0	0	0	1	0	0	0	0	29
21:15	0	17	4	0	1	0	0	0	0	0	0	0	0	22
21:30	0	14	1	1	0	0	0	0	0	0	0	0	0	16
21:45	0	10	1	0	2	0	0	0	0	0	0	0	0	13
22:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
22:15	0	14	2	0	1	0	0	0	0	0	0	0	0	17
22:30	0	10	0	1	1	0	0	1	0	0	0	0	0	13
22:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9
23:00	0	8	1	1	1	0	0	0	0	0	0	0	0	11
23:15	0	6	0	1	1	0	0	0	0	0	0	0	0	8
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	1	0	2	0	0	0	0	0	0	0	0	0	3
TOTAL	22	1,961	329	51	205	28	11	42	43	2	7	5	4	2,710

AM PEAK HOUR	8:00 AM
AM PEAK VOLUME	621
PM PEAK HOUR	4:15 PM
PM PEAK VOLUME	465

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: AM+PM	66	4,010	760	126	543	75	21	65	110	11	18	11	16	5,832
% OF TOTAL	1.1%	68.8%	13.0%	2.2%	9.3%	1.3%	0.4%	1.1%	1.9%	0.2%	0.3%	0.2%	0.3%	100.0%
Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC pacific@aimtd.com 714 753 7888

DATE: Wednesday, May 25, 2016 **Request ID** **Station ID** **Int Distance** **LOCATION#**

JOB #: SC1605 0 ADT2 Auto Center north of Wardlow

AM	EASTBOUND														PM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12:00	3	56	14	1	12	4	0	2	4	0	0	0	1	97
0:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8	12:15	1	54	21	0	10	2	1	2	3	1	0	2	0	97
0:30	0	3	2	0	0	1	0	0	0	0	0	0	0	6	12:30	1	49	13	1	11	0	1	1	2	0	1	1	1	82
0:45	0	3	0	0	1	0	0	0	0	0	0	0	0	4	12:45	0	69	11	2	10	1	1	0	2	0	0	0	0	96
1:00	0	1	0	0	2	0	0	0	0	0	0	0	0	3	13:00	2	74	18	1	5	5	0	3	1	0	0	0	0	109
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:15	1	65	13	3	11	2	0	5	4	0	0	0	2	106
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:30	4	67	11	1	9	5	0	1	2	1	2	1	2	106
1:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:45	3	78	18	2	11	3	0	5	2	0	1	0	0	123
2:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3	14:00	2	71	20	0	19	5	1	2	4	0	0	2	1	127
2:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	14:15	5	84	18	4	8	4	1	3	4	0	0	1	2	134
2:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5	14:30	3	99	29	2	11	3	0	2	0	0	0	0	1	150
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	66	21	1	11	0	0	0	2	1	0	0	0	102
3:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4	15:00	0	76	20	1	11	4	2	1	1	1	0	1	1	119
3:15	0	6	0	0	2	0	0	0	0	0	0	0	0	8	15:15	3	84	20	1	11	1	1	0	1	0	1	0	1	124
3:30	0	3	1	0	1	0	0	0	0	0	0	0	0	5	15:30	3	88	13	0	8	6	2	0	2	0	1	1	3	127
3:45	0	4	1	0	1	0	0	0	1	0	0	0	0	7	15:45	5	82	21	2	11	1	1	2	3	0	1	3	3	135
4:00	0	10	4	0	1	0	0	0	0	0	0	0	0	15	16:00	3	98	11	0	7	4	1	1	2	0	0	0	0	127
4:15	0	14	7	0	1	1	0	0	0	0	0	0	0	23	16:15	5	91	23	3	12	3	3	1	1	1	0	1	0	144
4:30	0	24	1	0	0	0	0	0	0	0	0	0	0	25	16:30	3	94	17	1	7	3	0	0	0	0	0	0	0	125
4:45	0	75	12	0	0	1	0	0	0	0	0	0	1	89	16:45	6	84	12	2	9	5	3	0	0	0	0	0	0	121
5:00	0	26	4	0	6	0	0	0	0	0	0	0	0	36	17:00	2	85	15	1	5	3	3	2	0	2	0	0	1	119
5:15	0	40	7	1	3	2	0	0	0	0	0	0	0	53	17:15	7	97	13	3	3	1	2	2	3	1	0	0	0	132
5:30	4	55	4	0	4	2	0	0	0	1	0	1	0	71	17:30	2	101	10	3	6	1	1	0	0	0	0	2	1	127
5:45	2	53	5	0	7	3	1	4	0	0	0	0	2	77	17:45	5	101	17	0	2	2	1	1	1	0	0	1	1	132
6:00	0	35	4	1	3	1	0	0	3	0	0	0	0	47	18:00	0	109	20	1	5	2	0	1	0	1	1	0	0	140
6:15	0	40	5	1	4	0	1	0	2	0	0	1	0	54	18:15	0	106	17	0	3	2	0	0	1	0	0	0	0	129
6:30	1	47	12	0	0	1	0	0	1	0	1	0	1	64	18:30	2	109	11	0	1	4	0	0	1	0	0	0	1	129
6:45	5	64	12	0	5	4	0	0	0	0	0	2	0	92	18:45	2	101	15	0	3	2	1	0	2	0	0	0	0	126
7:00	3	55	5	0	3	1	1	0	4	0	0	0	1	73	19:00	0	87	10	0	6	1	2	1	0	0	0	0	0	107
7:15	2	61	11	1	0	2	0	0	0	1	0	2	0	80	19:15	0	94	10	0	5	1	0	0	1	0	0	0	0	111
7:30	2	61	10	0	6	0	1	0	0	0	0	0	1	81	19:30	1	75	3	2	3	0	0	0	0	0	0	0	0	84
7:45	1	74	14	0	4	1	1	1	1	0	0	1	0	98	19:45	0	63	8	1	3	0	0	1	1	0	0	0	0	77
8:00	1	47	6	1	5	1	1	0	3	0	0	0	1	66	20:00	0	43	5	0	2	0	0	0	0	0	0	0	0	50
8:15	3	60	14	2	1	2	0	0	4	0	0	0	0	86	20:15	0	46	2	0	2	0	0	0	1	0	0	0	0	51
8:30	0	55	8	0	5	1	1	0	3	0	0	0	0	73	20:30	0	47	5	0	1	0	0	0	0	0	0	0	0	53
8:45	3	55	8	1	2	2	3	2	3	0	0	0	0	79	20:45	0	33	2	0	1	0	0	0	0	0	0	0	0	36
9:00	4	61	10	1	4	2	1	0	6	0	2	0	1	92	21:00	0	34	3	0	1	0	0	0	0	0	1	0	0	39
9:15	3	47	7	0	6	1	0	0	3	0	1	0	0	68	21:15	0	28	3	0	0	1	0	0	0	0	0	0	0	32
9:30	0	45	9	0	11	1	0	1	4	0	0	0	0	71	21:30	0	32	2	1	0	1	0	0	0	0	0	0	0	36
9:45	0	47	8	0	5	0	0	1	2	0	0	1	0	64	21:45	0	20	4	0	0	0	0	0	0	0	0	0	0	24
10:00	2	29	10	1	5	3	1	1	4	0	0	0	1	57	22:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
10:15	0	41	8	1	6	2	1	2	0	2	0	1	2	66	22:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11
10:30	1	44	7	3	9	0	1	1	6	0	0	0	2	74	22:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
10:45	2	44	17	0	9	2	0	1	0	0	2	1	0	78	22:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
11:00	2	42	6	1	15	2	0	2	2	0	1	0	0	73	23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
11:15	1	50	14	1	7	4	1	3	5	0	0	0	2	88	23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:30	4	47	15	1	12	2	1	3	1	0	0	0	3	89	23:30	0	3	0	0	2	0	0	0	0	0	0	0	0	5
11:45	2	57	14	3	11	7	0	1	4	0	0	0	1	100	23:45	0	3	0	0	1	0	0	0	0	0	0	0	0	4
TOTAL	48	1,553	285	20	170	52	16	23	62	4	7	10	19	2,269	TOTAL	74	2,995	524	40	259	82	28	39	51	9	9	16	22	4,148

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	350

PM PEAK HOUR	1:45 PM
PM PEAK VOLUME	534

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	122	4,548	809	60	429	134	44	62	113	13	16	26	41	6,417
% OF TOTAL	1.9%	70.9%	12.6%	0.9%	6.7%	2.1%	0.7%	1.0%	1.8%	0.2%	0.2%	0.4%	0.6%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	223	8,656	1,514	175	1,156	270	134	148	244	41	33	56	100	12,750
% OF TOTAL	3.5%	134.9%	23.6%	2.7%	18.0%	4.2%	2.1%	2.3%	3.8%	0.6%	0.5%	0.9%	1.6%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC pacific@aimtd.com 714 753 7888

DATE: Wednesday, May 25, 2016
JOB #:

Request ID	Station ID	Distance Feet
###	###	0

LOCATION# ADT2 Auto Center north of Wardlow

AM TIME	WESTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	1	10	3	0	2	0	0	0	0	0	0	0	0	16
0:15	0	12	1	0	4	0	0	0	0	0	0	0	0	17
0:30	0	7	2	0	2	0	0	0	2	0	0	0	0	13
0:45	0	2	0	1	1	0	0	0	0	0	0	0	0	4
1:00	0	4	2	0	0	0	0	0	2	1	0	0	0	9
1:15	0	7	0	0	0	0	0	0	1	0	0	0	0	8
1:30	0	7	0	0	1	0	0	0	2	0	0	0	0	10
1:45	0	2	1	0	2	0	0	0	1	0	0	0	0	6
2:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
2:15	1	3	0	0	0	0	1	0	0	1	0	0	0	6
2:30	1	8	3	0	1	0	1	0	1	0	0	0	0	15
2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:00	0	8	3	1	3	0	0	0	2	0	0	0	0	17
3:15	1	6	2	0	4	1	0	0	2	0	0	0	0	16
3:30	1	10	2	1	6	1	0	0	1	0	0	0	0	22
3:45	0	16	4	1	3	0	0	1	0	0	0	0	0	25
4:00	1	28	8	1	3	1	0	2	1	1	0	0	0	46
4:15	1	33	11	2	14	0	0	2	1	0	0	0	0	64
4:30	0	35	17	0	12	1	0	0	2	0	0	1	0	68
4:45	3	63	8	1	16	5	4	7	6	1	0	0	1	115
5:00	1	104	20	0	22	7	4	2	4	0	2	0	3	169
5:15	3	39	11	2	18	2	3	1	0	0	0	2	2	83
5:30	0	5	1	3	1	2	3	0	0	0	0	0	0	15
5:45	0	4	1	1	3	1	1	1	0	0	0	0	0	12
6:00	4	7	2	4	0	2	2	0	2	0	0	0	1	24
6:15	4	10	0	2	0	3	2	0	0	3	0	1	0	25
6:30	2	11	0	2	1	2	4	1	1	0	0	0	3	27
6:45	1	17	0	0	1	0	0	2	2	1	0	1	2	27
7:00	1	37	7	3	9	4	2	0	1	1	1	1	1	68
7:15	6	47	8	2	10	5	6	4	1	0	0	1	1	91
7:30	6	62	9	1	19	4	1	0	0	2	2	0	0	106
7:45	1	91	10	6	11	3	1	2	2	1	1	1	1	131
8:00	4	102	7	3	14	3	1	0	3	1	1	1	0	140
8:15	3	125	15	3	16	3	1	0	2	1	0	0	2	171
8:30	1	91	21	4	14	4	4	1	1	1	0	3	2	147
8:45	4	79	10	2	26	8	2	3	1	1	0	0	2	138
9:00	1	69	9	3	12	0	4	0	2	0	0	1	0	101
9:15	3	58	12	1	15	3	1	2	4	0	2	0	1	102
9:30	3	76	15	3	14	4	0	1	2	0	0	2	0	120
9:45	1	84	12	1	12	3	0	2	4	0	1	1	0	121
10:00	1	66	11	4	16	3	1	2	2	1	0	0	0	107
10:15	1	54	16	2	11	0	1	2	5	0	0	0	0	92
10:30	2	46	10	1	14	2	0	1	2	0	1	0	0	79
10:45	1	40	12	2	11	4	1	2	3	1	0	0	1	78
11:00	1	51	12	1	19	3	0	0	2	0	0	0	1	90
11:15	0	53	14	2	15	5	1	2	4	0	1	1	3	101
11:30	1	60	8	5	14	1	0	0	3	0	0	0	0	92
11:45	0	52	17	2	17	3	3	1	4	0	0	1	1	101
TOTAL	66	1,812	337	73	410	93	55	44	81	18	12	18	28	3,047

PM Time	WESTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	2	59	18	1	14	2	1	1	2	0	0	1	2	103
12:15	0	54	11	5	10	1	0	2	1	0	1	0	0	85
12:30	2	57	11	2	11	2	0	2	1	1	1	0	0	90
12:45	0	48	9	1	16	2	1	1	2	0	1	0	0	81
13:00	0	35	6	4	8	0	0	2	3	0	0	0	1	59
13:15	0	61	6	0	14	3	1	1	1	0	0	0	1	88
13:30	1	63	15	2	18	2	3	3	2	0	0	2	1	112
13:45	0	52	6	2	10	2	1	1	1	0	0	0	1	76
14:00	0	53	12	0	10	0	0	8	3	1	0	1	1	89
14:15	1	52	11	0	15	2	2	0	3	0	0	1	2	89
14:30	1	98	20	1	14	1	2	0	1	2	0	0	2	142
14:45	0	44	21	1	13	1	1	0	5	0	0	1	1	88
15:00	2	74	10	2	12	0	0	1	3	1	0	0	1	106
15:15	0	59	7	2	10	2	2	1	2	1	0	1	1	88
15:30	3	42	4	2	3	3	1	2	1	2	0	1	6	70
15:45	0	62	18	1	8	2	2	1	1	0	0	0	1	96
16:00	1	75	6	0	9	0	3	3	2	1	0	0	0	100
16:15	4	90	17	1	8	0	0	1	2	0	0	0	1	124
16:30	4	54	5	1	7	8	3	2	2	1	0	1	3	91
16:45	1	102	12	1	11	1	1	1	1	0	0	1	0	132
17:00	0	73	6	1	7	1	6	1	2	0	0	2	1	100
17:15	2	69	8	1	12	0	0	0	0	0	1	0	0	93
17:30	1	90	13	1	7	1	3	1	0	0	0	0	2	119
17:45	0	74	12	0	8	3	0	2	1	0	0	0	0	100
18:00	3	77	13	0	7	0	0	0	1	0	0	0	1	102
18:15	2	65	8	0	5	0	0	0	1	0	0	0	0	81
18:30	1	60	8	0	5	1	1	0	0	0	1	0	0	77
18:45	0	49	5	0	1	1	0	0	0	0	0	0	1	57
19:00	0	45	5	1	4	0	0	0	1	0	0	0	0	56
19:15	0	41	0	0	6	0	0	1	0	0	0	0	0	48
19:30	1	43	5	0	1	1	0	0	0	0	0	0	0	51
19:45	0	23	1	1	1	0	0	0	1	0	0	0	0	27
20:00	0	33	7	0	3	0	0	0	0	0	0	0	0	43
20:15	0	24	3	1	5	0	1	1	0	0	0	0	1	36
20:30	0	26	4	0	4	0	0	0	0	0	0	0	0	34
20:45	1	26	3	0	1	0	0	0	2	0	0	0	0	33
21:00	1	39	6	0	1	0	0	1	1	0	0	0	0	49
21:15	0	28	7	0	2	0	0	0	0	0	0	0	0	37
21:30	0	28	3	0	2	1	0	0	0	0	0	0	0	34
21:45	0	18	4	0	2	0	0	0	1	0	0	0	0	25
22:00	0	26	3	0	1	0	0	1	0	0	0	0	0	31
22:15	0	22	4	0	3	0	0	0	0	0	0	0	0	29
22:30	0	20	5	3	2	0	0	1	0	0	0	0	0	31
22:45	0	18	2	0	2	0	0	0	0	0	0	0	0	22
23:00	1	15	1	1	2	0	0	0	0	0	0	0	0	20
23:15	0	11	5	1	1	0	0	0	0	0	0	0	0	18
23:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
23:45	0	11	1	2	1	0	0	0	0	0	0	0	0	15
TOTAL	35	2,296	368	42	317	43	35	42	50	10	5	12	31	3,286

AM PEAK HOUR	8:00 AM
AM PEAK VOLUME	596
PM PEAK HOUR	4:15 PM
PM PEAK VOLUME	447

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: AM+PM	101	4,108	705	115	727	136	90	86	131	28	17	30	59	6,333
% OF TOTAL	1.6%	64.9%	11.1%	1.8%	11.5%	2.1%	1.4%	1.4%	2.1%	0.4%	0.3%	0.5%	0.9%	100.0%
Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC pacific@aimtd.com 714 753 7888

DATE: Wednesday, May 25, 2016
JOB #: SC1605

Request ID	Station ID	Int Distance
		511

LOCATION#
ADT1 Temescal Canyon north of Corona Freeway

AM TIME	EASTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0:15	0	2	0	0	0	0	0	0	1	0	0	0	0	3
0:30	0	2	0	0	0	0	0	0	2	0	1	0	0	5
0:45	0	1	0	0	0	0	0	0	3	0	0	0	0	4
1:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
1:15	0	0	1	0	0	0	0	0	5	0	0	0	0	6
1:30	0	2	0	0	0	0	0	0	5	0	0	0	0	7
1:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15	0	2	0	0	0	0	0	0	2	0	0	0	0	4
2:30	0	1	0	0	0	0	0	0	6	0	0	0	0	7
2:45	0	5	0	0	0	0	0	0	6	0	1	0	0	12
3:00	0	4	1	0	0	0	0	0	8	0	0	0	0	13
3:15	0	0	1	0	0	0	0	0	10	0	0	0	0	11
3:30	0	5	0	0	1	0	0	0	10	0	0	0	0	16
3:45	0	5	0	0	0	0	0	0	6	0	0	0	0	11
4:00	0	3	0	0	0	0	0	0	7	0	0	0	0	10
4:15	0	2	1	0	0	1	0	0	4	0	0	0	0	8
4:30	0	2	3	0	0	0	0	0	13	0	0	0	0	18
4:45	1	15	4	0	2	1	0	0	15	0	0	0	0	38
5:00	0	9	5	0	1	0	0	0	11	0	0	0	0	26
5:15	0	13	3	0	3	2	1	0	8	0	0	0	0	30
5:30	0	23	3	0	0	1	0	0	3	0	0	0	0	30
5:45	0	38	7	0	2	0	0	0	14	0	0	0	0	61
6:00	0	44	11	0	4	0	0	0	3	0	0	0	0	62
6:15	1	50	12	0	7	1	0	0	7	0	1	0	0	79
6:30	1	124	23	0	3	1	0	0	6	0	0	0	0	158
6:45	2	297	32	1	10	0	0	1	8	0	1	0	3	355
7:00	3	314	44	0	4	1	1	0	1	2	3	1	1	375
7:15	2	239	29	2	10	2	1	4	2	2	2	3	5	303
7:30	2	320	36	2	12	0	0	0	4	0	0	0	2	378
7:45	4	299	38	2	10	2	0	0	1	0	2	1	0	359
8:00	0	288	40	1	12	0	1	0	2	0	1	2	0	347
8:15	1	245	31	0	14	1	2	2	6	0	2	2	1	307
8:30	0	210	26	1	10	0	4	0	6	0	2	0	0	259
8:45	0	187	29	1	19	2	2	1	5	0	0	1	1	248
9:00	0	112	17	0	7	2	1	0	4	0	2	0	1	146
9:15	0	69	18	0	11	3	3	0	11	0	1	1	0	117
9:30	0	46	3	0	3	3	1	0	6	0	1	1	1	65
9:45	0	39	6	1	7	0	2	0	5	0	2	0	0	62
10:00	0	34	11	0	7	0	3	1	8	0	0	0	2	66
10:15	1	34	9	0	4	3	1	1	8	0	0	0	0	61
10:30	1	32	12	0	6	2	2	0	7	0	1	0	0	63
10:45	0	12	2	1	4	1	5	0	4	0	2	0	0	31
11:00	0	29	9	0	2	3	2	1	4	0	1	0	0	51
11:15	1	31	10	2	7	2	0	1	9	0	0	0	0	63
11:30	0	22	6	1	4	3	1	0	3	0	0	0	0	40
11:45	1	25	15	0	6	2	2	0	8	0	1	0	0	60
TOTAL	21	3,240	500	15	192	39	35	12	268	4	27	12	17	4,382

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	1,415

PM Time	EASTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	19	4	0	7	3	3	1	4	0	1	1	0	43
12:15	1	14	5	0	4	3	2	0	3	0	1	0	0	33
12:30	0	22	4	0	10	1	0	0	4	0	1	0	0	42
12:45	0	18	3	0	2	2	0	0	6	0	1	0	0	32
13:00	0	23	5	1	5	3	4	0	6	0	1	0	0	48
13:15	0	25	4	0	3	0	0	0	7	0	0	0	0	39
13:30	3	24	7	0	3	0	0	0	12	0	0	0	0	49
13:45	0	21	8	0	2	3	1	0	3	0	2	0	1	41
14:00	1	25	12	0	3	1	2	1	7	0	0	0	0	52
14:15	0	30	8	0	6	2	0	0	8	0	1	0	0	55
14:30	0	23	5	1	2	0	3	0	4	0	2	0	0	40
14:45	0	27	3	0	8	0	2	0	3	0	2	0	1	46
15:00	0	26	8	1	4	0	0	0	6	0	0	0	0	45
15:15	0	22	3	0	1	3	2	0	7	0	0	0	0	38
15:30	0	18	3	1	2	2	2	0	3	0	2	0	0	33
15:45	0	31	8	0	4	2	1	0	3	0	1	0	0	50
16:00	0	23	3	0	4	1	2	0	4	0	0	0	0	37
16:15	1	23	5	0	2	4	3	0	1	0	0	0	0	39
16:30	0	19	4	0	4	0	5	0	1	0	0	0	0	33
16:45	0	21	6	1	2	0	7	0	8	0	0	0	0	45
17:00	0	26	3	0	1	0	3	0	4	0	0	0	1	38
17:15	0	24	4	2	3	2	4	0	3	0	0	0	0	42
17:30	0	17	4	0	3	0	1	0	0	0	0	0	0	25
17:45	0	10	3	0	2	0	2	0	2	0	0	0	0	19
18:00	0	12	2	0	1	0	1	0	0	0	1	0	0	17
18:15	0	15	0	0	0	0	1	0	1	0	0	0	0	17
18:30	0	22	5	0	1	0	1	0	0	0	0	0	0	29
18:45	0	9	5	0	1	0	0	0	3	0	0	0	0	18
19:00	0	15	0	0	1	0	2	0	2	0	0	0	0	20
19:15	0	17	2	1	2	0	0	0	1	0	0	0	0	23
19:30	0	11	2	0	1	0	0	0	0	0	0	0	0	14
19:45	0	9	3	0	0	0	0	0	1	0	0	0	0	13
20:00	0	12	2	0	2	0	0	0	3	0	0	0	0	19
20:15	0	11	2	0	0	0	0	0	6	0	0	0	0	19
20:30	0	3	3	0	1	0	0	0	2	0	0	0	0	9
20:45	0	2	0	0	0	1	0	0	2	0	0	0	0	5
21:00	0	4	0	0	3	0	0	0	0	0	0	0	0	7
21:15	0	4	1	0	0	0	0	0	1	0	0	0	0	6
21:30	0	4	0	0	0	0	0	0	1	0	0	0	0	5
21:45	0	8	0	0	0	1	0	0	0	0	0	0	0	9
22:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
22:15	0	2	0	0	0	0	0	0	3	0	0	0	0	5
22:30	0	4	1	0	0	0	0	0	1	0	0	0	0	6
22:45	0	5	0	0	0	0	0	0	1	0	0	0	0	6
23:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
23:15	0	4	0	0	0	0	0	0	1	0	0	0	0	5
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	6	715	153	8	102	34	54	2	138	0	16	1	3	1,232

PM PEAK HOUR	1:30 PM
PM PEAK VOLUME	197

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	27	3,955	653	23	294	73	89	14	406	4	43	13	20	5,614
% OF TOTAL	0.5%	70.4%	11.6%	0.4%	5.2%	1.3%	1.6%	0.2%	7.2%	0.1%	0.8%	0.2%	0.4%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	54	6,572	1,209	44	731	239	96	38	795	8	84	14	30	9,914
% OF TOTAL	1.0%	117.1%	21.5%	0.8%	13.0%	4.3%	1.7%	0.7%	14.2%	0.1%	1.5%	0.2%	0.5%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC pacific@aimtd.com 714 753 7888

DATE: Wednesday, May 25, 2016
JOB #:

Request ID	Station ID	Distance Feet
###	###	511

LOCATION# ADT1 Temescal Canyon north of Corona Freeway

AM TIME	WESTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0:15	0	4	0	0	0	0	0	0	1	0	0	0	0	5
0:30	1	3	1	0	1	0	0	0	0	0	0	0	0	6
0:45	0	0	0	0	0	0	0	0	1	0	1	0	0	2
1:00	0	4	1	0	0	0	0	0	1	0	0	0	0	6
1:15	0	1	0	0	0	0	0	0	3	0	0	0	0	4
1:30	0	1	1	0	0	0	0	0	2	0	1	0	0	5
1:45	0	3	0	0	0	0	0	1	2	0	0	0	0	6
2:00	0	1	0	0	0	0	0	0	3	0	0	0	0	4
2:15	0	2	0	0	0	0	0	0	3	0	0	0	0	5
2:30	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
3:00	0	1	1	0	1	0	0	1	8	0	0	0	0	12
3:15	0	2	0	0	0	0	0	0	4	0	0	0	0	6
3:30	0	5	2	0	1	0	0	0	6	0	0	0	0	14
3:45	0	4	0	0	2	0	0	0	13	0	1	0	0	20
4:00	0	4	4	0	1	0	0	0	3	0	2	0	0	14
4:15	1	8	4	0	2	1	0	0	7	0	1	0	0	24
4:30	0	7	5	0	1	1	0	0	5	0	2	0	0	21
4:45	0	1	4	0	3	0	0	1	5	1	0	0	0	15
5:00	0	7	3	0	2	0	0	0	14	0	0	0	0	26
5:15	0	10	3	0	7	2	0	0	8	0	1	0	0	31
5:30	0	5	4	1	5	0	0	1	7	0	1	0	0	24
5:45	0	15	4	0	6	0	0	0	14	0	1	0	0	40
6:00	0	11	3	1	3	3	0	0	6	0	0	0	0	27
6:15	0	11	3	1	1	1	0	0	7	0	0	0	0	24
6:30	1	5	4	1	5	0	0	1	5	0	0	0	1	23
6:45	0	13	3	1	4	1	0	0	6	0	0	0	0	28
7:00	0	9	2	0	3	2	0	2	10	0	0	0	0	28
7:15	0	12	3	1	4	2	0	0	6	0	1	0	0	29
7:30	0	17	5	0	3	2	0	0	6	0	0	0	0	33
7:45	1	12	10	0	6	1	0	0	5	0	0	0	0	35
8:00	1	14	5	1	3	1	0	0	7	0	0	0	0	32
8:15	0	16	1	0	2	1	0	0	7	0	0	0	1	28
8:30	0	19	8	1	6	1	0	0	2	0	1	0	0	38
8:45	0	16	3	3	2	4	0	0	1	0	0	0	0	29
9:00	0	11	6	0	5	5	0	0	6	0	1	0	0	34
9:15	0	18	5	0	4	3	0	1	5	0	0	0	0	36
9:30	1	20	3	0	6	5	0	0	7	0	2	0	0	44
9:45	0	17	6	0	8	5	0	0	5	0	1	0	0	42
10:00	1	25	5	1	4	1	0	2	8	1	2	0	1	51
10:15	0	15	8	2	5	2	0	0	6	0	3	0	1	42
10:30	0	20	6	0	8	2	0	1	3	0	1	0	1	42
10:45	0	24	11	0	5	4	0	0	9	0	0	0	0	53
11:00	0	31	9	0	9	3	0	0	7	0	0	0	1	60
11:15	0	21	8	1	8	5	0	2	7	0	2	0	0	54
11:30	0	33	11	0	4	3	0	0	2	0	1	0	0	54
11:45	0	23	9	1	7	3	0	0	6	0	3	0	0	52
TOTAL	9	506	174	16	147	64	0	13	250	2	29	0	6	1,216

PM Time	WESTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	35	8	1	9	7	0	0	8	0	1	0	0	69
12:15	0	29	8	1	12	2	0	0	4	0	1	0	0	57
12:30	0	28	7	0	4	3	0	1	3	0	0	0	1	47
12:45	1	21	10	0	12	5	0	0	5	0	0	0	0	54
13:00	0	38	9	0	12	6	0	1	7	0	2	0	0	75
13:15	0	28	5	0	7	2	0	1	4	0	1	0	0	48
13:30	0	29	6	0	5	4	0	0	7	0	1	0	0	52
13:45	0	41	6	0	7	4	1	0	8	0	1	1	0	69
14:00	0	21	12	0	10	3	0	0	4	0	0	0	0	50
14:15	0	29	10	1	6	4	0	1	3	0	1	0	1	56
14:30	0	38	7	0	9	3	0	1	4	0	1	0	0	63
14:45	3	66	10	0	12	4	1	0	6	0	1	0	0	103
15:00	1	92	13	0	12	2	0	0	7	0	0	0	0	127
15:15	1	88	26	0	7	1	0	0	5	0	0	0	0	128
15:30	1	126	22	1	19	3	0	1	2	1	0	0	0	176
15:45	2	116	14	0	11	1	0	1	7	0	0	0	0	152
16:00	2	101	21	1	10	5	0	0	5	0	0	0	0	145
16:15	1	76	14	0	13	3	0	1	1	0	0	0	0	109
16:30	0	95	14	0	9	4	1	0	4	0	0	0	0	127
16:45	0	93	20	0	5	2	1	1	4	0	0	0	0	126
17:00	1	78	14	0	7	4	0	0	3	0	0	0	0	107
17:15	1	119	13	0	12	5	1	0	2	0	1	0	0	154
17:30	0	69	20	0	7	6	0	0	3	0	0	0	0	105
17:45	0	74	9	0	9	6	1	0	4	0	0	0	0	103
18:00	0	74	16	0	10	3	0	0	0	0	1	0	0	104
18:15	0	58	6	0	6	0	0	1	2	0	0	0	1	74
18:30	1	64	8	0	3	4	0	0	0	0	0	0	0	80
18:45	2	53	7	0	5	1	0	0	1	0	0	0	0	69
19:00	0	39	2	0	3	1	1	0	0	0	0	0	0	46
19:15	0	31	5	0	4	2	0	0	4	0	0	0	0	46
19:30	1	32	9	0	5	1	0	0	0	0	0	0	0	48
19:45	0	26	3	0	6	0	0	0	2	0	0	0	0	37
20:00	0	23	6	0	1	0	0	0	0	0	0	0	0	30
20:15	0	26	1	0	5	1	0	0	0	0	0	0	0	33
20:30	0	19	3	0	2	0	0	0	0	0	0	0	0	24
20:45	0	18	3	0	1	0	0	0	4	0	0	0	1	27
21:00	0	11	1	0	3	0	0	0	2	0	0	0	0	17
21:15	0	19	4	0	1	0	0	0	2	0	0	0	0	26
21:30	0	14	0	0	2	0	0	0	2	1	0	0	0	19
21:45	0	12	1	0	1	0	0	0	4	0	0	0	0	18
22:00	0	8	2	0	2	0	0	0	0	0	0	0	0	12
22:15	0	11	1	0	2	0	0	0	0	0	0	0	0	14
22:30	0	10	1	0	2	0	0	0	0	0	0	0	0	13
22:45	0	5	2	0	0	0	0	1	1	0	0	0	0	9
23:00	0	9	1	0	0	0	0	0	2	0	0	0	0	12
23:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
23:30	0	10	0	0	0	0	0	0	1	0	0	0	0	11
23:45	0	3	0	0	0	0	0	0	2	0	0	0	0	5
TOTAL	18	2,111	382	5	290	102	7	11	139	2	12	1	4	3,084

AM PEAK HOUR	10:45 AM
AM PEAK VOLUME	221
PM PEAK HOUR	3:15 PM
PM PEAK VOLUME	601

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: AM+PM	27	2,617	556	21	437	166	7	24	389	4	41	1	10	4,300
% OF TOTAL	0.6%	60.9%	12.9%	0.5%	10.2%	3.9%	0.2%	0.6%	9.0%	0.1%	1.0%	0.0%	0.2%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC pacific@aimtd.com 714 753 7888

DATE: Wednesday, May 25, 2016 **Request ID** **Station ID** **Int Distance** 324 **LOCATION#** ADT2 Access east of Temescal Canyon

JOB #: SC1605

AM	EASTBOUND														PM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	12:00	0	6	2	0	4	3	4	1	2	0	1	0	0	23
0:15	0	1	0	0	0	0	0	0	3	0	0	0	0	4	12:15	1	5	3	0	7	2	1	0	3	0	0	0	0	22
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	3	2	0	8	0	1	0	4	0	0	0	0	18
0:45	0	0	0	0	0	0	0	1	2	0	0	0	0	3	12:45	0	4	1	0	5	3	1	0	5	0	1	0	0	20
1:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	13:00	1	3	2	0	4	1	1	0	7	0	1	0	0	20
1:15	0	0	1	0	1	0	0	0	7	0	0	0	0	9	13:15	0	7	4	0	4	0	0	0	7	0	0	0	0	22
1:30	0	0	0	0	0	0	0	0	3	0	0	0	0	3	13:30	0	3	2	0	2	1	0	0	6	0	0	0	0	14
1:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1	13:45	0	7	7	0	6	3	2	0	4	1	2	0	0	32
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	3	1	6	0	3	5	0	1	2	0	1	0	0	22
2:15	0	2	0	0	0	0	0	0	3	0	0	0	0	5	14:15	3	2	4	0	6	1	0	0	5	0	2	0	0	23
2:30	0	3	1	0	0	0	0	0	6	0	0	0	0	10	14:30	0	4	2	0	9	0	2	0	5	1	0	0	0	23
2:45	0	2	0	0	0	0	0	0	5	0	0	0	0	7	14:45	1	3	0	0	7	0	2	0	4	0	0	0	0	17
3:00	0	0	0	0	0	0	0	0	11	0	0	0	0	11	15:00	0	1	2	0	3	0	1	0	6	0	0	0	0	13
3:15	0	1	0	0	0	0	0	0	9	0	0	0	0	10	15:15	0	3	3	0	3	0	1	0	6	0	0	0	0	16
3:30	0	1	0	0	0	0	0	0	9	0	0	0	0	10	15:30	0	4	3	1	6	5	2	0	4	0	1	0	0	26
3:45	0	1	0	0	0	0	0	0	5	0	0	0	0	6	15:45	0	5	2	0	2	0	1	0	2	0	0	0	0	12
4:00	0	3	0	0	0	1	0	0	7	0	0	0	0	11	16:00	0	6	1	0	3	3	2	0	4	0	0	0	0	19
4:15	0	0	0	0	0	0	0	0	6	0	0	0	0	6	16:15	0	3	1	0	3	1	5	0	2	0	0	0	0	15
4:30	0	1	0	0	2	1	0	0	14	0	0	0	0	18	16:30	0	1	1	1	2	0	7	0	2	0	0	0	0	14
4:45	1	2	1	0	4	1	0	0	15	0	0	0	0	24	16:45	0	4	1	0	2	0	4	0	5	0	0	0	0	16
5:00	0	5	0	0	1	0	0	0	7	0	0	0	0	13	17:00	1	1	1	0	0	1	2	0	3	0	0	0	0	9
5:15	0	3	0	0	0	2	1	0	7	0	0	0	0	13	17:15	0	4	2	0	2	1	3	0	3	0	1	0	0	16
5:30	0	3	0	0	0	1	0	0	5	0	0	0	0	9	17:30	0	4	0	1	6	0	1	0	1	0	0	0	0	13
5:45	0	6	3	0	3	1	0	0	11	0	1	0	0	25	17:45	0	2	0	0	2	0	2	0	1	0	0	0	0	7
6:00	0	4	4	1	4	0	0	0	4	0	0	0	0	17	18:00	0	0	0	0	0	0	2	0	1	0	0	0	0	3
6:15	0	6	3	0	4	1	0	0	9	0	0	0	0	23	18:15	0	2	0	0	1	0	1	0	0	0	0	0	0	4
6:30	0	4	4	0	4	1	0	0	6	0	0	0	0	19	18:30	0	1	2	0	3	0	0	0	2	0	0	0	0	8
6:45	1	9	3	0	0	2	0	0	11	0	0	0	1	27	18:45	0	4	0	0	1	0	0	0	2	0	0	0	0	7
7:00	0	13	2	0	2	0	0	0	5	0	0	0	0	22	19:00	0	2	0	0	2	0	2	0	1	0	0	0	0	7
7:15	1	5	3	1	7	4	0	1	5	1	0	0	0	28	19:15	0	0	0	0	2	0	0	0	1	0	0	0	0	3
7:30	0	4	5	0	10	1	0	0	3	0	0	0	0	23	19:30	0	2	1	0	1	0	0	0	0	0	0	0	0	4
7:45	0	3	1	1	4	2	0	0	2	0	0	0	0	13	19:45	0	2	1	0	0	0	0	0	1	0	0	0	0	4
8:00	0	4	2	0	4	0	2	0	2	0	0	0	0	14	20:00	0	2	1	0	1	0	0	0	4	0	0	0	0	8
8:15	0	8	1	2	6	3	4	0	8	0	0	0	0	32	20:15	0	1	1	0	0	0	0	0	5	0	0	0	0	7
8:30	0	3	3	1	4	1	2	0	4	0	1	1	0	20	20:30	0	1	3	0	0	0	0	0	2	0	0	0	0	6
8:45	0	5	2	0	6	2	3	1	6	0	0	0	0	25	20:45	0	1	0	0	1	1	0	0	2	0	0	0	0	5
9:00	1	5	2	0	7	1	1	0	7	0	1	0	1	26	21:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
9:15	2	4	2	0	3	4	3	1	10	0	1	0	0	30	21:15	0	2	1	0	0	0	0	0	2	0	0	0	0	5
9:30	0	3	0	0	5	1	2	0	5	0	1	0	0	17	21:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:45	0	8	3	0	6	0	3	0	6	0	0	0	0	26	21:45	0	1	0	0	1	1	0	0	0	0	0	0	0	3
10:00	2	8	9	0	6	3	2	0	5	0	0	0	0	35	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	6	2	0	8	1	2	0	5	0	2	0	0	26	22:15	0	1	0	0	0	0	0	0	3	0	0	0	0	4
10:30	0	4	6	0	4	3	5	0	5	0	0	0	0	27	22:30	0	1	0	0	0	0	0	0	1	0	0	0	0	2
10:45	0	1	2	1	4	1	3	0	3	0	2	0	0	17	22:45	0	1	0	0	0	0	0	0	1	0	0	0	0	2
11:00	0	6	4	0	4	4	0	0	3	0	0	0	0	21	23:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
11:15	0	3	2	1	9	2	1	0	8	0	1	0	0	27	23:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:30	1	3	6	1	6	2	1	0	0	0	1	0	0	21	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	2	4	0	7	2	2	2	9	0	2	0	0	30	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	9	155	82	9	136	48	37	6	267	1	13	1	2	766	TOTAL	10	118	63	3	113	32	50	2	122	2	10	0	0	525

AM PEAK HOUR	9:45 AM
AM PEAK VOLUME	114

PM PEAK HOUR	1:45 PM
PM PEAK VOLUME	100

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	19	273	145	12	249	80	87	8	389	3	23	1	2	1,291
% OF TOTAL	1.5%	21.1%	11.2%	0.9%	19.3%	6.2%	6.7%	0.6%	30.1%	0.2%	1.8%	0.1%	0.2%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	44	565	306	26	453	250	97	24	765	6	40	11	2	2,589
% OF TOTAL	3.4%	43.8%	23.7%	2.0%	35.1%	19.4%	7.5%	1.9%	59.3%	0.5%	3.1%	0.9%	0.2%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC pacific@aimtd.com 714 753 7888

DATE: Wednesday, May 25, 2016
JOB #:

Request ID	Station ID	Distance Feet
###	###	324

LOCATION# ADT2 Access east of Temescal Canyon

AM TIME	WESTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0:30	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	2	0	0	0	0	2
1:15	0	0	0	0	0	0	0	0	3	0	0	0	0	3
1:30	0	0	1	0	0	0	0	0	0	0	1	0	0	2
1:45	0	0	0	0	0	0	0	1	4	0	0	0	0	5
2:00	0	0	0	0	0	0	0	0	2	0	0	0	0	2
2:15	0	0	0	0	0	0	0	0	3	0	0	0	0	3
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	1	9	0	0	0	0	10
3:15	0	0	0	0	0	0	0	0	5	0	0	0	0	5
3:30	0	2	0	0	2	0	0	0	5	0	0	0	0	9
3:45	1	1	0	0	1	1	0	0	10	0	1	0	0	15
4:00	0	0	2	0	0	0	0	0	4	0	2	0	0	8
4:15	0	2	1	0	1	0	0	0	12	0	0	0	0	16
4:30	0	1	0	0	0	1	0	1	3	0	0	0	0	6
4:45	0	0	0	0	1	0	0	0	9	0	0	0	0	10
5:00	0	1	0	0	3	0	0	0	11	1	0	0	0	16
5:15	0	3	0	0	0	1	0	1	9	0	1	0	0	15
5:30	0	1	2	0	2	0	0	0	12	0	0	0	0	17
5:45	0	2	3	1	0	1	0	0	10	0	0	0	0	17
6:00	0	1	0	0	3	2	0	0	3	0	0	0	0	9
6:15	3	1	3	0	2	1	0	1	9	0	0	1	0	21
6:30	0	2	0	1	4	0	0	0	5	0	1	0	0	13
6:45	0	2	2	0	1	0	0	0	7	0	0	0	0	12
7:00	0	6	0	0	2	2	0	0	7	0	0	0	0	17
7:15	0	3	4	0	3	1	0	0	7	0	0	0	0	18
7:30	0	1	4	0	1	2	0	0	5	0	0	0	0	13
7:45	0	2	0	0	5	2	0	0	6	0	0	0	0	15
8:00	0	8	3	0	4	3	0	1	6	0	0	0	0	25
8:15	1	1	3	0	3	1	1	0	5	0	0	0	0	15
8:30	0	1	3	1	6	2	0	0	1	0	0	1	0	15
8:45	0	2	1	3	4	5	0	0	3	0	0	0	0	18
9:00	1	7	1	2	2	5	0	0	5	0	0	0	0	23
9:15	1	3	5	0	3	4	0	1	8	0	0	0	0	25
9:30	0	1	2	0	4	3	0	0	4	0	0	0	0	14
9:45	0	2	3	0	3	4	0	1	5	0	0	0	0	18
10:00	1	9	0	1	4	3	1	0	11	0	2	0	0	32
10:15	4	2	2	1	4	4	0	1	3	0	1	0	0	22
10:30	0	3	1	0	2	5	0	0	4	0	0	1	0	16
10:45	0	7	11	0	6	3	0	0	4	0	0	0	0	31
11:00	0	5	4	0	7	2	0	0	6	0	0	0	0	24
11:15	0	7	6	0	3	5	0	0	6	0	1	0	0	28
11:30	0	6	5	0	0	2	0	0	2	0	0	0	0	15
11:45	3	8	5	1	7	7	1	0	6	0	1	0	0	39
TOTAL	15	103	78	11	93	72	3	9	243	1	11	3	0	642

PM Time	WESTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	3	10	2	1	5	5	0	0	3	0	0	0	0	29
12:15	3	4	6	1	5	3	0	0	5	0	1	0	0	28
12:30	0	1	5	0	3	3	0	0	5	0	0	0	0	17
12:45	0	6	3	0	6	6	0	1	1	1	0	0	0	24
13:00	1	2	3	0	8	5	1	1	7	0	0	1	0	29
13:15	0	6	3	0	3	3	0	1	3	0	1	1	0	21
13:30	0	0	2	0	3	6	0	0	5	0	1	1	0	18
13:45	0	6	5	0	3	3	0	0	9	0	1	0	0	27
14:00	0	4	2	0	3	1	0	0	6	0	0	0	0	16
14:15	1	7	3	0	4	4	0	1	5	0	0	1	0	26
14:30	0	7	4	0	5	6	1	0	3	0	0	1	0	27
14:45	0	6	6	0	3	3	0	0	7	0	0	0	0	25
15:00	1	11	6	0	5	3	0	0	4	0	1	2	0	33
15:15	0	8	3	0	7	1	0	0	3	0	1	0	0	23
15:30	0	14	2	0	7	2	0	1	3	0	0	0	0	29
15:45	0	5	3	0	4	1	0	1	8	0	0	0	0	22
16:00	0	11	1	0	4	4	0	0	7	0	0	0	0	27
16:15	0	3	4	0	4	3	1	0	2	0	0	0	0	17
16:30	0	9	3	0	1	6	0	0	4	0	0	0	0	23
16:45	1	6	1	0	4	4	0	0	3	0	0	0	0	19
17:00	0	10	2	0	4	3	0	0	1	0	0	0	0	20
17:15	0	5	4	0	2	9	1	0	3	0	0	0	0	24
17:30	0	6	1	0	2	4	0	0	5	0	0	0	0	18
17:45	0	9	1	0	1	3	1	0	2	0	0	0	0	17
18:00	0	4	1	1	0	2	0	0	1	0	0	0	0	9
18:15	0	1	0	0	2	1	0	0	1	0	0	0	0	5
18:30	0	2	2	0	1	2	0	0	0	0	0	0	0	7
18:45	0	1	0	0	0	1	0	0	1	0	0	0	0	3
19:00	0	0	0	0	1	0	1	0	2	0	0	0	0	4
19:15	0	3	0	0	2	1	1	0	2	0	0	0	0	9
19:30	0	5	4	0	6	0	0	0	0	0	0	0	0	15
19:45	0	2	0	0	0	0	0	0	2	0	0	0	0	4
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2
20:30	0	0	0	0	0	0	0	0	2	1	0	0	0	3
20:45	0	2	0	0	0	0	0	0	2	0	0	0	0	4
21:00	0	1	0	0	1	0	0	0	2	0	0	0	0	4
21:15	0	1	0	0	1	0	0	0	3	0	0	0	0	5
21:30	0	2	0	0	0	0	0	0	2	0	0	0	0	4
21:45	0	0	1	0	0	0	0	0	4	0	0	0	0	5
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	1	1	0	0	0	0	2
23:00	0	3	0	0	0	0	0	0	1	0	0	0	0	4
23:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1
23:30	0	2	0	0	0	0	0	0	1	0	0	0	0	3
23:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL	10	189	83	3	111	98	7	7	133	2	6	7	0	656

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	106
PM PEAK HOUR	2:15 PM
PM PEAK VOLUME	111

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
TOTAL: AM+PM	25	292	161	14	204	170	10	16	376	3	17	10	0	1,298
% OF TOTAL	1.9%	22.5%	12.4%	1.1%	15.7%	13.1%	0.8%	1.2%	29.0%	0.2%	1.3%	0.8%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	

Tuesday, April 11, 2017 Location: Riverside Co. PROJECT:

ADT6 Pine between El Prado and Euclid **Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
0:30			5		0			12:00			32		21		
0:15			4		4			12:15			51		31		
0:30			3		0			12:30			25		26		
0:45			0	12	0	4	16	12:45			41	149	31	109	258
1:00			2		2			13:00			27		20		
1:15			0		0			13:15			39		24		
1:30			2		0			13:30			44		30		
1:45			0	4	4	6	10	13:45			50	160	25	99	259
2:00			0		0			14:00			52		35		
2:15			0		0			14:15			47		32		
2:30			0		2			14:30			49		37		
2:45			4	4	3	5	9	14:45			59	207	29	133	340
3:00			0		4			15:00			57		36		
3:15			0		5			15:15			55		34		
3:30			0		4			15:30			72		40		
3:45			0	0	15	28	28	15:45			110	294	28	138	432
4:00			2		6			16:00			81		22		
4:15			0		12			16:15			108		16		
4:30			6		14			16:30			117		25		
4:45			7	15	30	62	77	16:45			106	412	26	89	501
5:00			3		21			17:00			122		23		
5:15			5		32			17:15			127		29		
5:30			15		56			17:30			106		28		
5:45			16	39	74	183	222	17:45			87	442	16	96	538
6:00			27		43			18:00			87		20		
6:15			19		54			18:15			64		17		
6:30			26		74			18:30			74		23		
6:45			30	102	80	251	353	18:45			60	285	20	80	365
7:00			27		66			19:00			53		18		
7:15			33		56			19:15			38		17		
7:30			35		51			19:30			35		10		
7:45			51	146	47	220	366	19:45			24	150	10	55	205
8:00			35		55			20:00			26		11		
8:15			25		45			20:15			23		13		
8:30			30		45			20:30			19		5		
8:45			13	103	45	190	293	20:45			25	93	9	38	131
9:00			19		49			21:00			14		7		
9:15			29		40			21:15			24		9		
9:30			19		33			21:30			9		9		
9:45			15	82	45	167	249	21:45			19	66	8	33	99
10:00			22		25			22:00			18		4		
10:15			25		27			22:15			7		2		
10:30			21		31			22:30			13		5		
10:45			17	85	23	106	191	22:45			8	46	5	16	62
11:00			31		18			23:00			7		2		
11:15			20		32			23:15			5		2		
11:30			24		32			23:30			3		0		
11:45			28	103	31	113	216	23:45			6	21	0	4	25
Total Vol.				695		1335	**2030**					2325		890	**3215**

Daily Totals

NB	SB	EB	WB	**Combined**
		3020	2225	**5245**

			AM					**PM**		
Split %			34.2%	65.8%	**38.7%**			72.3%	27.7%	**61.3%**
Peak Hour	0:30	0:30	7:15	6:30	**6:30**			16:30	14:45	**16:30**
Volume			154	276	**392**			472	139	**575**
P.H.F.			0.75	0.86	**0.89**			0.93	0.87	**0.92**

cs@aimtd.com Tell. 714 253 7888

Tuesday, April 11, 2017 Location: Riverside Co. PROJECT:

ADT7 Pine east of Euclid **Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
0:30			56		14			12:00			129		132		
0:15			51		9			12:15			153		134		
0:30			40		15			12:30			135		141		
0:45			33	180	4	42	222	12:45			154	571	136	543	1114
1:00			28		11			13:00			159		139		
1:15			23		15			13:15			172		126		
1:30			22		6			13:30			209		148		
1:45			17	90	13	45	135	13:45			218	758	135	548	1306
2:00			14		3			14:00			218		149		
2:15			11		14			14:15			261		152		
2:30			5		12			14:30			228		141		
2:45			11	41	15	44	85	14:45			259	966	146	588	1554
3:00			8		23			15:00			247		153		
3:15			6		31			15:15			291		144		
3:30			6		44			15:30			318		147		
3:45			4	24	66	164	188	15:45			336	1192	140	584	1776
4:00			8		93			16:00			360		152		
4:15			5		152			16:15			343		120		
4:30			16		249			16:30			333		117		
4:45			16	45	306	800	845	16:45			380	1416	131	520	1936
5:00			18		309			17:00			351		121		
5:15			30		309			17:15			370		112		
5:30			60		290			17:30			369		121		
5:45			57	165	279	1187	1352	17:45			351	1441	118	472	1913
6:00			76		260			18:00			328		126		
6:15			111		289			18:15			321		132		
6:30			132		276			18:30			301		125		
6:45			151	470	310	1135	1605	18:45			327	1277	107	490	1767
7:00			132		315			19:00			283		78		
7:15			164		274			19:15			316		100		
7:30			181		267			19:30			265		62		
7:45			170	647	282	1138	1785	19:45			274	1138	60	300	1438
8:00			166		277			20:00			235		82		
8:15			166		254			20:15			246		67		
8:30			149		245			20:30			203		57		
8:45			151	632	247	1023	1655	20:45			217	901	80	286	1187
9:00			108		221			21:00			184		63		
9:15			111		229			21:15			200		58		
9:30			84		222			21:30			190		59		
9:45			103	406	211	883	1289	21:45			182	756	51	231	987
10:00			86		194			22:00			143		66		
10:15			101		221			22:15			138		44		
10:30			100		177			22:30			129		32		
10:45			87	374	164	756	1130	22:45			109	519	27	169	688
11:00			114		151			23:00			94		23		
11:15			108		185			23:15			96		38		
11:30			90		166			23:30			89		32		
11:45			129	441	146	648	1089	23:45			83	362	16	109	471
Total Vol.				3515		7865	**11380**					11297		4840	**16137**

Daily Totals

NB	SB	EB	WB	**Combined**
		14812	12705	**27517**

			AM					**PM**		
Split %			30.9%	69.1%	**41.4%**			70.0%	30.0%	**58.6%**
Peak Hour	0:30	0:30	7:30	4:45	**6:45**			16:45	14:15	**16:45**
Volume			683	1214	**1794**			1470	592	**1955**
P.H.F.			0.94	0.98	**0.97**			0.97	0.97	**0.96**

cs@aimtd.com Tell. 714 253 7888

Tuesday, April 11, 2017 Location: Riverside Co. PROJECT:

ADT8 Euclid between Pomona Rincon and Pine **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	65		20					12:00	181		203				
0:15	56		20					12:15	208		227				
0:30	43		18					12:30	203		206				
0:45	50	214	11	69			283	12:45	208	800	202	838			1638
1:00	29		23					13:00	211		219				
1:15	37		26					13:15	255		196				
1:30	38		18					13:30	300		232				
1:45	16	120	15	82			202	13:45	275	1041	205	852			1893
2:00	14		22					14:00	294		191				
2:15	26		17					14:15	335		223				
2:30	23		36					14:30	328		236				
2:45	27	90	34	109			199	14:45	340	1297	247	897			2194
3:00	23		36					15:00	342		274				
3:15	14		45					15:15	378		197				
3:30	22		66					15:30	421		243				
3:45	25	84	86	233			317	15:45	394	1535	259	973			2508
4:00	25		127					16:00	399		276				
4:15	34		193					16:15	423		245				
4:30	44		271					16:30	414		249				
4:45	45	148	409	1000			1148	16:45	396	1632	263	1033			2665
5:00	41		444					17:00	373		290				
5:15	48		444					17:15	396		230				
5:30	106		361					17:30	399		266				
5:45	117	312	347	1596			1908	17:45	400	1568	249	1035			2603
6:00	102		326					18:00	346		232				
6:15	162		353					18:15	354		233				
6:30	206		365					18:30	368		199				
6:45	223	693	391	1435			2128	18:45	347	1415	163	827			2242
7:00	223		428					19:00	343		136				
7:15	237		419					19:15	327		127				
7:30	284		382					19:30	332		130				
7:45	240	984	369	1598			2582	19:45	311	1313	88	481			1794
8:00	278		388					20:00	275		107				
8:15	260		374					20:15	289		94				
8:30	257		369					20:30	249		95				
8:45	239	1034	322	1453			2487	20:45	253	1066	101	397			1463
9:00	173		328					21:00	218		98				
9:15	152		326					21:15	230		77				
9:30	177		328					21:30	219		104				
9:45	149	651	285	1267			1918	21:45	207	874	73	352			1226
10:00	150		292					22:00	181		84				
10:15	164		310					22:15	145		70				
10:30	188		255					22:30	150		49				
10:45	177	679	249	1106			1785	22:45	127	603	51	254			857
11:00	177		243					23:00	113		36				
11:15	158		237					23:15	104		45				
11:30	177		239					23:30	113		45				
11:45	204	716	204	923			1639	23:45	99	429	35	161			590
Total Vol.		5725		10871			**16596**			13573		8100			**21673**

Daily Totals

NB	SB	EB	WB	**Combined**
19298	18971			**38269**

	AM			**PM**		
Split %	34.5%	65.5%	**43.4%**	62.6%	37.4%	**56.6%**
Peak Hour	7:30	4:45	**7:15**	15:30	16:45	**16:00**
Volume	1062	1658	**2597**	1637	1049	**2665**
P.H.F.	0.93	0.93	**0.97**	0.96	0.90	**0.99**

cs@aimtd.com Tell. 714 253 7888

Tuesday, April 11, 2017 Location: Riverside Co. PROJECT:

ADT9 Euclid between Pomona Rincon and SR-71 Ramps **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	71		21					12:00	198		222				
0:15	57		22					12:15	207		230				
0:30	41		17					12:30	220		211				
0:45	53	222	12	72			294	12:45	219	844	218	881			1725
1:00	26		24					13:00	217		222				
1:15	38		25					13:15	263		197				
1:30	39		19					13:30	322		239				
1:45	17	120	16	84			204	13:45	296	1098	213	871			1969
2:00	14		23					14:00	285		186				
2:15	30		19					14:15	358		236				
2:30	25		35					14:30	337		255				
2:45	27	96	34	111			207	14:45	353	1333	233	910			2243
3:00	25		39					15:00	369		284				
3:15	12		49					15:15	378		216				
3:30	23		64					15:30	444		245				
3:45	31	91	88	240			331	15:45	406	1597	258	1003			2600
4:00	27		127					16:00	428		273				
4:15	35		206					16:15	413		244				
4:30	49		284					16:30	452		264				
4:45	42	153	401	1018			1171	16:45	395	1688	252	1033			2721
5:00	48		439					17:00	386		294				
5:15	58		444					17:15	410		245				
5:30	110		373					17:30	418		282				
5:45	116	332	342	1598			1930	17:45	400	1614	262	1083			2697
6:00	111		326					18:00	353		227				
6:15	166		353					18:15	356		230				
6:30	221		366					18:30	368		197				
6:45	228	726	383	1428			2154	18:45	348	1425	167	821			2246
7:00	239		426					19:00	366		139				
7:15	256		350					19:15	325		129				
7:30	306		365					19:30	338		127				
7:45	257	1058	366	1507			2565	19:45	306	1335	93	488			1823
8:00	305		363					20:00	277		110				
8:15	268		387					20:15	290		94				
8:30	278		367					20:30	254		97				
8:45	240	1091	317	1434			2525	20:45	246	1067	102	403			1470
9:00	175		314					21:00	221		99				
9:15	167		342					21:15	243		78				
9:30	195		325					21:30	218		112				
9:45	155	692	292	1273			1965	21:45	208	890	79	368			1258
10:00	165		290					22:00	185		86				
10:15	175		315					22:15	139		72				
10:30	203		274					22:30	146		44				
10:45	185	728	260	1139			1867	22:45	132	602	50	252			854
11:00	170		240					23:00	119		36				
11:15	165		255					23:15	101		45				
11:30	191		242					23:30	115		46				
11:45	208	734	212	949			1683	23:45	91	426	35	162			588
Total Vol.		6043		10853			**16896**			13919		8275			**22194**

Daily Totals

NB	SB	EB	WB	**Combined**
19962	19128			**39090**

	AM			**PM**		
Split %	35.8%	64.2%	**43.2%**	62.7%	37.3%	**56.8%**
Peak Hour	7:30	4:45	**7:30**	15:45	17:00	**15:45**
Volume	1136	1657	**2617**	1699	1083	**2738**
P.H.F.	0.93	0.93	**0.98**	0.97	0.92	**0.96**

cs@aimtd.com Tell. 714 253 7888

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC pacific@aimtd.com 714 753 7888

DATE: Wednesday, May 25, 2016
JOB #: SC1605

Request ID **Station ID** **Int Distance**
511

LOCATION#
ADT1 Temescal Canyon north of Corona Freeway

AM TIME	EASTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0:15	0	2	0	0	0	0	0	0	1	0	0	0	0	3
0:30	0	2	0	0	0	0	0	0	2	0	1	0	0	5
0:45	0	1	0	0	0	0	0	0	3	0	0	0	0	4
1:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
1:15	0	0	1	0	0	0	0	0	5	0	0	0	0	6
1:30	0	2	0	0	0	0	0	0	5	0	0	0	0	7
1:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15	0	2	0	0	0	0	0	0	2	0	0	0	0	4
2:30	0	1	0	0	0	0	0	0	6	0	0	0	0	7
2:45	0	5	0	0	0	0	0	0	6	0	1	0	0	12
3:00	0	4	1	0	0	0	0	0	8	0	0	0	0	13
3:15	0	0	1	0	0	0	0	0	10	0	0	0	0	11
3:30	0	5	0	0	1	0	0	0	10	0	0	0	0	16
3:45	0	5	0	0	0	0	0	0	6	0	0	0	0	11
4:00	0	3	0	0	0	0	0	0	7	0	0	0	0	10
4:15	0	2	1	0	0	1	0	0	4	0	0	0	0	8
4:30	0	2	3	0	0	0	0	0	13	0	0	0	0	18
4:45	1	15	4	0	2	1	0	0	15	0	0	0	0	38
5:00	0	9	5	0	1	0	0	0	11	0	0	0	0	26
5:15	0	13	3	0	3	2	1	0	8	0	0	0	0	30
5:30	0	23	3	0	0	1	0	0	3	0	0	0	0	30
5:45	0	38	7	0	2	0	0	0	14	0	0	0	0	61
6:00	0	44	11	0	4	0	0	0	3	0	0	0	0	62
6:15	1	50	12	0	7	1	0	0	7	0	1	0	0	79
6:30	1	124	23	0	3	1	0	0	6	0	0	0	0	158
6:45	2	297	32	1	10	0	0	1	8	0	1	0	3	355
7:00	3	314	44	0	4	1	1	0	1	2	3	1	1	375
7:15	2	239	29	2	10	2	1	4	2	2	2	3	5	303
7:30	2	320	36	2	12	0	0	0	4	0	0	0	2	378
7:45	4	299	38	2	10	2	0	0	1	0	2	1	0	359
8:00	0	288	40	1	12	0	1	0	2	0	1	2	0	347
8:15	1	245	31	0	14	1	2	2	6	0	2	2	1	307
8:30	0	210	26	1	10	0	4	0	6	0	2	0	0	259
8:45	0	187	29	1	19	2	2	1	5	0	0	1	1	248
9:00	0	112	17	0	7	2	1	0	4	0	2	0	1	146
9:15	0	69	18	0	11	3	3	0	11	0	1	1	0	117
9:30	0	46	3	0	3	3	1	0	6	0	1	1	1	65
9:45	0	39	6	1	7	0	2	0	5	0	2	0	0	62
10:00	0	34	11	0	7	0	3	1	8	0	0	0	2	66
10:15	1	34	9	0	4	3	1	1	8	0	0	0	0	61
10:30	1	32	12	0	6	2	2	0	7	0	1	0	0	63
10:45	0	12	2	1	4	1	5	0	4	0	2	0	0	31
11:00	0	29	9	0	2	3	2	1	4	0	1	0	0	51
11:15	1	31	10	2	7	2	0	1	9	0	0	0	0	63
11:30	0	22	6	1	4	3	1	0	3	0	0	0	0	40
11:45	1	25	15	0	6	2	2	0	8	0	1	0	0	60
TOTAL	21	3,240	500	15	192	39	35	12	268	4	27	12	17	4,382

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	1,415

PM Time	EASTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	19	4	0	7	3	3	1	4	0	1	1	0	43
12:15	1	14	5	0	4	3	2	0	3	0	1	0	0	33
12:30	0	22	4	0	10	1	0	0	4	0	1	0	0	42
12:45	0	18	3	0	2	2	0	0	6	0	1	0	0	32
13:00	0	23	5	1	5	3	4	0	6	0	1	0	0	48
13:15	0	25	4	0	3	0	0	0	7	0	0	0	0	39
13:30	3	24	7	0	3	0	0	0	12	0	0	0	0	49
13:45	0	21	8	0	2	3	1	0	3	0	2	0	1	41
14:00	1	25	12	0	3	1	2	1	7	0	0	0	0	52
14:15	0	30	8	0	6	2	0	0	8	0	1	0	0	55
14:30	0	23	5	1	2	0	3	0	4	0	2	0	0	40
14:45	0	27	3	0	8	0	2	0	3	0	2	0	1	46
15:00	0	26	8	1	4	0	0	0	6	0	0	0	0	45
15:15	0	22	3	0	1	3	2	0	7	0	0	0	0	38
15:30	0	18	3	1	2	2	2	0	3	0	2	0	0	33
15:45	0	31	8	0	4	2	1	0	3	0	1	0	0	50
16:00	0	23	3	0	4	1	2	0	4	0	0	0	0	37
16:15	1	23	5	0	2	4	3	0	1	0	0	0	0	39
16:30	0	19	4	0	4	0	5	0	1	0	0	0	0	33
16:45	0	21	6	1	2	0	7	0	8	0	0	0	0	45
17:00	0	26	3	0	1	0	3	0	4	0	0	0	1	38
17:15	0	24	4	2	3	2	4	0	3	0	0	0	0	42
17:30	0	17	4	0	3	0	1	0	0	0	0	0	0	25
17:45	0	10	3	0	2	0	2	0	2	0	0	0	0	19
18:00	0	12	2	0	1	0	1	0	0	0	1	0	0	17
18:15	0	15	0	0	0	0	1	0	1	0	0	0	0	17
18:30	0	22	5	0	1	0	1	0	0	0	0	0	0	29
18:45	0	9	5	0	1	0	0	0	3	0	0	0	0	18
19:00	0	15	0	0	1	0	2	0	2	0	0	0	0	20
19:15	0	17	2	1	2	0	0	0	1	0	0	0	0	23
19:30	0	11	2	0	1	0	0	0	0	0	0	0	0	14
19:45	0	9	3	0	0	0	0	0	1	0	0	0	0	13
20:00	0	12	2	0	2	0	0	0	3	0	0	0	0	19
20:15	0	11	2	0	0	0	0	0	6	0	0	0	0	19
20:30	0	3	3	0	1	0	0	0	2	0	0	0	0	9
20:45	0	2	0	0	0	1	0	0	2	0	0	0	0	5
21:00	0	4	0	0	3	0	0	0	0	0	0	0	0	7
21:15	0	4	1	0	0	0	0	0	1	0	0	0	0	6
21:30	0	4	0	0	0	0	0	0	1	0	0	0	0	5
21:45	0	8	0	0	0	1	0	0	0	0	0	0	0	9
22:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
22:15	0	2	0	0	0	0	0	0	3	0	0	0	0	5
22:30	0	4	1	0	0	0	0	0	1	0	0	0	0	6
22:45	0	5	0	0	0	0	0	0	1	0	0	0	0	6
23:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
23:15	0	4	0	0	0	0	0	0	1	0	0	0	0	5
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	6	715	153	8	102	34	54	2	138	0	16	1	3	1,232

PM PEAK HOUR	1:30 PM
PM PEAK VOLUME	197

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	27	3,955	653	23	294	73	89	14	406	4	43	13	20	5,614
% OF TOTAL	0.5%	70.4%	11.6%	0.4%	5.2%	1.3%	1.6%	0.2%	7.2%	0.1%	0.8%	0.2%	0.4%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	54	6,572	1,209	44	731	239	96	38	795	8	84	14	30	9,914
% OF TOTAL	1.0%	117.1%	21.5%	0.8%	13.0%	4.3%	1.7%	0.7%	14.2%	0.1%	1.5%	0.2%	0.5%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC pacific@aimtd.com 714 753 7888

DATE: Wednesday, May 25, 2016
JOB #:

Request ID	Station ID	Distance Feet
###	###	511

LOCATION# ADT1 Temescal Canyon north of Corona Freeway

AM TIME	WESTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0:15	0	4	0	0	0	0	0	0	1	0	0	0	0	5
0:30	1	3	1	0	1	0	0	0	0	0	0	0	0	6
0:45	0	0	0	0	0	0	0	0	1	0	1	0	0	2
1:00	0	4	1	0	0	0	0	0	1	0	0	0	0	6
1:15	0	1	0	0	0	0	0	0	3	0	0	0	0	4
1:30	0	1	1	0	0	0	0	0	2	0	1	0	0	5
1:45	0	3	0	0	0	0	0	1	2	0	0	0	0	6
2:00	0	1	0	0	0	0	0	0	3	0	0	0	0	4
2:15	0	2	0	0	0	0	0	0	3	0	0	0	0	5
2:30	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
3:00	0	1	1	0	1	0	0	1	8	0	0	0	0	12
3:15	0	2	0	0	0	0	0	0	4	0	0	0	0	6
3:30	0	5	2	0	1	0	0	0	6	0	0	0	0	14
3:45	0	4	0	0	2	0	0	0	13	0	1	0	0	20
4:00	0	4	4	0	1	0	0	0	3	0	2	0	0	14
4:15	1	8	4	0	2	1	0	0	7	0	1	0	0	24
4:30	0	7	5	0	1	1	0	0	5	0	2	0	0	21
4:45	0	1	4	0	3	0	0	1	5	1	0	0	0	15
5:00	0	7	3	0	2	0	0	0	14	0	0	0	0	26
5:15	0	10	3	0	7	2	0	0	8	0	1	0	0	31
5:30	0	5	4	1	5	0	0	1	7	0	1	0	0	24
5:45	0	15	4	0	6	0	0	0	14	0	1	0	0	40
6:00	0	11	3	1	3	3	0	0	6	0	0	0	0	27
6:15	0	11	3	1	1	1	0	0	7	0	0	0	0	24
6:30	1	5	4	1	5	0	0	1	5	0	0	0	1	23
6:45	0	13	3	1	4	1	0	0	6	0	0	0	0	28
7:00	0	9	2	0	3	2	0	2	10	0	0	0	0	28
7:15	0	12	3	1	4	2	0	0	6	0	1	0	0	29
7:30	0	17	5	0	3	2	0	0	6	0	0	0	0	33
7:45	1	12	10	0	6	1	0	0	5	0	0	0	0	35
8:00	1	14	5	1	3	1	0	0	7	0	0	0	0	32
8:15	0	16	1	0	2	1	0	0	7	0	0	0	1	28
8:30	0	19	8	1	6	1	0	0	2	0	1	0	0	38
8:45	0	16	3	3	2	4	0	0	1	0	0	0	0	29
9:00	0	11	6	0	5	5	0	0	6	0	1	0	0	34
9:15	0	18	5	0	4	3	0	1	5	0	0	0	0	36
9:30	1	20	3	0	6	5	0	0	7	0	2	0	0	44
9:45	0	17	6	0	8	5	0	0	5	0	1	0	0	42
10:00	1	25	5	1	4	1	0	2	8	1	2	0	1	51
10:15	0	15	8	2	5	2	0	0	6	0	3	0	1	42
10:30	0	20	6	0	8	2	0	1	3	0	1	0	1	42
10:45	0	24	11	0	5	4	0	0	9	0	0	0	0	53
11:00	0	31	9	0	9	3	0	0	7	0	0	0	1	60
11:15	0	21	8	1	8	5	0	2	7	0	2	0	0	54
11:30	0	33	11	0	4	3	0	0	2	0	1	0	0	54
11:45	0	23	9	1	7	3	0	0	6	0	3	0	0	52
TOTAL	9	506	174	16	147	64	0	13	250	2	29	0	6	1,216

PM Time	WESTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	35	8	1	9	7	0	0	8	0	1	0	0	69
12:15	0	29	8	1	12	2	0	0	4	0	1	0	0	57
12:30	0	28	7	0	4	3	0	1	3	0	0	0	1	47
12:45	1	21	10	0	12	5	0	0	5	0	0	0	0	54
13:00	0	38	9	0	12	6	0	1	7	0	2	0	0	75
13:15	0	28	5	0	7	2	0	1	4	0	1	0	0	48
13:30	0	29	6	0	5	4	0	0	7	0	1	0	0	52
13:45	0	41	6	0	7	4	1	0	8	0	1	1	0	69
14:00	0	21	12	0	10	3	0	0	4	0	0	0	0	50
14:15	0	29	10	1	6	4	0	1	3	0	1	0	1	56
14:30	0	38	7	0	9	3	0	1	4	0	1	0	0	63
14:45	3	66	10	0	12	4	1	0	6	0	1	0	0	103
15:00	1	92	13	0	12	2	0	0	7	0	0	0	0	127
15:15	1	88	26	0	7	1	0	0	5	0	0	0	0	128
15:30	1	126	22	1	19	3	0	1	2	1	0	0	0	176
15:45	2	116	14	0	11	1	0	1	7	0	0	0	0	152
16:00	2	101	21	1	10	5	0	0	5	0	0	0	0	145
16:15	1	76	14	0	13	3	0	1	1	0	0	0	0	109
16:30	0	95	14	0	9	4	1	0	4	0	0	0	0	127
16:45	0	93	20	0	5	2	1	1	4	0	0	0	0	126
17:00	1	78	14	0	7	4	0	0	3	0	0	0	0	107
17:15	1	119	13	0	12	5	1	0	2	0	1	0	0	154
17:30	0	69	20	0	7	6	0	0	3	0	0	0	0	105
17:45	0	74	9	0	9	6	1	0	4	0	0	0	0	103
18:00	0	74	16	0	10	3	0	0	0	0	1	0	0	104
18:15	0	58	6	0	6	0	0	1	2	0	0	0	1	74
18:30	1	64	8	0	3	4	0	0	0	0	0	0	0	80
18:45	2	53	7	0	5	1	0	0	1	0	0	0	0	69
19:00	0	39	2	0	3	1	1	0	0	0	0	0	0	46
19:15	0	31	5	0	4	2	0	0	4	0	0	0	0	46
19:30	1	32	9	0	5	1	0	0	0	0	0	0	0	48
19:45	0	26	3	0	6	0	0	0	2	0	0	0	0	37
20:00	0	23	6	0	1	0	0	0	0	0	0	0	0	30
20:15	0	26	1	0	5	1	0	0	0	0	0	0	0	33
20:30	0	19	3	0	2	0	0	0	0	0	0	0	0	24
20:45	0	18	3	0	1	0	0	0	4	0	0	0	1	27
21:00	0	11	1	0	3	0	0	0	2	0	0	0	0	17
21:15	0	19	4	0	1	0	0	0	2	0	0	0	0	26
21:30	0	14	0	0	2	0	0	0	2	1	0	0	0	19
21:45	0	12	1	0	1	0	0	0	4	0	0	0	0	18
22:00	0	8	2	0	2	0	0	0	0	0	0	0	0	12
22:15	0	11	1	0	2	0	0	0	0	0	0	0	0	14
22:30	0	10	1	0	2	0	0	0	0	0	0	0	0	13
22:45	0	5	2	0	0	0	0	1	1	0	0	0	0	9
23:00	0	9	1	0	0	0	0	0	2	0	0	0	0	12
23:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
23:30	0	10	0	0	0	0	0	0	1	0	0	0	0	11
23:45	0	3	0	0	0	0	0	0	2	0	0	0	0	5
TOTAL	18	2,111	382	5	290	102	7	11	139	2	12	1	4	3,084

AM PEAK HOUR	10:45 AM
AM PEAK VOLUME	221
PM PEAK HOUR	3:15 PM
PM PEAK VOLUME	601

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: AM+PM	27	2,617	556	21	437	166	7	24	389	4	41	1	10	4,300
% OF TOTAL	0.6%	60.9%	12.9%	0.5%	10.2%	3.9%	0.2%	0.6%	9.0%	0.1%	1.0%	0.0%	0.2%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC pacific@aimtd.com 714 753 7888

DATE: Wednesday, May 25, 2016 **Request ID** **Station ID** **Int Distance** 324 **LOCATION#** ADT2 Access east of Temescal Canyon

JOB #: SC1605

AM	EASTBOUND														PM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	12:00	0	6	2	0	4	3	4	1	2	0	1	0	0	23
0:15	0	1	0	0	0	0	0	0	3	0	0	0	0	4	12:15	1	5	3	0	7	2	1	0	3	0	0	0	0	22
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	3	2	0	8	0	1	0	4	0	0	0	0	18
0:45	0	0	0	0	0	0	0	1	2	0	0	0	0	3	12:45	0	4	1	0	5	3	1	0	5	0	1	0	0	20
1:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	13:00	1	3	2	0	4	1	1	0	7	0	1	0	0	20
1:15	0	0	1	0	1	0	0	0	7	0	0	0	0	9	13:15	0	7	4	0	4	0	0	0	7	0	0	0	0	22
1:30	0	0	0	0	0	0	0	0	3	0	0	0	0	3	13:30	0	3	2	0	2	1	0	0	6	0	0	0	0	14
1:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1	13:45	0	7	7	0	6	3	2	0	4	1	2	0	0	32
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	3	1	6	0	3	5	0	1	2	0	1	0	0	22
2:15	0	2	0	0	0	0	0	0	3	0	0	0	0	5	14:15	3	2	4	0	6	1	0	0	5	0	2	0	0	23
2:30	0	3	1	0	0	0	0	0	6	0	0	0	0	10	14:30	0	4	2	0	9	0	2	0	5	1	0	0	0	23
2:45	0	2	0	0	0	0	0	0	5	0	0	0	0	7	14:45	1	3	0	0	7	0	2	0	4	0	0	0	0	17
3:00	0	0	0	0	0	0	0	0	11	0	0	0	0	11	15:00	0	1	2	0	3	0	1	0	6	0	0	0	0	13
3:15	0	1	0	0	0	0	0	0	9	0	0	0	0	10	15:15	0	3	3	0	3	0	1	0	6	0	0	0	0	16
3:30	0	1	0	0	0	0	0	0	9	0	0	0	0	10	15:30	0	4	3	1	6	5	2	0	4	0	1	0	0	26
3:45	0	1	0	0	0	0	0	0	5	0	0	0	0	6	15:45	0	5	2	0	2	0	1	0	2	0	0	0	0	12
4:00	0	3	0	0	0	1	0	0	7	0	0	0	0	11	16:00	0	6	1	0	3	3	2	0	4	0	0	0	0	19
4:15	0	0	0	0	0	0	0	0	6	0	0	0	0	6	16:15	0	3	1	0	3	1	5	0	2	0	0	0	0	15
4:30	0	1	0	0	2	1	0	0	14	0	0	0	0	18	16:30	0	1	1	1	2	0	7	0	2	0	0	0	0	14
4:45	1	2	1	0	4	1	0	0	15	0	0	0	0	24	16:45	0	4	1	0	2	0	4	0	5	0	0	0	0	16
5:00	0	5	0	0	1	0	0	0	7	0	0	0	0	13	17:00	1	1	1	0	0	1	2	0	3	0	0	0	0	9
5:15	0	3	0	0	0	2	1	0	7	0	0	0	0	13	17:15	0	4	2	0	2	1	3	0	3	0	1	0	0	16
5:30	0	3	0	0	0	1	0	0	5	0	0	0	0	9	17:30	0	4	0	1	6	0	1	0	1	0	0	0	0	13
5:45	0	6	3	0	3	1	0	0	11	0	1	0	0	25	17:45	0	2	0	0	2	0	2	0	1	0	0	0	0	7
6:00	0	4	4	1	4	0	0	0	4	0	0	0	0	17	18:00	0	0	0	0	0	0	2	0	1	0	0	0	0	3
6:15	0	6	3	0	4	1	0	0	9	0	0	0	0	23	18:15	0	2	0	0	1	0	1	0	0	0	0	0	0	4
6:30	0	4	4	0	4	1	0	0	6	0	0	0	0	19	18:30	0	1	2	0	3	0	0	0	2	0	0	0	0	8
6:45	1	9	3	0	0	2	0	0	11	0	0	0	1	27	18:45	0	4	0	0	1	0	0	0	2	0	0	0	0	7
7:00	0	13	2	0	2	0	0	0	5	0	0	0	0	22	19:00	0	2	0	0	2	0	2	0	1	0	0	0	0	7
7:15	1	5	3	1	7	4	0	1	5	1	0	0	0	28	19:15	0	0	0	0	2	0	0	0	1	0	0	0	0	3
7:30	0	4	5	0	10	1	0	0	3	0	0	0	0	23	19:30	0	2	1	0	1	0	0	0	0	0	0	0	0	4
7:45	0	3	1	1	4	2	0	0	2	0	0	0	0	13	19:45	0	2	1	0	0	0	0	0	1	0	0	0	0	4
8:00	0	4	2	0	4	0	2	0	2	0	0	0	0	14	20:00	0	2	1	0	1	0	0	0	4	0	0	0	0	8
8:15	0	8	1	2	6	3	4	0	8	0	0	0	0	32	20:15	0	1	1	0	0	0	0	0	5	0	0	0	0	7
8:30	0	3	3	1	4	1	2	0	4	0	1	1	0	20	20:30	0	1	3	0	0	0	0	0	2	0	0	0	0	6
8:45	0	5	2	0	6	2	3	1	6	0	0	0	0	25	20:45	0	1	0	0	1	1	0	0	2	0	0	0	0	5
9:00	1	5	2	0	7	1	1	0	7	0	1	0	1	26	21:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
9:15	2	4	2	0	3	4	3	1	10	0	1	0	0	30	21:15	0	2	1	0	0	0	0	0	2	0	0	0	0	5
9:30	0	3	0	0	5	1	2	0	5	0	1	0	0	17	21:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:45	0	8	3	0	6	0	3	0	6	0	0	0	0	26	21:45	0	1	0	0	1	1	0	0	0	0	0	0	0	3
10:00	2	8	9	0	6	3	2	0	5	0	0	0	0	35	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	6	2	0	8	1	2	0	5	0	2	0	0	26	22:15	0	1	0	0	0	0	0	0	3	0	0	0	0	4
10:30	0	4	6	0	4	3	5	0	5	0	0	0	0	27	22:30	0	1	0	0	0	0	0	0	1	0	0	0	0	2
10:45	0	1	2	1	4	1	3	0	3	0	2	0	0	17	22:45	0	1	0	0	0	0	0	0	1	0	0	0	0	2
11:00	0	6	4	0	4	4	0	0	3	0	0	0	0	21	23:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
11:15	0	3	2	1	9	2	1	0	8	0	1	0	0	27	23:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:30	1	3	6	1	6	2	1	0	0	0	1	0	0	21	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	2	4	0	7	2	2	2	9	0	2	0	0	30	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	9	155	82	9	136	48	37	6	267	1	13	1	2	766	TOTAL	10	118	63	3	113	32	50	2	122	2	10	0	0	525

AM PEAK HOUR	9:45 AM
AM PEAK VOLUME	114

PM PEAK HOUR	1:45 PM
PM PEAK VOLUME	100

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	19	273	145	12	249	80	87	8	389	3	23	1	2	1,291
% OF TOTAL	1.5%	21.1%	11.2%	0.9%	19.3%	6.2%	6.7%	0.6%	30.1%	0.2%	1.8%	0.1%	0.2%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	44	565	306	26	453	250	97	24	765	6	40	11	2	2,589
% OF TOTAL	3.4%	43.8%	23.7%	2.0%	35.1%	19.4%	7.5%	1.9%	59.3%	0.5%	3.1%	0.9%	0.2%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC pacific@aimtd.com 714 753 7888

DATE: Wednesday, May 25, 2016
JOB #:

Request ID	Station ID	Distance Feet
###	###	324

LOCATION# ADT2 Access east of Temescal Canyon

AM TIME	WESTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0:30	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	2	0	0	0	0	2
1:15	0	0	0	0	0	0	0	0	3	0	0	0	0	3
1:30	0	0	1	0	0	0	0	0	0	0	1	0	0	2
1:45	0	0	0	0	0	0	0	1	4	0	0	0	0	5
2:00	0	0	0	0	0	0	0	0	2	0	0	0	0	2
2:15	0	0	0	0	0	0	0	0	3	0	0	0	0	3
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	1	9	0	0	0	0	10
3:15	0	0	0	0	0	0	0	0	5	0	0	0	0	5
3:30	0	2	0	0	2	0	0	0	5	0	0	0	0	9
3:45	1	1	0	0	1	1	0	0	10	0	1	0	0	15
4:00	0	0	2	0	0	0	0	0	4	0	2	0	0	8
4:15	0	2	1	0	1	0	0	0	12	0	0	0	0	16
4:30	0	1	0	0	0	1	0	1	3	0	0	0	0	6
4:45	0	0	0	0	1	0	0	0	9	0	0	0	0	10
5:00	0	1	0	0	3	0	0	0	11	1	0	0	0	16
5:15	0	3	0	0	0	1	0	1	9	0	1	0	0	15
5:30	0	1	2	0	2	0	0	0	12	0	0	0	0	17
5:45	0	2	3	1	0	1	0	0	10	0	0	0	0	17
6:00	0	1	0	0	3	2	0	0	3	0	0	0	0	9
6:15	3	1	3	0	2	1	0	1	9	0	0	1	0	21
6:30	0	2	0	1	4	0	0	0	5	0	1	0	0	13
6:45	0	2	2	0	1	0	0	0	7	0	0	0	0	12
7:00	0	6	0	0	2	2	0	0	7	0	0	0	0	17
7:15	0	3	4	0	3	1	0	0	7	0	0	0	0	18
7:30	0	1	4	0	1	2	0	0	5	0	0	0	0	13
7:45	0	2	0	0	5	2	0	0	6	0	0	0	0	15
8:00	0	8	3	0	4	3	0	1	6	0	0	0	0	25
8:15	1	1	3	0	3	1	1	0	5	0	0	0	0	15
8:30	0	1	3	1	6	2	0	0	1	0	0	1	0	15
8:45	0	2	1	3	4	5	0	0	3	0	0	0	0	18
9:00	1	7	1	2	2	5	0	0	5	0	0	0	0	23
9:15	1	3	5	0	3	4	0	1	8	0	0	0	0	25
9:30	0	1	2	0	4	3	0	0	4	0	0	0	0	14
9:45	0	2	3	0	3	4	0	1	5	0	0	0	0	18
10:00	1	9	0	1	4	3	1	0	11	0	2	0	0	32
10:15	4	2	2	1	4	4	0	1	3	0	1	0	0	22
10:30	0	3	1	0	2	5	0	0	4	0	0	1	0	16
10:45	0	7	11	0	6	3	0	0	4	0	0	0	0	31
11:00	0	5	4	0	7	2	0	0	6	0	0	0	0	24
11:15	0	7	6	0	3	5	0	0	6	0	1	0	0	28
11:30	0	6	5	0	0	2	0	0	2	0	0	0	0	15
11:45	3	8	5	1	7	7	1	0	6	0	1	0	0	39
TOTAL	15	103	78	11	93	72	3	9	243	1	11	3	0	642

PM Time	WESTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	3	10	2	1	5	5	0	0	3	0	0	0	0	29
12:15	3	4	6	1	5	3	0	0	5	0	1	0	0	28
12:30	0	1	5	0	3	3	0	0	5	0	0	0	0	17
12:45	0	6	3	0	6	6	0	1	1	1	0	0	0	24
13:00	1	2	3	0	8	5	1	1	7	0	0	1	0	29
13:15	0	6	3	0	3	3	0	1	3	0	1	1	0	21
13:30	0	0	2	0	3	6	0	0	5	0	1	1	0	18
13:45	0	6	5	0	3	3	0	0	9	0	1	0	0	27
14:00	0	4	2	0	3	1	0	0	6	0	0	0	0	16
14:15	1	7	3	0	4	4	0	1	5	0	0	1	0	26
14:30	0	7	4	0	5	6	1	0	3	0	0	1	0	27
14:45	0	6	6	0	3	3	0	0	7	0	0	0	0	25
15:00	1	11	6	0	5	3	0	0	4	0	1	2	0	33
15:15	0	8	3	0	7	1	0	0	3	0	1	0	0	23
15:30	0	14	2	0	7	2	0	1	3	0	0	0	0	29
15:45	0	5	3	0	4	1	0	1	8	0	0	0	0	22
16:00	0	11	1	0	4	4	0	0	7	0	0	0	0	27
16:15	0	3	4	0	4	3	1	0	2	0	0	0	0	17
16:30	0	9	3	0	1	6	0	0	4	0	0	0	0	23
16:45	1	6	1	0	4	4	0	0	3	0	0	0	0	19
17:00	0	10	2	0	4	3	0	0	1	0	0	0	0	20
17:15	0	5	4	0	2	9	1	0	3	0	0	0	0	24
17:30	0	6	1	0	2	4	0	0	5	0	0	0	0	18
17:45	0	9	1	0	1	3	1	0	2	0	0	0	0	17
18:00	0	4	1	1	0	2	0	0	1	0	0	0	0	9
18:15	0	1	0	0	2	1	0	0	1	0	0	0	0	5
18:30	0	2	2	0	1	2	0	0	0	0	0	0	0	7
18:45	0	1	0	0	0	1	0	0	1	0	0	0	0	3
19:00	0	0	0	0	1	0	1	0	2	0	0	0	0	4
19:15	0	3	0	0	2	1	1	0	2	0	0	0	0	9
19:30	0	5	4	0	6	0	0	0	0	0	0	0	0	15
19:45	0	2	0	0	0	0	0	0	2	0	0	0	0	4
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2
20:30	0	0	0	0	0	0	0	0	2	1	0	0	0	3
20:45	0	2	0	0	0	0	0	0	2	0	0	0	0	4
21:00	0	1	0	0	1	0	0	0	2	0	0	0	0	4
21:15	0	1	0	0	1	0	0	0	3	0	0	0	0	5
21:30	0	2	0	0	0	0	0	0	2	0	0	0	0	4
21:45	0	0	1	0	0	0	0	0	4	0	0	0	0	5
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	1	1	0	0	0	0	2
23:00	0	3	0	0	0	0	0	0	1	0	0	0	0	4
23:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1
23:30	0	2	0	0	0	0	0	0	1	0	0	0	0	3
23:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL	10	189	83	3	111	98	7	7	133	2	6	7	0	656

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	106
PM PEAK HOUR	2:15 PM
PM PEAK VOLUME	111

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
TOTAL: AM+PM	25	292	161	14	204	170	10	16	376	3	17	10	0	1,298
% OF TOTAL	1.9%	22.5%	12.4%	1.1%	15.7%	13.1%	0.8%	1.2%	29.0%	0.2%	1.3%	0.8%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	

Tuesday, April 25, 2017 Location: OC PROJECT:

ADT1 Newhope north of Euclid. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	12		6					12:00	168		172				
0:15	12		5					12:15	147		155				
0:30	11		14					12:30	150		161				
0:45	8	43	5	30			73	12:45	149	614	155	643			1257
1:00	5		3					13:00	146		143				
1:15	9		4					13:15	121		128				
1:30	6		2					13:30	166		151				
1:45	5	25	9	18			43	13:45	132	565	144	566			1131
2:00	9		2					14:00	125		129				
2:15	10		3					14:15	126		113				
2:30	12		3					14:30	136		191				
2:45	9	40	4	12			52	14:45	111	498	158	591			1089
3:00	6		5					15:00	118		165				
3:15	9		15					15:15	128		157				
3:30	13		16					15:30	108		209				
3:45	19	47	4	40			87	15:45	96	450	182	713			1163
4:00	9		12					16:00	94		242				
4:15	12		17					16:15	88		201				
4:30	19		20					16:30	131		168				
4:45	30	70	19	68			138	16:45	100	413	176	787			1200
5:00	39		22					17:00	80		235				
5:15	49		21					17:15	84		219				
5:30	70		50					17:30	84		191				
5:45	64	222	40	133			355	17:45	83	331	234	879			1210
6:00	67		31					18:00	94		199				
6:15	68		38					18:15	110		171				
6:30	79		57					18:30	88		127				
6:45	96	310	65	191			501	18:45	99	391	147	644			1035
7:00	120		52					19:00	82		113				
7:15	143		62					19:15	92		90				
7:30	181		58					19:30	95		88				
7:45	210	654	65	237			891	19:45	78	347	87	378			725
8:00	183		80					20:00	77		53				
8:15	159		59					20:15	55		65				
8:30	177		65					20:30	46		64				
8:45	147	666	57	261			927	20:45	63	241	67	249			490
9:00	127		58					21:00	52		71				
9:15	112		66					21:15	45		52				
9:30	134		68					21:30	32		24				
9:45	149	522	85	277			799	21:45	28	157	30	177			334
10:00	139		93					22:00	19		54				
10:15	119		102					22:15	31		17				
10:30	121		130					22:30	24		16				
10:45	102	481	115	440			921	22:45	27	101	16	103			204
11:00	147		107					23:00	12		26				
11:15	131		142					23:15	9		12				
11:30	167		139					23:30	13		15				
11:45	149	594	148	536			1130	23:45	11	45	7	60			105
Total Vol.		3674		2243			**5917**			4153		5790			**9943**

Daily Totals

NB	SB	EB	WB	**Combined**
7827	8033			**15860**

	AM			**PM**		
Split %	62.1%	37.9%	**37.3%**	41.8%	58.2%	**62.7%**
Peak Hour	7:30	11:45	**11:45**	12:00	17:00	**12:00**
Volume	733	636	**1250**	614	879	**1257**
P.H.F.	0.87	0.92	**0.92**	0.92	0.94	**0.92**

cs@aimtd.com Tell. 714 253 7888

Tuesday, April 25, 2017 Location: OC PROJECT:

ADT2 MacArthur west of Hyland. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
0:30			15		15			12:00			272		321		
0:15			13		13			12:15			233		283		
0:30			6		10			12:30			282		275		
0:45			8	42	11	49	91	12:45			276	1063	234	1113	2176
1:00			5		9			13:00			278		269		
1:15			5		9			13:15			234		255		
1:30			7		7			13:30			254		308		
1:45			5	22	20	45	67	13:45			248	1014	236	1068	2082
2:00			5		5			14:00			247		284		
2:15			7		12			14:15			229		312		
2:30			2		17			14:30			235		454		
2:45			7	21	0	34	55	14:45			235	946	434	1484	2430
3:00			10		3			15:00			206		502		
3:15			12		4			15:15			216		547		
3:30			22		5			15:30			229		670		
3:45			26	70	8	20	90	15:45			183	834	672	2391	3225
4:00			22		12			16:00			186		773		
4:15			25		14			16:15			183		730		
4:30			60		12			16:30			206		777		
4:45			82	189	33	71	260	16:45			194	769	649	2929	3698
5:00			64		33			17:00			209		816		
5:15			103		21			17:15			193		746		
5:30			148		37			17:30			225		802		
5:45			145	460	47	138	598	17:45			182	809	806	3170	3979
6:00			127		50			18:00			157		739		
6:15			177		61			18:15			176		604		
6:30			253		78			18:30			176		467		
6:45			357	914	89	278	1192	18:45			139	648	377	2187	2835
7:00			448		87			19:00			133		258		
7:15			581		108			19:15			142		205		
7:30			689		128			19:30			135		178		
7:45			736	2454	154	477	2931	19:45			115	525	143	784	1309
8:00			678		165			20:00			103		144		
8:15			680		109			20:15			104		120		
8:30			647		107			20:30			84		96		
8:45			595	2600	149	530	3130	20:45			89	380	89	449	829
9:00			359		154			21:00			97		91		
9:15			285		130			21:15			72		72		
9:30			214		158			21:30			56		65		
9:45			231	1089	163	605	1694	21:45			47	272	56	284	556
10:00			203		197			22:00			34		71		
10:15			160		177			22:15			33		36		
10:30			200		172			22:30			41		38		
10:45			218	781	198	744	1525	22:45			35	143	34	179	322
11:00			188		180			23:00			25		31		
11:15			190		232			23:15			16		19		
11:30			257		256			23:30			16		21		
11:45			248	883	273	941	1824	23:45			15	72	19	90	162
Total Vol.				9525		3932	**13457**					7475		16128	**23603**

Daily Totals

NB	SB	EB	WB	**Combined**
		17000	20060	**37060**

			AM					**PM**		
Split %			70.8%	29.2%	**36.3%**			31.7%	68.3%	**63.7%**
Peak Hour	0:30	0:30	7:30	11:45	**7:30**			12:30	17:00	**17:00**
Volume			2783	1152	**3339**			1070	3170	**3979**
P.H.F.			0.95	0.90	**0.94**			0.95	0.97	**0.97**

cs@aimtd.com Tell. 714 253 7888

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Costa Mesa
MacArthur Boulevrad
E/ Hyland Avenue
24 Hour Directional Volume Count

CSM010
Site Code: 194-16674

Start Time	12/14/2016 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		13	**216**			19	249				
12:15		6	**221**			12	232				
12:30		10	**216**			17	237				
12:45		7	**226**	36	879	18	216	66	934	102	1813
01:00		15	202			11	222				
01:15		8	205			6	257				
01:30		8	180			8	253				
01:45		3	207	34	794	11	256	36	988	70	1782
02:00		3	191			10	254				
02:15		8	196			6	323				
02:30		10	242			6	369				
02:45		4	209	25	838	5	426	27	1372	52	2210
03:00		5	190			3	450				
03:15		4	186			7	506				
03:30		12	213			8	488				
03:45		14	192	35	781	14	515	32	1959	67	2740
04:00		18	192			17	509				
04:15		20	195			19	545				
04:30		29	230			31	**597**				
04:45		34	177	101	794	31	**545**	98	2196	199	2990
05:00		41	225			51	**588**				
05:15		46	205			55	**553**				
05:30		56	219			80	586				
05:45		79	170	222	819	98	521	284	2248	506	3067
06:00		91	171			71	539				
06:15		92	171			48	573				
06:30		134	143			91	519				
06:45		210	131	527	616	100	475	310	2106	837	2722
07:00		306	127			117	304				
07:15		380	125			100	296				
07:30		**461**	107			116	212				
07:45		**523**	110	1670	469	147	138	480	950	2150	1419
08:00		**405**	129			168	152				
08:15		**416**	106			151	105				
08:30		399	104			150	95				
08:45		329	92	1549	431	153	80	622	432	2171	863
09:00		254	77			130	94				
09:15		226	58			151	86				
09:30		173	64			135	57				
09:45		162	33	815	232	175	57	591	294	1406	526
10:00		183	35			188	38				
10:15		190	36			172	39				
10:30		167	34			191	22				
10:45		164	21	704	126	179	32	730	131	1434	257
11:00		178	24			**197**	26				
11:15		182	23			**197**	30				
11:30		194	25			**204**	19				
11:45		188	13	742	85	**209**	31	807	106	1549	191
Total		6460	6864	6460	6864	4083	13716	4083	13716	10543	20580
Combined Total		13324		13324		17799		17799		31123	
AM Peak	-	07:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	1805	-	-	-	807	-	-	-	-	-
P.H.F.		0.863				0.965					
PM Peak	-	-	12:00	-	-	-	04:30	-	-	-	-
Vol.	-	-	879	-	-	-	2283	-	-	-	-
P.H.F.			0.972				0.956				
Percentage		48.5%	51.5%			22.9%	77.1%				
ADT/AADT		ADT 31,123		AADT 31,123							

Location: Harbor Blvd between MacArthur Blvd & Scenic Ave/Lake Center
Date Range: 10/5/2015 - 10/11/2015
Site Code: 14

	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday					
	10/5/2015			10/6/2015			10/7/2015			10/8/2015			10/9/2015			10/10/2015			10/11/2015			Mid-Week Average		
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	6	0	6	0	0	0	188	150	338	203	159	362	262	192	454	368	292	660	304	261	565	130	103	233
1:00 AM	0	0	0	0	0	0	106	93	199	147	125	272	139	108	247	230	192	422	283	204	487	84	73	157
2:00 AM	2	1	3	0	0	0	89	82	171	102	76	178	96	87	183	289	378	667	174	135	309	64	53	116
3:00 AM	1	1	2	0	0	0	104	94	198	99	114	213	87	98	185	112	120	232	90	95	185	68	69	137
4:00 AM	6	0	6	1	0	1	183	370	553	163	334	497	164	339	503	134	229	363	84	120	204	116	235	350
5:00 AM	5	0	5	1	0	1	375	527	902	378	478	856	411	487	898	160	261	421	90	180	270	251	335	586
6:00 AM	4	0	4	0	0	0	576	1,088	1,664	618	1,110	1,728	554	1,064	1,618	284	516	800	155	326	481	398	733	1,131
7:00 AM	20	5	25	1	13	14	958	1,967	2,925	930	1,963	2,893	929	2,027	2,956	428	717	1,145	312	460	772	630	1,314	1,944
8:00 AM	31	9	40	2	0	2	1,104	1,987	3,091	1,086	1,843	2,929	1,078	1,958	3,036	715	875	1,590	470	573	1,043	731	1,277	2,007
9:00 AM	15	12	27	7	3	10	1,028	1,316	2,344	944	1,445	2,389	1,009	1,316	2,325	894	998	1,892	672	789	1,461	660	921	1,581
10:00 AM	34	16	50	10	5	15	962	1,084	2,046	965	1,079	2,044	1,065	1,136	2,201	944	1,087	2,031	755	919	1,674	646	723	1,368
11:00 AM	14	17	31	10	3	13	1,078	1,070	2,148	1,091	1,112	2,203	1,117	1,259	2,376	1,009	1,101	2,110	900	923	1,823	726	728	1,455
12:00 PM	17	5	22	334	410	744	1,239	1,248	2,487	1,340	1,159	2,499	1,308	1,221	2,529	1,118	1,108	2,226	901	945	1,846	971	939	1,910
1:00 PM	15	10	25	1,337	1,141	2,478	1,330	1,140	2,470	1,365	1,189	2,554	1,524	1,108	2,632	1,290	1,140	2,430	943	961	1,904	1,344	1,157	2,501
2:00 PM	12	3	15	1,388	1,062	2,450	1,414	1,106	2,520	1,574	1,106	2,680	1,687	1,194	2,881	1,182	1,025	2,207	946	955	1,901	1,459	1,091	2,550
3:00 PM	11	33	44	1,736	1,121	2,857	1,574	1,064	2,638	1,520	1,114	2,634	1,561	1,092	2,653	1,181	1,094	2,275	947	867	1,814	1,610	1,100	2,710
4:00 PM	3	0	3	1,553	1,107	2,660	1,516	1,100	2,616	1,531	1,039	2,570	1,543	1,088	2,631	1,156	1,055	2,211	912	854	1,766	1,533	1,082	2,615
5:00 PM	1	0	1	1,629	1,059	2,688	1,472	1,152	2,624	1,555	1,191	2,746	1,490	1,087	2,577	1,066	950	2,016	888	774	1,662	1,552	1,134	2,686
6:00 PM	5	0	5	1,622	913	2,535	1,654	921	2,575	1,637	1,080	2,717	1,644	944	2,588	945	799	1,744	824	746	1,570	1,638	971	2,609
7:00 PM	1	0	1	1,140	718	1,858	1,307	746	2,053	1,687	864	2,551	1,665	898	2,563	779	714	1,493	766	594	1,360	1,378	776	2,154
8:00 PM	0	0	0	844	558	1,402	909	601	1,510	923	673	1,596	973	744	1,717	644	484	1,128	658	493	1,151	892	611	1,503
9:00 PM	1	0	1	687	491	1,178	693	560	1,253	768	535	1,303	972	713	1,685	591	472	1,063	613	466	1,079	716	529	1,245
10:00 PM	0	0	0	508	312	820	554	354	908	557	348	905	898	605	1,503	528	449	977	628	477	1,105	540	338	878
11:00 PM	0	0	0	295	204	499	313	229	542	371	254	625	698	500	1,198	380	387	767	433	271	704	326	229	555
Total	**204**	**112**	**316**	**13,105**	**9,120**	**22,225**	**20,726**	**20,049**	**40,775**	**21,554**	**20,390**	**41,944**	**22,874**	**21,265**	**44,139**	**16,427**	**16,443**	**32,870**	**13,748**	**13,388**	**27,136**	**18,462**	**16,520**	**34,981**
Percent	**65%**	**35%**	-	**59%**	**41%**	-	**51%**	**49%**	-	**51%**	**49%**	-	**52%**	**48%**	-	**50%**	**50%**	-	**51%**	**49%**	-	**53%**	**47%**	-

1. Mid-week average includes data between Tuesday and Thursday.

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mark.skaggs@idaxdata.com

Location: Harbor Blvd between Law Court & South Coast Drive
Date Range: 10/5/2015 - 10/11/2015
Site Code: 15

	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday					
	10/5/2015			10/6/2015			10/7/2015			10/8/2015			10/9/2015			10/10/2015			10/11/2015			Mid-Week Average		
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	238	238	169	127	296	173	226	399	190	303	493	222	353	575	315	350	665	269	353	622	177	219	396
1:00 AM	0	118	118	95	80	175	115	101	216	147	179	326	139	130	269	224	220	444	216	374	590	119	120	239
2:00 AM	0	81	81	93	99	192	89	93	182	116	96	212	103	103	206	239	726	965	152	204	356	99	96	195
3:00 AM	0	94	94	94	88	182	123	100	223	116	128	244	104	109	213	125	149	274	88	104	192	111	105	216
4:00 AM	0	204	204	296	247	543	292	250	542	280	235	515	272	241	513	164	174	338	85	131	216	289	244	533
5:00 AM	0	452	452	550	467	1,017	514	513	1,027	509	482	991	533	456	989	191	265	456	113	162	275	524	487	1,012
6:00 AM	5	1,069	1,074	834	1,065	1,899	828	1,108	1,936	837	1,087	1,924	789	993	1,782	336	499	835	187	313	500	833	1,087	1,920
7:00 AM	39	1,967	2,006	1,291	1,991	3,282	1,275	1,857	3,132	1,264	1,866	3,130	1,204	1,826	3,030	556	736	1,292	353	438	791	1,277	1,905	3,181
8:00 AM	34	1,839	1,873	1,326	1,820	3,146	1,359	1,856	3,215	1,433	1,761	3,194	1,322	1,821	3,143	865	914	1,779	520	571	1,091	1,373	1,812	3,185
9:00 AM	13	1,354	1,367	1,271	1,437	2,708	1,311	1,439	2,750	1,373	1,496	2,869	1,325	1,361	2,686	929	1,044	1,973	761	795	1,556	1,318	1,457	2,776
10:00 AM	4	1,226	1,230	1,173	1,209	2,382	1,189	1,272	2,461	1,244	1,244	2,488	1,281	1,229	2,510	1,030	1,144	2,174	811	956	1,767	1,202	1,242	2,444
11:00 AM	10	1,254	1,264	1,262	1,406	2,668	1,267	1,322	2,589	1,354	1,450	2,804	1,373	1,472	2,845	1,147	1,258	2,405	960	1,007	1,967	1,294	1,393	2,687
12:00 PM	9	1,518	1,527	1,620	1,593	3,213	1,499	1,651	3,150	1,633	1,478	3,111	1,686	1,576	3,262	1,288	1,336	2,624	962	1,020	1,982	1,584	1,574	3,158
1:00 PM	1	1,433	1,434	1,509	1,433	2,942	1,511	1,402	2,913	1,650	1,460	3,110	1,596	1,431	3,027	1,348	1,283	2,631	899	1,110	2,009	1,557	1,432	2,988
2:00 PM	5	1,302	1,307	1,526	1,389	2,915	1,522	1,404	2,926	1,784	1,348	3,132	1,726	1,393	3,119	1,171	1,161	2,332	1,013	1,065	2,078	1,611	1,380	2,991
3:00 PM	6	1,423	1,429	1,837	1,408	3,245	1,831	1,321	3,152	1,876	1,396	3,272	1,792	1,394	3,186	1,268	1,114	2,382	928	940	1,868	1,848	1,375	3,223
4:00 PM	16	1,471	1,487	1,711	1,524	3,235	1,845	1,536	3,381	1,945	1,510	3,455	1,873	1,469	3,342	1,153	1,219	2,372	943	904	1,847	1,834	1,523	3,357
5:00 PM	15	1,615	1,630	1,605	1,807	3,412	1,785	1,580	3,365	1,637	1,743	3,380	1,678	1,503	3,181	1,062	1,005	2,067	908	849	1,757	1,676	1,710	3,386
6:00 PM	4	1,235	1,239	1,620	1,229	2,849	1,796	1,213	3,009	1,802	1,275	3,077	1,695	1,171	2,866	966	849	1,815	856	824	1,680	1,739	1,239	2,978
7:00 PM	0	888	888	1,109	930	2,039	1,263	982	2,245	1,578	1,011	2,589	1,553	1,040	2,593	814	748	1,562	822	638	1,460	1,317	974	2,291
8:00 PM	50	721	771	873	787	1,660	872	837	1,709	966	909	1,875	907	805	1,712	667	567	1,234	682	541	1,223	904	844	1,748
9:00 PM	627	608	1,235	669	664	1,333	699	734	1,433	731	733	1,464	868	751	1,619	563	578	1,141	608	619	1,227	700	710	1,410
10:00 PM	420	393	813	452	460	912	490	508	998	504	511	1,015	902	614	1,516	519	545	1,064	697	395	1,092	482	493	975
11:00 PM	233	196	429	290	295	585	294	332	626	312	528	840	573	636	1,209	366	477	843	471	221	692	299	385	684
Total	**1,491**	**22,699**	**24,190**	**23,275**	**23,555**	**46,830**	**23,942**	**23,637**	**47,579**	**25,281**	**24,229**	**49,510**	**25,516**	**23,877**	**49,393**	**17,306**	**18,361**	**35,667**	**14,304**	**14,534**	**28,838**	**24,166**	**23,807**	**47,973**
Percent	**6%**	**94%**	-	**50%**	**50%**	-	**50%**	**50%**	-	**51%**	**49%**	-	**52%**	**48%**	-	**49%**	**51%**	-	**50%**	**50%**	-	**50%**	**50%**	-

1. Mid-week average includes data between Tuesday and Thursday.

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Tuesday, April 25, 2017 Location: OC PROJECT:

ADT3 Harbor south of Coast. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	42		82					12:00	460		484				
0:15	44		54					12:15	525		389				
0:30	38		60					12:30	508		465				
0:45	37	161	37	233			394	12:45	515	2008	395	1733			3741
1:00	41		42					13:00	495		421				
1:15	30		41					13:15	477		418				
1:30	26		20					13:30	490		477				
1:45	33	130	28	131			261	13:45	452	1914	422	1738			3652
2:00	28		21					14:00	489		417				
2:15	24		23					14:15	464		410				
2:30	23		27					14:30	469		410				
2:45	18	93	20	91			184	14:45	552	1974	419	1656			3630
3:00	25		26					15:00	545		413				
3:15	20		18					15:15	526		436				
3:30	21		15					15:30	532		472				
3:45	40	106	32	91			197	15:45	516	2119	418	1739			3858
4:00	37		39					16:00	502		489				
4:15	51		39					16:15	527		477				
4:30	79		60					16:30	426		545				
4:45	138	305	85	223			528	16:45	446	1901	478	1989			3890
5:00	81		77					17:00	482		619				
5:15	89		111					17:15	468		537				
5:30	167		134					17:30	454		460				
5:45	210	547	143	465			1012	17:45	442	1846	449	2065			3911
6:00	179		194					18:00	429		420				
6:15	203		245					18:15	405		425				
6:30	216		331					18:30	378		336				
6:45	308	906	394	1164			2070	18:45	366	1578	336	1517			3095
7:00	275		440					19:00	324		365				
7:15	349		537					19:15	356		306				
7:30	405		640					19:30	317		265				
7:45	500	1529	533	2150			3679	19:45	307	1304	254	1190			2494
8:00	489		482					20:00	332		252				
8:15	467		481					20:15	306		231				
8:30	406		491					20:30	269		201				
8:45	415	1777	513	1967			3744	20:45	213	1120	211	895			2015
9:00	401		449					21:00	224		222				
9:15	366		409					21:15	214		206				
9:30	382		356					21:30	193		165				
9:45	469	1618	330	1544			3162	21:45	159	790	166	759			1549
10:00	416		257					22:00	142		166				
10:15	374		292					22:15	134		119				
10:30	398		336					22:30	130		114				
10:45	410	1598	405	1290			2888	22:45	106	512	98	497			1009
11:00	427		345					23:00	97		119				
11:15	420		402					23:15	72		102				
11:30	463		418					23:30	77		101				
11:45	493	1803	481	1646			3449	23:45	58	304	100	422			726
Total Vol.		10573		10995			**21568**			17370		16200			**33570**

Daily Totals

NB	SB	EB	WB	**Combined**
27943	27195			**55138**

	AM			**PM**		
Split %	49.0%	51.0%	**39.1%**	51.7%	48.3%	**60.9%**
Peak Hour	11:45	7:15	**7:30**	14:45	16:30	**16:30**
Volume	1986	2192	**3997**	2155	2179	**4001**
P.H.F.	0.95	0.86	**0.96**	0.97	0.88	**0.91**

cs@aimtd.com Tell. 714 253 7888

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of Irvine
Sand Canyon Avenue
B/ Trabuco Road - Irvine Boulevard

File Name 281
Site Code: 194-16001
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
Two Day Average	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	27	260			23	210				
12:15	26	260			18	210				
12:30	20	251			19	247				
12:45	21	233	93	1003	7	268	66	935	159	1938
1:00	20	216			8	256				
1:15	19	233			9	252				
1:30	19	226			3	247				
1:45	10	231	67	905	8	218	28	972	95	1877
2:00	8	218			8	221				
2:15	9	240			4	204				
2:30	8	236			5	248				
2:45	10	268	35	961	5	259	21	930	56	1891
3:00	6	321			6	258				
3:15	7	312			6	183				
3:30	9	347			12	213				
3:45	11	329	32	1308	10	193	34	846	66	2154
4:00	9	399			11	174				
4:15	13	391			17	154				
4:30	22	428			28	197				
4:45	37	446	81	1664	37	182	92	707	173	2371
5:00	42	482			48	171				
5:15	57	550			69	180				
5:30	72	505			88	189				
5:45	98	509	268	2045	120	171	324	710	592	2755
6:00	112	441			123	210				
6:15	151	424			159	184				
6:30	174	389			228	191				
6:45	158	359	594	1612	250	168	759	752	1353	2364
7:00	146	294			290	197				
7:15	170	288			328	183				
7:30	191	245			373	163				
7:45	166	233	671	1059	472	152	1462	694	2133	1753
8:00	198	230			440	144				
8:15	183	216			413	143				
8:30	167	203			405	104				
8:45	208	180	756	828	380	119	1636	509	2392	1337
9:00	187	174			306	100				
9:15	179	181			306	91				
9:30	196	153			248	88				
9:45	151	130	711	637	248	75	1107	353	1818	989
10:00	167	131			214	74				
10:15	162	113			237	68				
10:30	168	89			215	48				
10:45	169	71	666	403	207	38	873	227	1539	630
11:00	197	69			196	40				
11:15	213	51			204	35				
11:30	218	54			215	23				
11:45	230	48	858	221	180	23	794	121	1652	341
Totals	4831	12643			7194	7755				
Combined Totals		17474				14949				
ADT										32422
AM Peak Hour	1100	AM			745	AM				
Volume	858				1729					
P.H.F.	0.932				0.916					
PM Peak Hour		500	PM			2445	PM			
Volume		2045				1022				
P.H.F.		0.930				0.955				
Percentage	27.6%	72.4%			48.1%	51.9%				

Phone: 951-268-6268 counts@countsunlimited.com Fax: 951-268-6267

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of Irvine
Sand Canyon Avenue
B/ Irvine Boulevard- Portola Parkway

File Name 282
Site Code: 194-16001
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
3/23/2016	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	16	135			6	128				
12:15	14	140			3	116				
12:30	3	138			4	129				
12:45	6	156	39	569	1	194	14	567	53	1136
1:00	6	141			2	162				
1:15	5	176			3	155				
1:30	11	134			0	127				
1:45	5	155	27	606	3	135	8	579	35	1185
2:00	4	142			7	149				
2:15	1	188			1	121				
2:30	1	162			2	184				
2:45	2	172	8	664	1	197	11	651	19	1315
3:00	2	215			1	129				
3:15	4	256			4	117				
3:30	8	216			4	133				
3:45	1	260	15	947	2	120	11	499	26	1446
4:00	5	274			5	100				
4:15	2	255			8	111				
4:30	3	314			15	108				
4:45	8	301	18	1144	12	113	40	432	58	1576
5:00	9	257			27	112				
5:15	7	300			27	90				
5:30	25	338			44	96				
5:45	34	292	75	1187	53	113	151	411	226	1598
6:00	28	241			65	99				
6:15	61	243			89	69				
6:30	54	199			161	78				
6:45	95	195	238	878	161	74	476	320	714	1198
7:00	101	135			193	64				
7:15	111	151			189	81				
7:30	280	113			292	69				
7:45	136	114	628	513	327	61	1001	275	1629	788
8:00	97	125			234	53				
8:15	104	109			261	55				
8:30	109	104			281	52				
8:45	111	83	421	421	256	32	1032	192	1453	613
9:00	137	101			195	28				
9:15	160	80			194	25				
9:30	117	73			187	33				
9:45	100	59	514	313	172	30	748	116	1262	429
10:00	89	51			131	19				
10:15	93	59			122	17				
10:30	104	42			115	15				
10:45	103	35	389	187	127	18	495	69	884	256
11:00	140	31			117	10				
11:15	127	24			153	9				
11:30	126	27			125	8				
11:45	104	26	497	108	114	3	509	30	1006	138
Totals	2869	7537			4496	4141				
Combined Totals		10406				8637				
ADT										19043
AM Peak Hour	700	AM			730	AM				
Volume	628				1114					
P.H.F.	0.561				0.852					
PM Peak Hour		445	PM			200	PM			
Volume		1196				651				
P.H.F.		0.885				0.826				
Percentage	27.6%	72.4%			52.1%	47.9%				

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

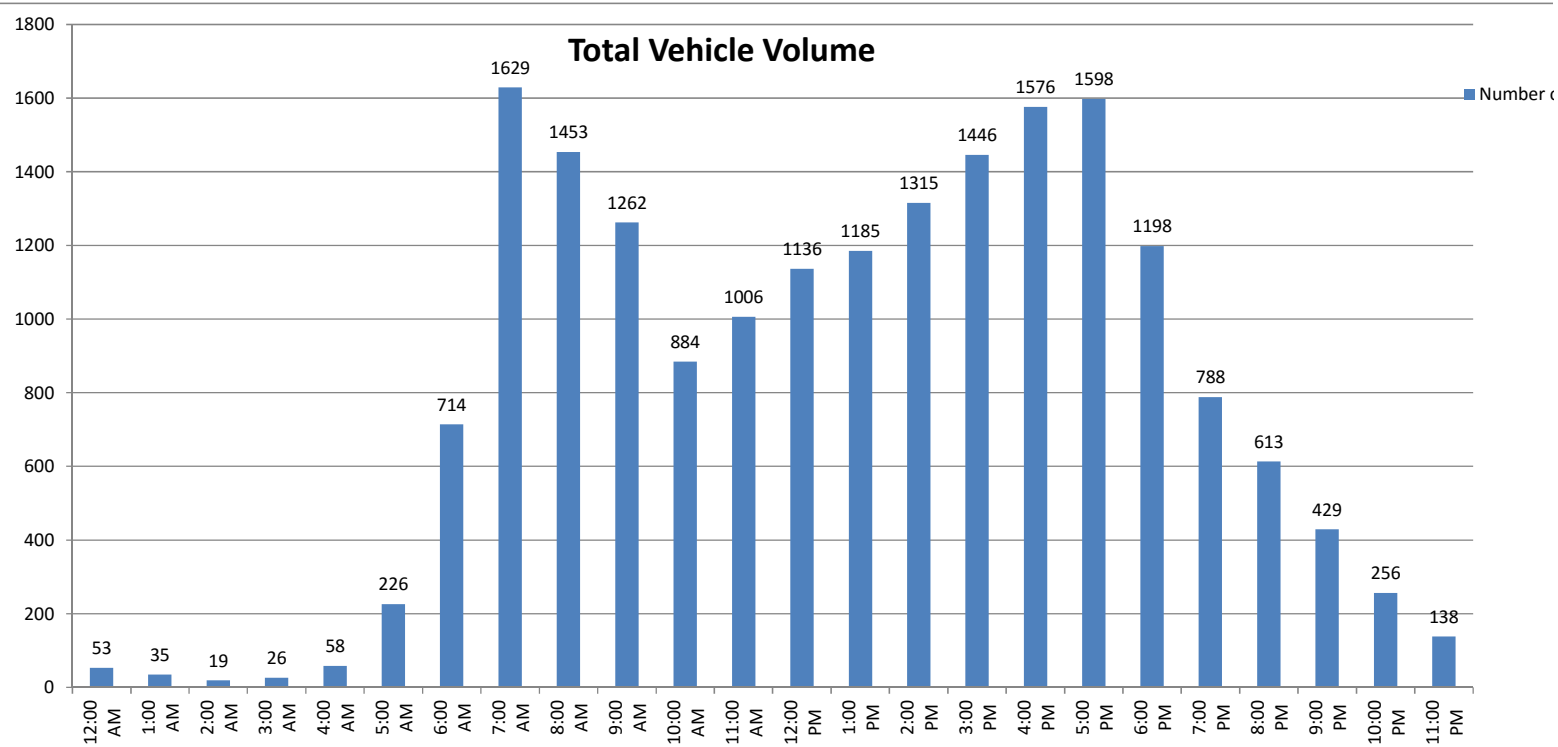
24 Hour Volume Plot

Sand Canyon Avenue
B/ Irvine Boulevard- Portola Parkway

3/23/2016

Southbound

Start Time	3/23/2016
12:00 AM	53
1:00 AM	35
2:00 AM	19
3:00 AM	26
4:00 AM	58
5:00 AM	226
6:00 AM	714
7:00 AM	1629
8:00 AM	1453
9:00 AM	1262
10:00 AM	884
11:00 AM	1006
12:00 PM	1136
1:00 PM	1185
2:00 PM	1315
3:00 PM	1446
4:00 PM	1576
5:00 PM	1598
6:00 PM	1198
7:00 PM	788
8:00 PM	613
9:00 PM	429
10:00 PM	256
11:00 PM	138
Total	19043



Volumes represent the combined totals for both directions

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of Irvine
Sand Canyon Avenue
B/ Irvine Boulevard- Portola Parkway

File Name 282
Site Code: 194-16001
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
3/24/2016	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	16	105			9	122				
12:15	14	134			5	128				
12:30	13	164			5	122				
12:45	11	151	54	554	1	214	20	586	74	1140
1:00	9	171			4	132				
1:15	8	146			4	136				
1:30	9	145			1	157				
1:45	8	139	34	601	4	164	13	589	47	1190
2:00	5	168			0	95				
2:15	6	192			0	120				
2:30	7	216			4	173				
2:45	4	227	22	803	3	202	7	590	29	1393
3:00	4	210			2	171				
3:15	4	268			0	115				
3:30	7	246			6	114				
3:45	3	249	18	973	2	99	10	499	28	1472
4:00	1	251			7	110				
4:15	7	285			8	104				
4:30	7	298			18	133				
4:45	12	297	27	1131	14	105	47	452	74	1583
5:00	14	319			26	110				
5:15	18	375			23	88				
5:30	31	368			44	128				
5:45	40	355	103	1417	57	102	150	428	253	1845
6:00	36	283			58	115				
6:15	59	262			91	144				
6:30	84	242			146	92				
6:45	86	173	265	960	154	97	449	448	714	1408
7:00	82	160			176	116				
7:15	140	156			206	136				
7:30	228	135			306	151				
7:45	156	102	606	553	360	135	1048	538	1654	1091
8:00	91	122			285	62				
8:15	101	92			246	92				
8:30	104	91			264	62				
8:45	103	83	399	388	208	48	1003	264	1402	652
9:00	169	76			180	46				
9:15	169	92			185	52				
9:30	137	87			198	46				
9:45	119	73	594	328	189	38	752	182	1346	510
10:00	92	63			152	28				
10:15	93	47			145	29				
10:30	111	48			107	25				
10:45	110	28	406	186	119	19	523	101	929	287
11:00	113	14			100	17				
11:15	135	29			126	19				
11:30	128	31			141	13				
11:45	118	24	494	98	130	16	497	65	991	163
Totals	3022	7992			4519	4742				
Combined Totals		11014				9261				
ADT										20275
AM Peak Hour	715	AM			730	AM				
Volume	615				1197					
P.H.F.	0.674				0.831					
PM Peak Hour		500	PM			215	PM			
Volume		1417				666				
P.H.F.		0.945				0.824				
Percentage	27.4%	72.6%			48.8%	51.2%				

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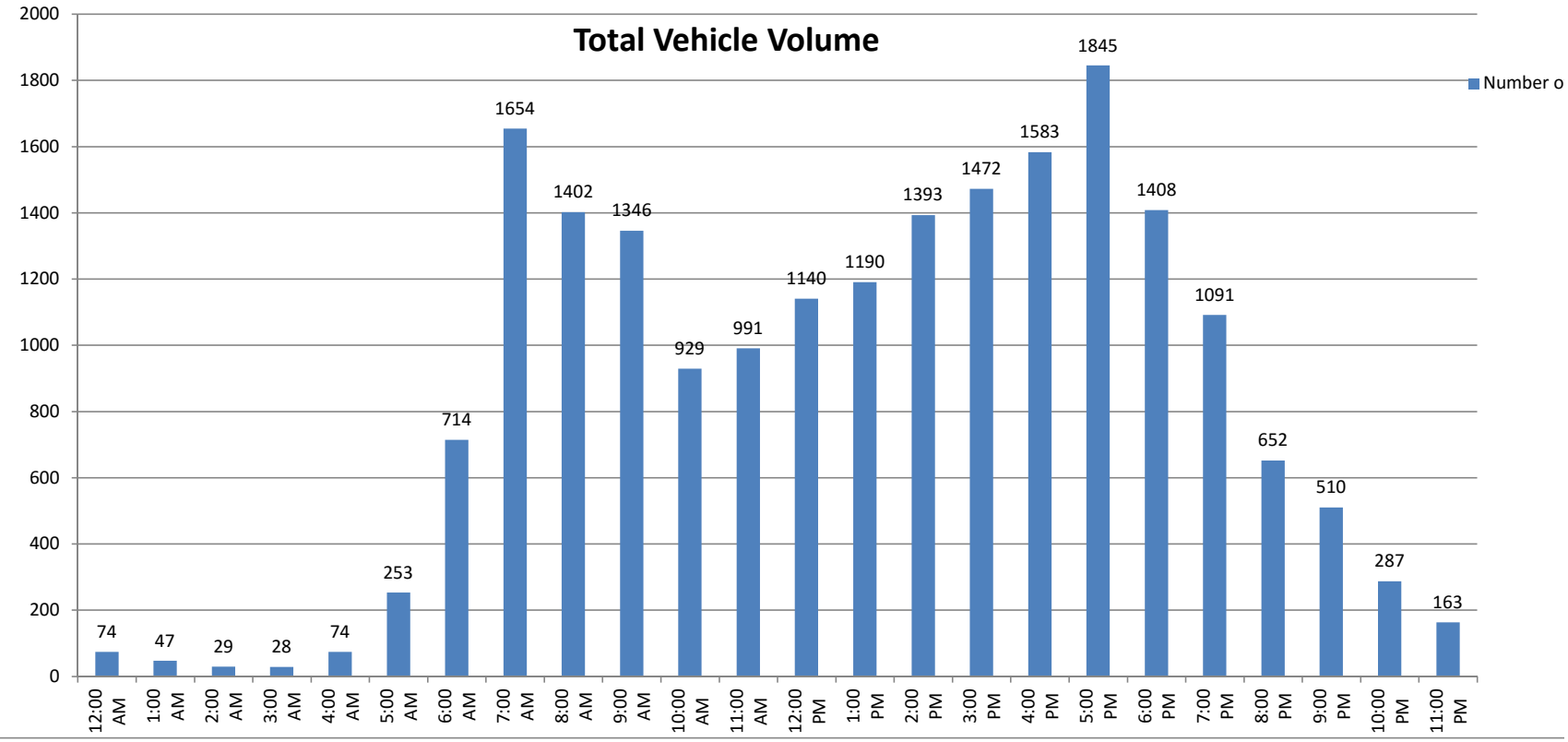
24 Hour Volume Plot

Sand Canyon Avenue
B/ Irvine Boulevard- Portola Parkway
3/24/2016

Southbound

Start Time	3/24/2016
12:00 AM	74
1:00 AM	47
2:00 AM	29
3:00 AM	28
4:00 AM	74
5:00 AM	253
6:00 AM	714
7:00 AM	1654
8:00 AM	1402
9:00 AM	1346
10:00 AM	929
11:00 AM	991
12:00 PM	1140
1:00 PM	1190
2:00 PM	1393
3:00 PM	1472
4:00 PM	1583
5:00 PM	1845
6:00 PM	1408
7:00 PM	1091
8:00 PM	652
9:00 PM	510
10:00 PM	287
11:00 PM	163
Total	20275



Volumes represent the combined totals for both directions

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Counts Unlimited, Inc.
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Corona, CA 92878

City of Irvine
Sand Canyon Avenue
B/ Irvine Boulevard- Portola Parkway

File Name 282
Site Code: 194-16001
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
Two Day Average	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	16	120			8	125				
12:15	14	137			4	122				
12:30	8	151			5	126				
12:45	9	154	47	562	1	204	17	577	64	1138
1:00	8	156			3	147				
1:15	7	161			4	146				
1:30	10	140			1	142				
1:45	7	147	31	604	4	150	11	584	41	1188
2:00	5	155			4	122				
2:15	4	190			1	121				
2:30	4	189			3	179				
2:45	3	200	15	734	2	200	9	621	24	1354
3:00	3	213			2	150				
3:15	4	262			2	116				
3:30	8	231			5	124				
3:45	2	255	17	960	2	110	11	499	27	1459
4:00	3	263			6	105				
4:15	5	270			8	108				
4:30	5	306			17	121				
4:45	10	299	23	1138	13	109	44	442	66	1580
5:00	12	288			27	111				
5:15	13	338			25	89				
5:30	28	353			44	112				
5:45	37	324	89	1302	55	108	151	420	240	1722
6:00	32	262			62	107				
6:15	60	253			90	107				
6:30	69	221			154	85				
6:45	91	184	252	919	158	86	463	384	714	1303
7:00	92	148			185	90				
7:15	126	154			198	109				
7:30	254	124			299	110				
7:45	146	108	617	533	344	98	1025	407	1642	940
8:00	94	124			260	58				
8:15	103	101			254	74				
8:30	107	98			273	57				
8:45	107	83	410	405	232	40	1018	228	1428	633
9:00	153	89			188	37				
9:15	165	86			190	39				
9:30	127	80			193	40				
9:45	110	66	554	321	181	34	750	149	1304	470
10:00	91	57			142	24				
10:15	93	53			134	23				
10:30	108	45			111	20				
10:45	107	32	398	187	123	19	509	85	907	272
11:00	127	23			109	14				
11:15	131	27			140	14				
11:30	127	29			133	11				
11:45	111	25	496	103	122	10	503	48	999	151
Totals	2946	7765			4508	4442				
Combined Totals		10710				8949				
ADT										19659
AM Peak Hour	715	AM			730	AM				
Volume	620				1156					
P.H.F.	0.610				0.841					
PM Peak Hour		500	PM			215	PM			
Volume		1302				649				
P.H.F.		0.922				0.813				
Percentage	27.5%	72.5%			50.4%	49.6%				

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Counts Unlimited, Inc.
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Corona, CA 92878

City of Irvine
Portola Parkway
B/ Bee Canyon - Sand Canyon Avenue

File Name 255
Site Code: 194-16001
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
3/9/2016	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	5	127			5	82				
12:15	3	92			1	105				
12:30	4	109			3	105				
12:45	3	117	15	445	1	105	10	397	25	842
1:00	3	104			3	101				
1:15	2	92			3	114				
1:30	2	102			0	134				
1:45	2	133	9	431	1	151	7	500	16	931
2:00	1	168			0	137				
2:15	0	147			0	116				
2:30	1	102			1	161				
2:45	1	104	3	521	1	189	2	603	5	1124
3:00	0	98			1	200				
3:15	0	119			2	222				
3:30	0	160			0	276				
3:45	1	139	1	516	3	237	6	935	7	1451
4:00	3	110			1	228				
4:15	6	92			0	259				
4:30	6	91			2	244				
4:45	9	134	24	427	6	251	9	982	33	1409
5:00	7	151			10	271				
5:15	21	142			12	347				
5:30	41	137			29	275				
5:45	50	143	119	573	37	257	88	1150	207	1723
6:00	52	127			33	229				
6:15	100	102			48	202				
6:30	146	103			62	131				
6:45	184	74	482	406	89	100	232	662	714	1068
7:00	140	84			119	109				
7:15	194	69			164	80				
7:30	217	57			182	56				
7:45	203	64	754	274	259	59	724	304	1478	578
8:00	189	51			213	47				
8:15	246	49			244	35				
8:30	222	43			286	31				
8:45	212	35	869	178	132	35	875	148	1744	326
9:00	157	33			105	25				
9:15	147	35			129	26				
9:30	113	25			108	21				
9:45	104	21	521	114	92	18	434	90	955	204
10:00	104	23			93	20				
10:15	66	15			110	10				
10:30	86	11			103	10				
10:45	96	8	352	57	92	6	398	46	750	103
11:00	101	15			102	12				
11:15	99	5			91	12				
11:30	83	7			103	8				
11:45	98	4	381	31	107	9	403	41	784	72
Totals	3530	3973			3188	5858				
Combined Totals		7503				9046				
ADT										16549
AM Peak Hour	800	AM			745	AM				
Volume	869				1002					
P.H.F.	0.883				0.876					
PM Peak Hour		500	PM			500	PM			
Volume		573				1150				
P.H.F.		0.949				0.829				
Percentage	47.0%	53.0%			35.2%	64.8%				

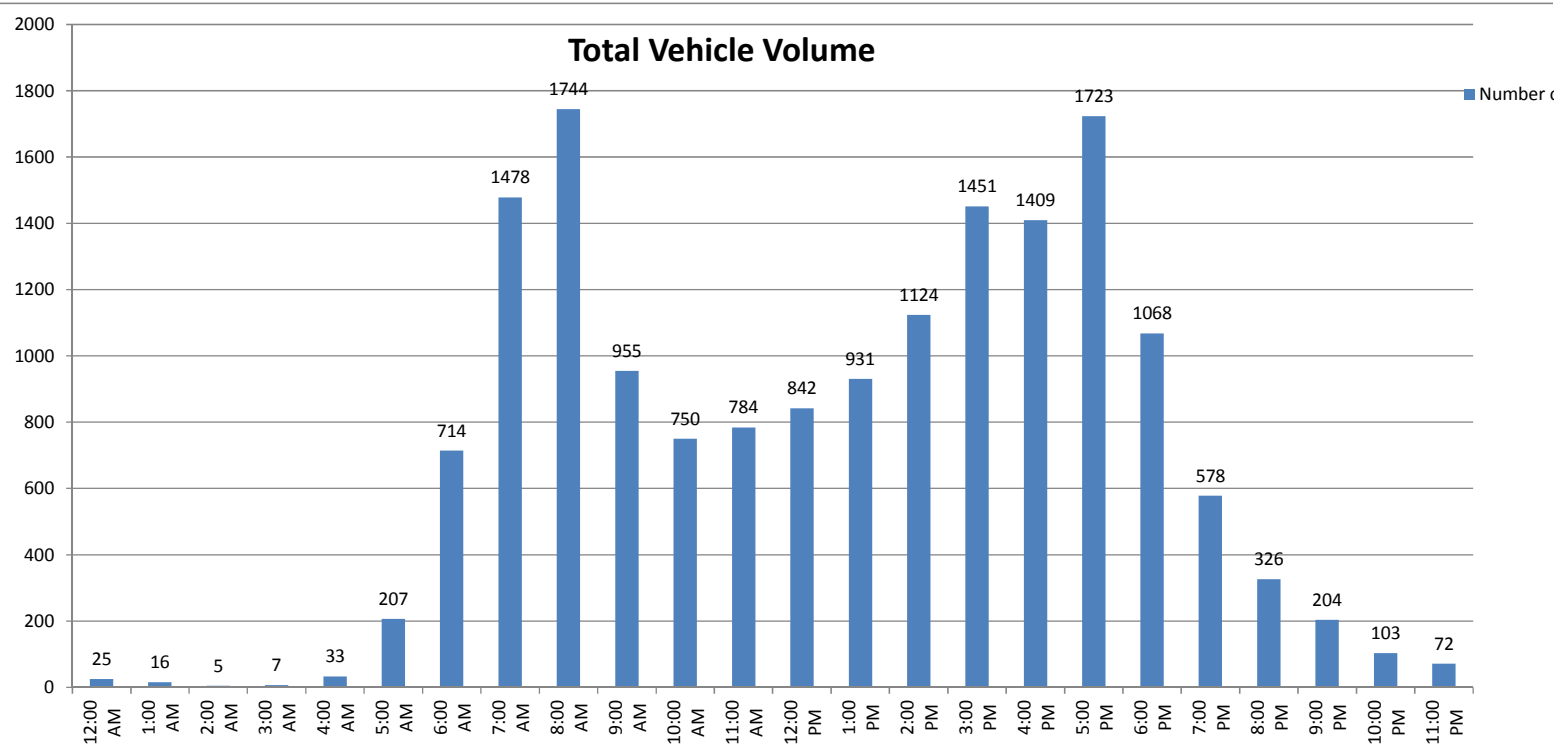
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

24 Hour Volume Plot

Portola Parkway
B/ Bee Canyon - Sand Canyon Avenue
3/9/2016

Westbound

Start Time	3/9/2016
12:00 AM	25
1:00 AM	16
2:00 AM	5
3:00 AM	7
4:00 AM	33
5:00 AM	207
6:00 AM	714
7:00 AM	1478
8:00 AM	1744
9:00 AM	955
10:00 AM	750
11:00 AM	784
12:00 PM	842
1:00 PM	931
2:00 PM	1124
3:00 PM	1451
4:00 PM	1409
5:00 PM	1723
6:00 PM	1068
7:00 PM	578
8:00 PM	326
9:00 PM	204
10:00 PM	103
11:00 PM	72
Total	16549



Volumes represent the combined totals for both directions

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of Irvine
Portola Parkway
B/ Bee Canyon - Sand Canyon Avenue

File Name 255
Site Code: 194-16001
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
3/10/2016	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	6	109			3	104				
12:15	7	96			3	98				
12:30	4	88			1	107				
12:45	0	101	17	394	3	102	10	411	27	805
1:00	6	74			2	106				
1:15	2	99			1	122				
1:30	1	78			5	119				
1:45	2	117	11	368	2	141	10	488	21	856
2:00	0	160			2	127				
2:15	5	124			0	149				
2:30	0	98			1	203				
2:45	1	122	6	504	4	192	7	671	13	1175
3:00	1	115			6	178				
3:15	3	132			0	223				
3:30	0	130			1	270				
3:45	1	106	5	483	1	249	8	920	13	1403
4:00	3	108			1	261				
4:15	6	113			3	282				
4:30	3	117			2	303				
4:45	11	127	23	465	9	279	15	1125	38	1590
5:00	9	134			10	267				
5:15	26	165			13	297				
5:30	34	142			15	262				
5:45	60	121	129	562	33	257	71	1083	200	1645
6:00	61	109			33	193				
6:15	90	112			32	163				
6:30	142	92			64	121				
6:45	153	81	446	394	98	114	227	591	673	985
7:00	179	75			130	70				
7:15	175	88			189	98				
7:30	248	65			321	58				
7:45	313	50	915	278	253	48	893	274	1808	552
8:00	201	48			238	41				
8:15	217	38			170	43				
8:30	180	40			121	34				
8:45	142	50	740	176	138	29	667	147	1407	323
9:00	119	55			128	41				
9:15	110	39			143	25				
9:30	149	34			110	15				
9:45	97	27	475	155	101	16	482	97	957	252
10:00	98	20			100	23				
10:15	89	15			92	20				
10:30	103	13			110	19				
10:45	92	16	382	64	95	14	397	76	779	140
11:00	93	11			80	12				
11:15	80	6			108	5				
11:30	91	11			109	7				
11:45	101	2	365	30	97	15	394	39	759	69
Totals	3514	3873			3181	5922				
Combined Totals		7387				9103				
ADT										16490
AM Peak Hour	730	AM			715	AM				
Volume	979				1001					
P.H.F.	0.782				0.780					
PM Peak Hour		445	PM			430	PM			
Volume		568				1146				
P.H.F.		0.861				0.946				
Percentage	47.6%	52.4%			34.9%	65.1%				

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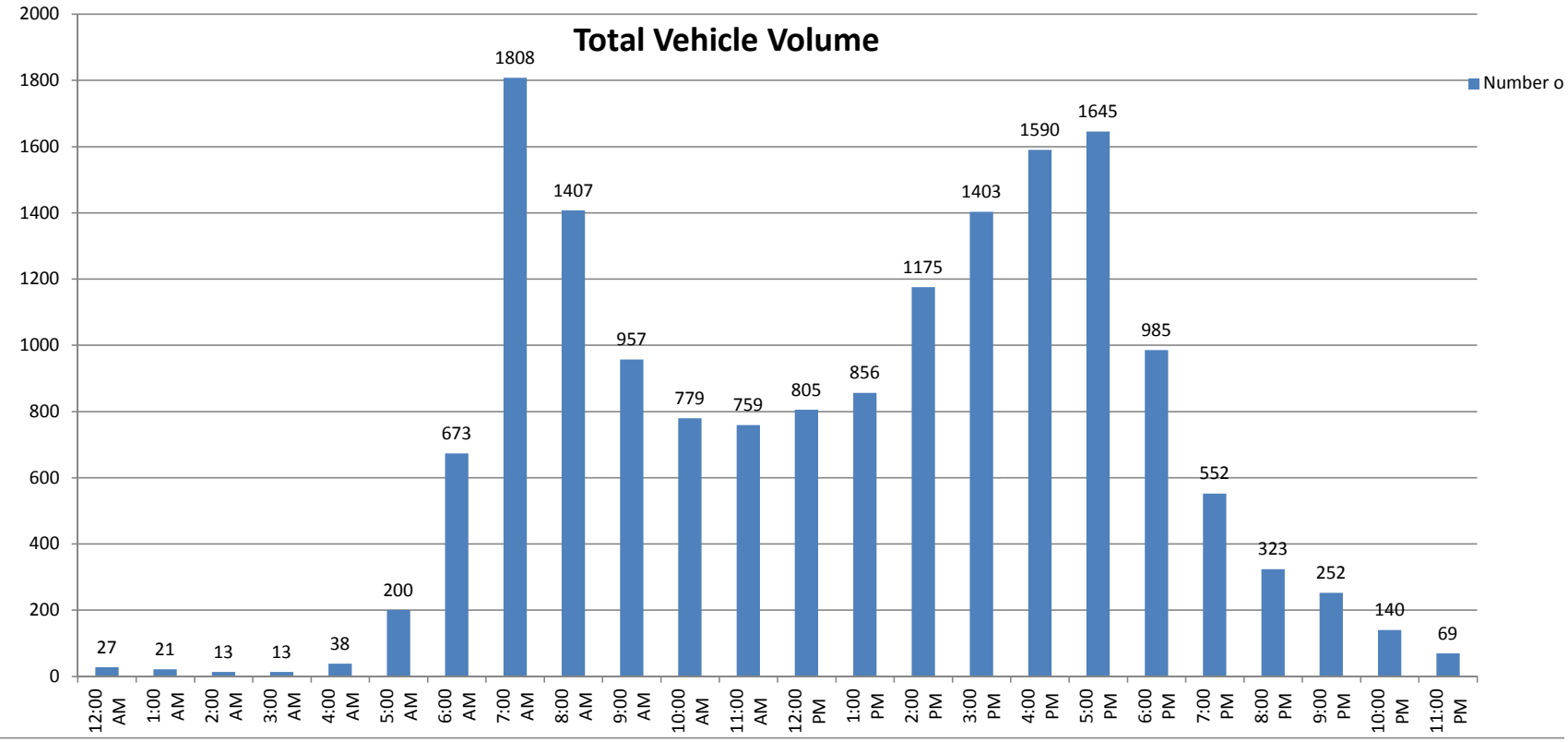
24 Hour Volume Plot

Portola Parkway
B/ Bee Canyon - Sand Canyon Avenue
3/10/2016

Westbound

Start Time	3/10/2016
12:00 AM	27
1:00 AM	21
2:00 AM	13
3:00 AM	13
4:00 AM	38
5:00 AM	200
6:00 AM	673
7:00 AM	1808
8:00 AM	1407
9:00 AM	957
10:00 AM	779
11:00 AM	759
12:00 PM	805
1:00 PM	856
2:00 PM	1175
3:00 PM	1403
4:00 PM	1590
5:00 PM	1645
6:00 PM	985
7:00 PM	552
8:00 PM	323
9:00 PM	252
10:00 PM	140
11:00 PM	69
Total	16490



Volumes represent the combined totals for both directions

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Corona, CA 92878

City of Irvine
Portola Parkway
B/ Bee Canyon - Sand Canyon Avenue

File Name 255
Site Code: 194-16001
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
Two Day Average	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	6	118			4	93				
12:15	5	94			2	102				
12:30	4	99			2	106				
12:45	2	109	16	420	2	104	10	404	26	824
1:00	5	89			3	104				
1:15	2	96			2	118				
1:30	2	90			3	127				
1:45	2	125	10	400	2	146	9	494	19	894
2:00	1	164			1	132				
2:15	3	136			0	133				
2:30	1	100			1	182				
2:45	1	113	5	513	3	191	5	637	9	1150
3:00	1	107			4	189				
3:15	2	126			1	223				
3:30	0	145			1	273				
3:45	1	123	3	500	2	243	7	928	10	1427
4:00	3	109			1	245				
4:15	6	103			2	271				
4:30	5	104			2	274				
4:45	10	131	24	446	8	265	12	1054	36	1500
5:00	8	143			10	269				
5:15	24	154			13	322				
5:30	38	140			22	269				
5:45	55	132	124	568	35	257	80	1117	204	1684
6:00	57	118			33	211				
6:15	95	107			40	183				
6:30	144	98			63	126				
6:45	169	78	464	400	94	107	230	627	694	1027
7:00	160	80			125	90				
7:15	185	79			177	89				
7:30	233	61			252	57				
7:45	258	57	835	276	256	54	809	289	1643	565
8:00	195	50			226	44				
8:15	232	44			207	39				
8:30	201	42			204	33				
8:45	177	43	805	177	135	32	771	148	1576	325
9:00	138	44			117	33				
9:15	129	37			136	26				
9:30	131	30			109	18				
9:45	101	24	498	135	97	17	458	94	956	228
10:00	101	22			97	22				
10:15	78	15			101	15				
10:30	95	12			107	15				
10:45	94	12	367	61	94	10	398	61	765	122
11:00	97	13			91	12				
11:15	90	6			100	9				
11:30	87	9			106	8				
11:45	100	3	373	31	102	12	399	40	772	71
Totals	3522	3923			3185	5890				
Combined Totals		7445				9075				
ADT										16520
AM Peak Hour	730	AM			730	AM				
Volume	917				940					
P.H.F.	0.889				0.918					
PM Peak Hour		500	PM			430	PM			
Volume		568				1130				
P.H.F.		0.924				0.877				
Percentage	47.3%	52.7%			35.1%	64.9%				

Phone: 951-268-6268 counts@countsunlimited.com Fax: 951-268-6267

Thursday, April 20, 2017 Location: OC PROJECT:

ADT4 Bee Canyon Access north of Portola. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	0		0					12:00	48		36				
0:15	0		0					12:15	37		49				
0:30	0		0					12:30	34		37				
0:45	0	0	0	0				12:45	34	153	50	172			325
1:00	0		0					13:00	45		31				
1:15	0		0					13:15	26		46				
1:30	0		0					13:30	32		26				
1:45	0	0	0	0				13:45	41	144	32	135			279
2:00	0		0					14:00	30		33				
2:15	0		0					14:15	28		36				
2:30	0		0					14:30	29		35				
2:45	0	0	0	0				14:45	34	121	27	131			252
3:00	0		0					15:00	37		24				
3:15	0		0					15:15	23		43				
3:30	0		0					15:30	29		43				
3:45	0	0	0	0				15:45	12	101	26	136			237
4:00	0		0					16:00	4		25				
4:15	0		0					16:15	0		15				
4:30	3		0					16:30	0		24				
4:45	5	8	0	0			8	16:45	0	4	4	68			72
5:00	4		0					17:00	0		20				
5:15	6		0					17:15	0		0				
5:30	7		0					17:30	0		8				
5:45	6	23	0	0			23	17:45	0	0	0	28			28
6:00	8		0					18:00	0		2				
6:15	27		0					18:15	0		0				
6:30	9		0					18:30	0		5				
6:45	31	75	0	0			75	18:45	0	0	2	9			9
7:00	22		0					19:00	0		0				
7:15	16		25					19:15	0		0				
7:30	22		34					19:30	0		0				
7:45	19	79	22	81			160	19:45	0	0	0	0			
8:00	27		15					20:00	0		0				
8:15	24		13					20:15	0		0				
8:30	22		28					20:30	0		0				
8:45	20	93	23	79			172	20:45	0	0	0	0			
9:00	28		28					21:00	0		0				
9:15	33		18					21:15	0		0				
9:30	53		33					21:30	0		0				
9:45	42	156	24	103			259	21:45	0	0	0	0			
10:00	50		37					22:00	0		0				
10:15	35		39					22:15	0		0				
10:30	44		33					22:30	0		0				
10:45	47	176	28	137			313	22:45	0	0	0	0			
11:00	47		60					23:00	0		0				
11:15	46		42					23:15	0		0				
11:30	49		41					23:30	0		0				
11:45	34	176	46	189			365	23:45	0	0	0	0			
Total Vol.		786		589			**1375**			523		679			**1202**

Daily Totals

NB	SB	EB	WB	**Combined**
1309	1268			**2577**

	AM			**PM**		
Split %	57.2%	42.8%	**53.4%**	43.5%	56.5%	**46.6%**
Peak Hour	10:45	11:00	**11:00**	12:00	12:00	**12:00**
Volume	189	189	**365**	153	172	**325**
P.H.F.	0.96	0.79	**0.85**	0.80	0.86	**0.94**

cs@aimtd.com Tell. 714 253 7888

Appendix C - Counts

Bowerman Landfill Vehicle Count by Weight Converted to Passenger Car Equivalents Trips

Maximum Vehicle Weight (Ton)	Count Dates[1]			Daily Average Vehicles	Axle	Passenger Car Equivalent[2]	Daily Average Trips (PCE)
	4/18/2017	4/19/2017	4/20/2017				
1.99	3	4	7	5	2	1.5	15
2.49	1	1	0	1	2	1.5	3
2.99	2	1	2	2	2	1.5	6
3.49	0	1	0	1	2	1.5	3
3.99	0	1	1	1	2	1.5	3
4.49	5	8	3	6	2	1.5	18
4.99	4	2	8	5	2	1.5	15
5.99	6	2	6	5	2	1.5	15
6.99	4		5	3	2	1.5	9
7.99	8	8	3	7	2	1.5	21
8.99	5		6	4	2	1.5	12
11.99	2	2	5	3	2	1.5	9
12 Plus	23	16	18	19	3	2	76
Tractor Trailer Combo	8	5	8	7	3	2	28
3 Axle	58	45	61	55	3	2	220
Transfer Combo	290	301	286	293	3	2	1172
2 Axle SR Loader	2	0	0	1	2	1.5	3
3 Axle SR Loader	15	23	19	19	3	2	76
4 Axle SR Loader	47	44	41	44	4	3	264
3 Axle FRT Loader	7	7	6	7	3	2	28
4 Axle FRT Loader	77	85	74	79	4	3	474
	567	556	559	567			2470

1 Source: Bowerman Landfill vehicle count.

2 Passenger car equivalents (PCE) per San Bernardino standard: 1.5 PCE = 2 axle truck, 2.0 PCE = 3 axle truck and 3.0 PCE = 4+ axle truck.

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Loads by Vehicle Type

Count April 2017 FRB

Sitecode='27' AND DateOut Between '2017-04-18' and '2017-04-18'

Vehicle Type/Hour	VT	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	**Total**
04 <=880 lbs (.44 ton) NET	4	0	0	0	0	1	1	0	0	1	0	0	**3**
06 2.00-2.49 TON TRUCK	6	0	0	0	0	0	0	1	0	0	0	0	**1**
07 2.50-2.99 TON TRUCK	7	0	0	0	1	0	0	0	0	0	1	0	**2**
10 4.00-4.49 TON TRUCK	10	0	0	2	2	0	1	0	0	0	0	0	**5**
11 4.50-4.99 TON TRUCK	11	0	0	1	0	0	0	2	1	0	0	0	**4**
12 5.00-5.99 TON TRUCK	12	0	1	1	1	0	0	0	1	2	0	0	**6**
13 6.00-6.99 TON TRUCK	13	0	0	0	1	0	1	1	0	0	1	0	**4**
14 7.00-7.99 TON TRUCK	14	0	0	0	1	0	1	2	0	4	0	0	**8**
15 8.00-8.99 TON TRUCK	15	0	1	1	1	0	1	0	1	0	0	0	**5**
16 9.00-11.99 TON TRUCK	16	0	0	1	0	0	0	0	0	0	1	0	**2**
17 12.00 TON TRUCK & OVER	17	0	2	4	1	5	4	3	2	2	0	0	**23**
18 TRACTOR-TRAILER COMBINATION	18	0	2	0	2	1	0	2	1	0	0	0	**8**
53 3 AXLE DOB BY WEIGHT	23	0	7	8	8	7	9	5	6	3	5	0	**58**
30 TRANSFER TRUCK COMBINATION	30	0	44	13	32	24	38	42	41	33	17	6	**290**
42 2-Axle Side or Rear Loader	42	0	0	0	0	1	0	0	0	1	0	0	**2**
46 3-Axle Side Loader	46	0	0	1	2	4	3	4	1	0	0	0	**15**
47 4-Axle Side or Rear Loader	47	0	0	1	7	9	10	13	6	1	0	0	**47**
48 3-Axle Front Loader	48	0	1	0	1	1	0	3	0	0	1	0	**7**
50 4-Axle Front Loader	50	0	1	10	15	9	9	10	12	3	8	0	**77**
Total		**0**	**59**	**43**	**75**	**62**	**78**	**88**	**72**	**50**	**34**	**6**	**567**

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Loads by Vehicle Type

Count April 2017 FRB

Sitecode='27' AND DateOut Between '2017-04-19' and '2017-04-19'

Vehicle Type/Hour	VT	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	**Total**
04 <=880 lbs (.44 ton) NET	4	0	0	1	0	0	1	2	0	0	0	0	**4**
06 2.00-2.49 TON TRUCK	6	0	0	0	0	0	1	0	0	0	0	0	**1**
07 2.50-2.99 TON TRUCK	7	0	0	0	0	0	0	0	0	1	0	0	**1**
08 3.00-3.49 TON TRUCK	8	0	0	0	0	1	0	0	0	0	0	0	**1**
09 3.50-3.99 TON TRUCK	9	0	0	0	0	0	1	0	0	0	0	0	**1**
10 4.00-4.49 TON TRUCK	10	0	0	0	2	1	1	1	0	2	1	0	**8**
11 4.50-4.99 TON TRUCK	11	0	0	1	0	0	1	0	0	0	0	0	**2**
12 5.00-5.99 TON TRUCK	12	0	0	0	0	0	1	1	0	0	0	0	**2**
14 7.00-7.99 TON TRUCK	14	0	1	2	0	0	1	0	2	2	0	0	**8**
16 9.00-11.99 TON TRUCK	16	0	0	0	0	0	1	0	1	0	0	0	**2**
17 12.00 TON TRUCK & OVER	17	0	0	1	2	4	1	2	4	1	1	0	**16**
18 TRACTOR-TRAILER COMBINATION	18	0	1	0	0	2	0	1	1	0	0	0	**5**
53 3 AXLE DOB BY WEIGHT	23	0	8	3	8	5	3	6	5	2	5	0	**45**
30 TRANSFER TRUCK COMBINATION	30	0	33	23	40	31	38	43	40	32	20	1	**301**
46 3-Axle Side Loader	46	0	0	1	4	5	5	4	3	1	0	0	**23**
47 4-Axle Side or Rear Loader	47	0	0	1	6	13	13	5	4	1	1	0	**44**
48 3-Axle Front Loader	48	0	1	1	0	3	0	2	0	0	0	0	**7**
50 4-Axle Front Loader	50	0	1	10	17	10	8	14	10	3	11	1	**85**
Total		**0**	**45**	**44**	**79**	**75**	**76**	**81**	**70**	**45**	**39**	**2**	**556**

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Loads by Vehicle Type

Count April 2017 FRB

Sitecode='27' AND DateOut Between '2017-04-20' and '2017-04-20'

Vehicle Type/Hour	VT	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	**Total**
04 <=880 lbs (.44 ton) NET	4	0	1	1	1	1	0	0	0	0	3	0	**7**
07 2.50-2.99 TON TRUCK	7	0	0	0	0	0	0	0	1	1	0	0	**2**
09 3.50-3.99 TON TRUCK	9	0	0	0	1	0	0	0	0	0	0	0	**1**
10 4.00-4.49 TON TRUCK	10	0	0	0	1	1	0	0	0	1	0	0	**3**
11 4.50-4.99 TON TRUCK	11	0	2	1	0	0	1	2	0	2	0	0	**8**
12 5.00-5.99 TON TRUCK	12	0	0	1	0	1	1	0	0	2	1	0	**6**
13 6.00-6.99 TON TRUCK	13	0	0	0	2	1	0	1	0	0	1	0	**5**
14 7.00-7.99 TON TRUCK	14	0	0	1	0	0	0	1	0	1	0	0	**3**
15 8.00-8.99 TON TRUCK	15	0	2	0	1	0	0	0	0	2	1	0	**6**
16 9.00-11.99 TON TRUCK	16	0	0	2	0	1	2	0	0	0	0	0	**5**
17 12.00 TON TRUCK & OVER	17	0	0	3	5	2	3	3	1	1	0	0	**18**
18 TRACTOR-TRAILER COMBINATION	18	0	0	2	0	3	1	1	1	0	0	0	**8**
53 3 AXLE DOB BY WEIGHT	23	0	12	2	7	7	7	6	7	6	7	0	**61**
30 TRANSFER TRUCK COMBINATION	30	0	33	21	30	40	40	33	31	33	21	4	**286**
46 3-Axle Side Loader	46	0	0	1	4	3	7	3	0	0	1	0	**19**
47 4-Axle Side or Rear Loader	47	0	0	0	5	7	14	8	4	1	2	0	**41**
48 3-Axle Front Loader	48	0	1	0	0	3	0	1	0	1	0	0	**6**
50 4-Axle Front Loader	50	0	1	5	15	11	7	10	9	5	11	0	**74**
Total		**0**	**52**	**40**	**72**	**81**	**83**	**69**	**54**	**56**	**48**	**4**	**559**

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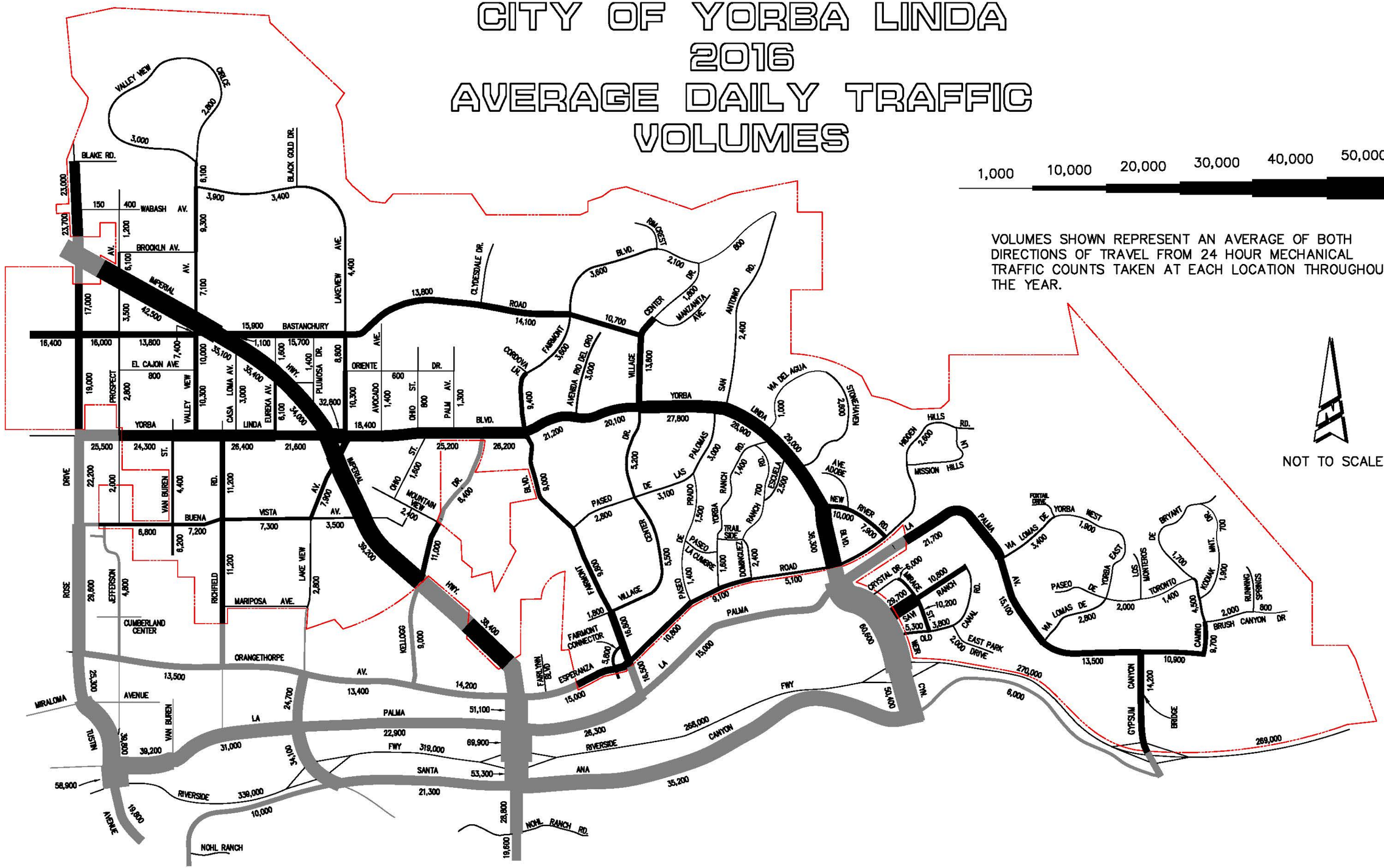
CITY OF YORBA LINDA
2016
AVERAGE DAILY TRAFFIC VOLUMES



PREPARED BY:

HARTZOG AND CRABILL INC.

Consulting Traffic Engineers

17852 E. 17th Street, Suite 101, Tustin Ca. 92780

(714) 731-9455

CAD FILE: 2016-Flow-Map.DWG

CITY OF YORBA LINDA

AVERAGE DAILY TRAFFIC VOLUMES

(24-HOUR TWO-WAY TRAFFIC)

2016 *

LOCATION	2008	2010	2012	2014	2016*	GROWTH
AVENIDA RIO DEL ORO						
North of Yorba Linda Bl.	3,300	3,300	3,600	3,200	3,000	−6%
AVOCADO AVENUE						
Oriente Ave. to Yorba Linda Blvd.	1,000	1,200	1,200	1,000	1,400	40%
BASTANCHURY ROAD						
W.C.L. to Rose Dr.	13,500	12,400	13,500	15,400	16,400	6%
Rose Dr. to Prospect Ave.	13,700	13,500	12,900	14,300	16,000	12%
Prospect Ave. to Imperial Hwy.	11,700	10,800	11,100	12,300	13,800	12%
Imperial Hwy. to Eureka Ave.	13,500	11,500	12,800	14,200	15,900	12%
Eureka Ave. to Lakeview Ave.	12,100	12,300	13,500	13,000	15,700	21%
Lakeview Ave. to Clydesdale Dr.	11,200	16,500	14,100	15,400	13,800	−10%
Clydesdale Dr. to Fairmont Blvd.	8,100	7,700	10,200	12,900	14,100	9%
Fairmont Blvd. to Village Center Dr.	5,200	8,000	9,200	9,500	10,700	13%
BRUSH CANYON DRIVE						
East of Running Springs	2,200	1,900	2,100	900	800	−11
Camino de Bryant to Running Spring Way	800	500	700	2,100	2,000	−5%
BUENA VISTA AVENUE						
Rose Dr. to Van Buren St.	8,900	8,800	7,300	7,800	6,800	−13%
Van Buren St. to Richfield Rd.	8,100	7,300	7,200	6,800	7,200	6%
Richfield Rd. to Lakeview Ave.	7,400	7,200	7,100	6,000	7,300	22%
Lakeview Ave. to Imperial Hwy.	4,000	4,000	4,100	3,700	3,500	−5%
CAMINO DE BRYANT						
La Palma Ave. to Brush Canyon Dr.	10,600	11,000	9,300	7,800	9,700	24%
Brush Canyon Dr. to Paseo De Toronto	5,500	5,300	4,400	6,300	4,500	−29%
N/O to Paseo De Toronto	2,300	2,400	1,700	1,800	1,700	−6%
CASA LOMA AVENUE						
Bastanchury Rd. to Imperial Hwy.	1,300	1,200	1,300	1,300	1,100	−15%
Imperial Hwy. to Yorba Linda Blvd.	3,100	2,600	2,700	3,000	3,000	NOM
DOMINGUEZ RANCH ROAD						
Yorba Ranch Rd. to Trail Side Dr.	1,700	1,800	1,800	1,900	700	−63%
Trail Side Dr. to Esperanza Rd.	1,400	1,400	1,200	1,400	2,400	71%
EAST PARK DRIVE						
S/O to Old Canal	2,100	2,400	2,200	3,800	2,000	−37%
EL CAJON AVENUE						
Prospect Av. to Valley View Ave.	900	800	800	1,000	800	−20%
ESPERANZA ROAD						
West City Limits to Fairmont Conn.	16,500	15,300	15,300	14,300	15,000	5%
Fairmont Bl. to Paseo Del Prado	10,300	9,200	10,100	10,200	10,800	6%
Paseo Del Prado to Dominguez Ranch Rd.	9,200	7,000	6,900	7,900	9,100	15%
Dominguez Ranch Rd. to New River Rd.	6,000	5,700	6,500	6,200	5,100	−18%
EUREKA AVENUE						
Bastanchury Rd. to Imperial Hwy.	1,400	1,400	1,400	1,400	1,600	14%
Imperial Hwy. to Yorba Linda Blvd.	4,000	4,300	4,000	4,200	6,100	45%
FAIRMONT BOULEVARD						
San Antonio Rd. to Village Center Dr. (N)	1,300	900	2,000	2,000	800	−60%
Village Center Dr. (North) to Rim Crest Dr.	2,100	2,100	2,100	2,200	2,100	−5%
Rim Crest Dr. to Cordova Ln.	4,100	3,300	6,300	8,100	3,600	−56%
Cordova Ln. to Yorba Linda Blvd.	7,000	8,100	7,200	9,100	9,400	3%
Yorba Linda Bl. to Paseo De Las Palomas	12,300	11,100	9,500	10,100	9,000	−11%
Paseo De Las Palomas to Village Center Dr. South	9,500	11,100	8,000	8,500	9,800	15%
Village Center Dr. to Fairmont Connector	17,100	20,100	17,500	15,600	16,800	8%
Fairmont Connector to La Palma Ave.	16,900	19,800	15,700	16,300	16,500	1%
FAIRMONT CONNECTOR						
Fairmont Blvd. to Esperanza Rd.	7,200	5,900	5,600	4,000	5,800	45%
GYPSUM CANYON						
La Palma Ave. to SR−91	11,200	13,900	11,900	10,300	14,200	38%
HIDDEN HILLS ROAD						
New River Rd. to Mission Hills Ln.	3,000	2,700	2,400	3,000	2,600	−13%
IMPERIAL HIGHWAY						
Prospect Ave. to Bastanchury Rd.	37,800	38,100	26,800	46,200	42,500	−8%
Bastanchury Rd. to Casa Loma Ave.	27,800	29,700	29,500	37,600	35,100	−5%
Casa Loma Ave. to Eureka Ave.	26,900	30,100	32,600	36,900	35,400	−4%
Eureka Ave. to Yorba Linda Blvd.	26,600	31,400	31,700	36,400	34,000	−7%
Yorba Linda Blvd. to Kellogg Dr.	21,800	25,700	31,200	36,400	39,200	8%
Kellogg Dr. to Esperanza Rd.	20,000	30,000	33,900	41,300	38,400	−7%
IMPERIAL HIGHWAY						
Esperanza Rd. to La Palma	31,300	37,700	40,400	48,200	51,100	6%
La Palma to Sr 91	50,100	52,200	67,900	69,300	69,900	1%
▣ Sr 91 to Santa Ana Cyn.	53,300	–	–	–	–	–
▣ Santa Ana Cyn. to Nohl Ranch Rd.	28,800	–	–	–	–	–
▣ Nohl Ranch Rd. to Anaheim South City Limits.	19,600	–	–	–	–	–
JEFFERSON STREET						
Yorba Linda Blvd. to Buena Vista	2,300	1,800	1,700	1,700	2,000	18%
Buena Vista to Orangethorpe Ave.	4,900	4,300	4,700	5,100	4,800	−6%
KELLOGG DRIVE						
Yorba Linda Blvd. to Mountain View Ave.	8,800	9,400	7,000	9,000	8,400	−7%
Mountain View Ave. to Imperial Hwy.	10,100	9,600	9,100	10,100	11,000	9%
Imperial Hwy. to Orangethorpe Ave.	13,500	10,200	9,100	8,900	9,000	1%
KODIAK MOUNTAIN DRIVE						
S/O of Camino De Bryant	700	700	600	600	700	17%
N/O of Camino De Bryant	1,900	1,900	1,700	1,800	1,900	6%
LAKEVIEW AVENUE						
E/O Valley View Ave.	–	2,900	4,500	3,600	3,900	8%
West of Black Gold Dr.	–	–	–	3,500	3,400	−3%
Black Gold Dr. to Bastanchury Rd.	–	–	–	4,500	4,400	−2%
Bastanchury Rd. to Oriente Dr.	8,100	9,300	8,400	9,100	8,800	−3%
Oriente Dr. to Yorba Linda Blvd.	10,400	10,600	11,100	9,900	10,300	4%
Yorba Linda Blvd. to Buena Vista Ave.	14,700	13,300	13,600	13,200	7,900	−40%
Buena Vista Ave. to Orangethorpe Ave.	12,300	11,700	11,300	11,400	2,800	−75%
▣ Orangethorpe Ave. to La Palma Av.	34,100	–	–	–	–	–
▣ La Palma to Santa Ana Canyon Rd.	24,700	–	–	–	–	–
LA PALMA AVENUE						
▣ Tustin Ave. to Van Buren St.	39,200	–	–	–	–	–
▣ Van Buren St. to Lakeview Ave.	31,000	–	–	–	–	–
Lakeview Ave. to Imperial Hwy.	12,300	21,800	24,500	19,300	22,900	19%
Imperial Hwy. to Fairmont Blvd.	22,200	30,200	33,200	29,700	26,300	−11%
Fairmont Blvd. to Yorba Linda Blvd.	14,600	15,000	14,700	14,500	15,000	3%
Yorba Linda Blvd. to Via Lomas De Yorba (West)	21,300	22,200	19,700	21,600	21,700	.5%
Via Lomas De Yorba West to Via Lomas De Yorba East	15,500	13,800	15,300	15,200	15,100	−1%
Via Lomas De Yorba East to Gypsum Canyon	11,700	11,200	11,500	12,600	13,500	7%
Gypsum Canyon to Camino De Bryant	13,600	12,300	11,000	11,100	10,900	−2%
MIRAGE STREET						
Crystal Dr. to Savi Ranch	9,200	7,200	7,200	1,300	6,000	362%
Savi Ranch to Old Canal	2,300	8,100	8,100	8,500	10,200	20%
MOUNTAIN VIEW AVENUE						
Ohio to Kellogg Dr.	2,000	2,300	2,100	2,400	2,400	NOM
NEW RIVER ROAD						
Yorba Linda Bl. to Avenida Adobe	12,000	10,800	10,000	10,700	10,000	−7%
Avenida Adobe to Esperanza Rd.	9,200	8,700	8,000	8,300	7,900	−5%
OLD CANAL ROAD						
Weir Canyon Rd. to Mirage St.	5,900	4,800	4,000	3,700	5,300	43%
Mirage St. to East Park	3,300	2,900	2,200	3,300	3,800	15%
ORANGETHORPE AVENUE						
Rose Dr. to Lakeview Ave.	–	–	–	–	13,500	–
▣ Lakeview Av. to Kellogg Dr.	16,000	17,000	–	–	13,400	–
▣ Kellogg Dr. to Imperial Hwy.	13,000	16,400	–	–	14,200	–
OHIO STREET						
Oriente Dr. to Yorba Linda Blvd.	900	1,000	900	800	800	NOM
Yorba Linda Blvd. to Mountain View Ave.	1,900	1,900	1,700	1,400	1,600	14%
ORIENTE DRIVE						
Lakeview Ave. to Palm Ave.	1,200	1,200	600	1,300	600	−54%
PALM AVENUE						
Oriente Dr. to Yorba Linda Blvd.	1,200	1,100	1,200	1,500	1,300	−13%
PASEO DE LAS PALOMAS						
Yorba Linda Bl. to Paseo Del Prado	3,500	3,400	3,000	3,100	3,000	−3%
Paseo Del Prado to Village Center Dr.	4,300	3,600	3,300	3,800	3,100	−18%
Village Center Dr. to Fairmont Blvd.	6,400	3,500	5,500	5,700	2,800	−51%
PASEO DEL PRADO						
Paseo De Las Palomas to Paseo De La Cumbre	1,500	1,100	1,200	1400	1500	7%
Paseo De La Cumbre to Esperanza Rd.	1,600	1,500	1,500	1,500	1,400	−7%
PASEO DE TORONTO						
Via Lomas De Yorba East to Los Monteros	2,500	2,400	2,200	2,400	2,000	−17%
Los Monteros to Camino De Bryant	2,100	2,000	1,600	1,300	1,400	8%
PLUMOSA DRIVE						
Bastanchury Rd. to Lemon Dr.	1,400	1,500	3,000	2,300	1,400	−39
PROSPECT AVENUE						
Wabash Ave. to Brooklyn Ave.	1,700	1,800	1,700	1,000	1,200	20%
Brooklyn Ave. to Imperial Hwy.	5,300	5,300	5,600	6,100	6,100	NOM
Imperial Hwy. to Bastanchury Rd.	3,400	3,300	3,000	3,100	3,500	13%
Bastanchury Rd. to Yorba Linda Blvd.	3,400	3,100	2,700	2,600	2,800	8%
RICHFIELD ROAD						
Yorba Linda Blvd to Buena Vista Ave.	10,400	9,300	10,100	9,200	11,200	22%
Buena Vista Ave. to Orangethorpe Ave.	9,700	8,400	8,800	8,900	11,200	26%
ROSE DRIVE						
South of Promenade Ave.	–	–	–	20,100	–	–
Blake Rd. Limits to Imperial Hwy.	20,500	19,500	17,100	21,800	–	27%
ROSE DRIVE						
Blake Rd. to Wabash Ave.	–	–	–	–	23,000	–
Wabash Ave. to Imperial Hwy.	–	–	–	–	23,700	–
Imperial Hwy. to Bastanchury Rd.	14,100	13,100	13,000	14,600	17,000	16%
Bastanchury Rd. to Yorba Linda Blvd.	16,700	15,100	16,900	16,900	19,000	12%
Yorba Linda Blvd to Buena Vista Ave.	21,100	19,800	22,200	19,200	22,200	16%
Buena Vista Ave. to Orangethorpe Ave.	23,100	22,200	24,700	24,900	29,600	19%
SAN ANTONIO ROAD						
Fairmont Blvd. to Yorba Linda Blvd.	2,000	1,500	1,700	2,600	2,400	−8%
SANTA ANA CANYON ROAD						
▣ Nohl Ranch Rd. to Lakeview Ave.	10,000	–	12,000	–	–	–
▣ Lakeview Ave. to Imperial Hwy	21,300	–	21,000	–	–	–
▣ Imperial Hwy to Weir Cyn.	35,200	–	35,000	–	–	–
▣ Weir Cyn. to Gypsum Cyn.	17,300	–	6,000	–	–	–
SAVI RANCH PARKWAY						
Weir Canyon Rd. to Mirage St.	27,700	24,500	25,600	26,000	29,700	14%
Mirage St. to Old Canal Rd.	10,400	10,800	7,800	10,400	10,800	4%
SR. 91						
▲ Tustin Ave. to Lakeview Ave.	298,000	318,000	321,000	–	339,000	–
▲ Lakeview Ave. to Imperial Hwy	279,000	298,000	303,000	–	319,000	–
▲ Imperial Hwy to Weir Cyn.	266,000	256,000	255,000	–	268,000	–
▲ Weir Cyn. to Gypsum Cyn.	293,000	279,000	233,000	–	270,000	–
▲ Gypsum Cyn. to Coal Cyn.	296,000	279,000	259,000	–	269,000	–
TUSTIN AVENUE						
▣ Orangethorpe Ave. to Miraloma Ave.	25,300	–	–	–	–	–
▣ Miraloma Ave. to La Palma Ave.	39,800	–	–	–	–	–
▣ La Palma Ave. to SR. 91	58,900	–	–	–	–	–
▣ SR. 91 to Santa Ana Cyn.	19,800	–	–	–	–	–
VALLEY VIEW AVENUE						
Valley View Cr. to LakeView Ave.	8,600	7,600	7,000	6,600	6,100	−8%
LakeView Ave. to Brooklyn Ave.	8,600	9,200	10,500	9,500	9,300	−2%
Brooklyn Ave. to Bastanchury Rd.	9,400	10,200	10,300	10,500	7,100	−32%
Bastanchury Rd. to Imperial Hwy.	6,100	6,500	5,900	7,300	7,400	1%
Imperial Hwy. to El Cajon Ave.	9,000	9,700	7,900	7,900	10,000	27%
El Cajon Ave. to Yorba Linda Blvd.	9,400	6,200	7,200	8,200	10,300	25%
VALLEY VIEW CIRCLE						
W/O Valley View Circle	3,000	3,000	2,900	3,000	3,000	NOM
N/O Valley View Circle	2,500	3,500	3,000	2,600	2,800	8%
VAN BUREN STREET						
Yorba Linda Blvd. to Buena Vista Ave.	5,000	4,500	4,300	4,500	4,400	−2%
Buena Vista Ave. to South City Limits	7,100	6,900	6,300	7,500	6,200	−17%
VIA DE LA ESCUELA						
Yorba Linda Blvd. to Dominguez Ranch Rd.	2,200	2,500	3,700	2,700	2,500	−7%
VIA DEL AGUA						
Stonehaven Dr. to Yorba Linda Blvd.	1,100	1,100	1,200	1,200	1,000	−17%
VIA LOMAS DE YORBA WEST						
La Palma Ave. to Foxtail Dr.	4,100	3,900	4,200	4,300	3,400	−21
North of Foxtail Dr.	–	–	–	2,000	1,900	−5%
VIA LOMAS DE YORBA EAST						
Via Lomas De Yorba East to La Palma Ave.	–	–	–	–	–	–
La Palma Ave. to Paseo De Toronto	3,300	6,100	5,500	6,000	2,800	−53%
Ave. Marcia to Paseo De Toronto	2,100	2,100	2,100	–	–	–
VILLAGE CENTER DRIVE						
Fairmont Blvd. to Manzanita Ave.	–	1,900	1,900	–	–	–
Manzanita Ave. to Yorba Linda Blvd.	8,900	14,800	10,800	12,500	13,600	9%
Yorba Linda Blvd. to Paseo De Las Palomas	6,100	6,300	6,100	5,300	5,200	−2%
Paseo De Las Palomas to Fairmont Blvd.	5,700	6,300	5,000	7,700	5,500	−29%
South of Fairmont Blvd.	–	–	–	300	1,800	500%
WABASH AVENUE						
Rose Dr. to Prospect Ave.	1,300	200	1,500	2,100	150	−93%
Prospect Ave. to 3rd St.	300	400	300	400	400	NOM
WEIR CANYON ROAD						
La Palma Ave. to SR−91	51,900	47,600	35,900	52,300	60,600	16%
SR 91 to Santa Ana Cyn.	47,800	46,000	45,800	50,200	56,400	12%
YORBA LINDA BOULEVARD						
Rose Dr. to Prospect Ave.	25,300	24,100	21,300	22,100	25,500	15%
Prospect Ave. to Van Buren St.	20,900	24,900	19,500	20,800	24,300	17%
Van Buren St. to Eureka Ave.	23,400	20,000	21,200	20,100	26,400	31%
Eureka Ave. to Imperial Hwy.	19,100	18,200	18,700	18,900	21,600	14%
Imperial Hwy. to Lakeview Ave.	30,200	28,800	30,000	29,400	32,800	12%
Lakeview Ave. to Avocado Ave.	37,600	29,000	26,500	24,900	18,400	−26%
Avocado Ave. to Kellogg Dr.	28,900	26,800	22,700	22,700	25,200	11%
Kellogg Dr. to Fairmont Blvd.	29,800	31,300	28,300	25,400	26,200	3%
Fairmont Blvd. to Ave. Rio Del Oro	23,200	24,000	21,500	18,600	21,200	14%
Ave. Rio Del Oro to Village Center Dr.	24,700	21,300	19,700	18,000	20,100	12%
Village Center Dr. to Paseo De Las Palomas	27,900	24,900	24,100	22,100	27,800	26%
Paseo De Las Palomas to Yorba Ranch Rd.	29,800	24,500	25,300	23,600	28,900	22%
Yorba Ranch Rd. to New River Rd.	31,100	26,200	23,800	22,800	29,000	27%
New River Rd. to La Palma Ave.	50,500	34,600	33,300	32,400	36,300	12%
YORBA RANCH ROAD						
Yorba Linda Bl. to Paseo De La Cumbre	1,900	1,800	1,600	1,600	1,400	12.5%
Paseo De La Cumbre to Esperanza Rd.	2,100	2,100	2,200	1,700	1,600	−6%

NOTE: * INDICATES YEAR OF ADT'S SHOWN ON FLOW MAP. (REVERSE SIDE)
▲ INDICATES CALTRANS 2015 COUNTS
▣ INDICATES ANAHEIM 2008 COUNTS

A816

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2018
JOB #: SC1592

LOCATION#
CLASS5 Temescal Canyon south of Dawson Canyon

AM	NORTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0:30	0	0	0	0	0	0	0	0	4	0	0	0	0	4
0:45	0	2	0	0	0	0	0	1	1	0	0	0	0	4
1:00	0	1	1	0	0	0	0	0	1	0	0	0	0	3
1:15	0	0	1	0	0	0	0	0	8	0	0	0	0	9
1:30	0	0	0	0	0	0	0	0	6	0	0	0	0	6
1:45	0	2	0	0	0	0	0	0	6	0	0	0	0	8
2:00	0	1	1	0	1	0	0	0	9	0	0	1	0	13
2:15	0	0	0	0	0	0	0	1	4	0	0	0	0	5
2:30	0	3	0	0	0	0	0	0	10	0	1	0	0	14
2:45	0	3	0	0	0	0	0	0	5	0	1	0	0	9
3:00	0	0	0	0	0	0	0	0	10	0	0	0	0	10
3:15	0	1	0	0	0	0	0	0	19	0	0	0	0	20
3:30	0	5	1	0	0	0	0	0	9	0	1	0	0	16
3:45	0	2	0	0	2	1	0	0	15	0	2	0	1	23
4:00	0	0	1	0	1	0	0	1	11	0	0	0	0	14
4:15	0	8	1	0	0	1	0	0	11	0	0	0	1	22
4:30	0	5	3	1	2	0	1	0	10	0	1	0	0	23
4:45	0	24	5	0	1	0	0	0	15	0	0	0	0	45
5:00	0	19	7	0	1	0	0	0	9	0	0	0	2	38
5:15	0	66	14	1	3	1	0	0	10	0	0	1	0	96
5:30	2	113	24	0	6	0	0	1	6	1	1	1	2	157
5:45	0	97	21	0	2	2	0	0	5	0	0	1	3	131
6:00	0	80	12	1	5	2	1	0	10	1	1	0	2	115
6:15	2	126	16	0	9	1	0	0	9	0	2	0	0	165
6:30	1	252	23	2	8	1	1	0	3	1	0	0	1	293
6:45	0	260	18	0	11	1	1	0	5	0	0	1	2	299
7:00	0	248	20	0	7	2	2	0	5	0	1	1	2	288
7:15	2	238	25	0	8	1	0	0	5	0	1	0	2	282
7:30	0	237	19	0	8	4	0	0	0	0	0	2	3	273
7:45	1	190	22	0	6	3	0	1	6	1	0	0	1	231
8:00	0	153	18	0	6	0	1	0	2	0	1	2	0	183
8:15	0	130	13	0	7	4	1	0	4	0	2	0	3	164
8:30	0	103	20	1	10	3	1	0	6	0	3	2	0	149
8:45	1	131	14	0	12	1	1	2	7	0	1	1	0	171
9:00	1	106	16	1	7	3	3	0	8	0	1	0	2	148
9:15	0	60	15	0	3	3	0	0	7	0	2	1	0	91
9:30	1	54	13	1	5	1	1	1	7	0	3	1	1	89
9:45	0	58	11	1	5	1	2	0	5	0	1	0	0	84
10:00	0	42	7	1	8	4	5	2	7	0	1	0	1	78
10:15	0	37	9	0	5	2	2	0	6	0	1	0	0	62
10:30	1	33	4	0	5	3	5	2	11	0	0	0	0	64
10:45	0	38	9	1	4	2	3	1	4	0	2	0	0	64
11:00	0	17	10	1	7	1	2	0	4	0	1	0	2	45
11:15	0	30	6	1	2	3	5	0	6	0	1	0	0	54
11:30	0	34	3	1	4	2	2	0	13	0	1	0	0	60
11:45	0	18	4	0	5	4	1	2	9	0	1	0	0	44
TOTAL	12	3,027	409	14	176	57	41	15	333	4	34	15	31	4,168

AM PEAK HOUR	6:30 AM
AM PEAK VOLUME	1,162

PM	NORTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	25	5	1	7	1	6	1	8	0	0	0	0	54
12:15	1	37	4	1	6	1	1	1	3	0	1	0	0	56
12:30	0	28	11	0	5	2	0	1	11	0	2	0	0	60
12:45	0	31	3	0	7	1	2	0	8	0	1	0	0	53
13:00	0	23	9	2	3	6	2	0	6	0	3	0	0	54
13:15	0	27	9	0	1	2	3	0	4	0	0	0	1	47
13:30	0	26	5	0	5	4	0	0	9	1	2	0	0	52
13:45	0	32	8	0	12	3	1	1	8	0	2	0	0	67
14:00	0	32	11	0	9	3	0	0	3	0	0	0	0	58
14:15	0	30	11	1	5	0	1	0	8	0	3	0	0	59
14:30	0	24	8	1	3	3	1	1	8	0	1	0	0	50
14:45	0	20	10	2	3	1	1	1	3	0	0	1	0	42
15:00	0	27	5	1	5	1	0	1	3	0	0	0	0	43
15:15	0	39	11	1	6	1	4	0	2	0	1	0	0	65
15:30	0	21	9	2	8	1	3	0	5	0	2	0	1	52
15:45	0	29	5	0	5	0	3	2	1	0	0	1	0	46
16:00	0	21	4	0	5	3	1	0	1	0	0	1	0	36
16:15	0	16	7	2	3	1	6	1	0	0	1	0	0	37
16:30	0	23	3	1	3	2	4	0	1	0	0	0	0	37
16:45	0	29	3	0	3	0	2	0	1	0	0	0	0	38
17:00	0	24	4	0	3	0	2	0	1	0	0	0	0	34
17:15	0	19	0	0	3	1	3	0	2	0	0	0	0	28
17:30	0	18	6	0	3	1	0	0	2	0	0	0	0	30
17:45	0	18	5	0	4	3	1	0	1	0	0	0	0	32
18:00	0	15	5	0	0	0	1	1	4	0	0	0	0	26
18:15	0	14	2	0	0	0	0	0	6	0	0	0	0	22
18:30	0	10	2	1	1	0	0	0	2	0	0	0	0	16
18:45	0	13	4	0	1	0	0	0	0	0	0	0	0	18
19:00	0	9	2	0	0	0	0	1	0	0	1	0	0	13
19:15	0	8	0	0	0	1	0	0	2	0	0	0	0	11
19:30	0	8	0	0	1	0	0	0	1	0	0	0	0	10
19:45	0	6	0	0	1	0	0	0	2	0	0	0	0	9
20:00	0	6	2	0	1	0	0	1	3	0	0	0	0	13
20:15	0	13	0	0	0	0	0	0	3	0	0	0	0	16
20:30	0	8	2	0	0	0	0	0	1	0	0	0	0	11
20:45	0	10	2	0	0	0	0	0	3	0	0	0	0	15
21:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
21:15	0	4	1	0	1	0	0	0	3	0	0	0	0	9
21:30	0	3	0	0	0	1	0	0	2	0	0	0	0	6
21:45	0	5	1	0	0	0	0	1	2	0	0	0	0	9
22:00	0	6	1	0	0	0	0	0	1	0	0	0	0	8
22:15	0	5	1	0	0	0	0	0	0	0	0	0	1	7
22:30	0	3	0	0	0	0	0	0	1	0	0	0	0	4
22:45	0	5	0	0	0	0	0	0	2	0	0	0	0	7
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	3	0	0	0	0	3
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	1	783	183	16	123	43	48	14	140	1	20	3	3	1,378

PM PEAK HOUR	1:30 PM
PM PEAK VOLUME	236

TOTAL: AM+PM	13	3,810	592	30	299	100	89	29	473	5	54	18	34	5,546
% OF TOTAL	0.2%	68.7%	10.7%	0.5%	5.4%	1.8%	1.6%	0.5%	8.5%	0.1%	1.0%	0.3%	0.6%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	39	6,023	991	55	706	279	112	57	880	25	86	32	56	9,341
% OF TOTAL	0.7%	108.6%	17.9%	1.0%	12.7%	5.0%	2.0%	1.0%	15.9%	0.5%	1.6%	0.6%	1.0%	100.0%

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2018
JOB #: SC1592

LOCATION#
CLASS5 Temescal Canyon south of Dawson Canyon

AM	SOUTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
0:15	0	3	0	0	0	0	0	0	2	0	0	0	0	5
0:30	0	2	0	0	0	0	0	0	1	0	0	0	0	3
0:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
1:00	0	2	1	0	1	0	0	0	1	0	0	0	0	5
1:15	0	2	0	0	0	0	0	0	4	0	0	0	0	6
1:30	0	2	0	0	0	0	0	0	3	0	0	0	0	5
1:45	0	3	0	0	0	0	0	0	5	0	0	0	0	8
2:00	0	0	0	0	0	0	0	0	4	0	0	0	0	4
2:15	0	3	0	0	0	0	0	0	8	0	0	0	0	11
2:30	0	0	0	0	0	0	0	0	3	0	1	0	0	4
2:45	0	3	0	0	0	1	0	0	11	0	0	0	0	15
3:00	0	1	0	0	0	0	0	2	5	0	0	0	0	8
3:15	0	1	0	0	1	0	0	1	7	0	1	0	0	11
3:30	0	0	0	0	2	0	0	1	5	0	2	0	0	10
3:45	0	1	1	0	2	0	0	0	12	0	0	0	0	16
4:00	0	1	1	0	2	1	0	1	15	0	2	0	0	23
4:15	2	3	0	0	2	0	0	0	7	0	1	0	1	16
4:30	0	1	0	0	0	0	0	0	15	0	1	0	0	17
4:45	0	3	0	0	0	1	0	1	11	0	0	0	0	16
5:00	0	1	2	1	0	4	0	0	14	0	0	0	0	22
5:15	2	4	1	1	1	1	0	0	10	0	1	0	0	21
5:30	1	1	2	0	1	0	0	0	7	0	0	0	0	12
5:45	0	1	3	0	2	2	0	0	8	0	0	0	0	16
6:00	1	6	1	2	6	1	0	0	11	0	0	0	1	29
6:15	0	5	0	3	0	3	0	0	9	0	0	0	1	21
6:30	0	5	2	0	5	2	0	0	11	0	1	0	0	26
6:45	0	3	1	0	2	4	0	0	7	0	0	0	2	19
7:00	0	9	4	1	5	1	0	0	8	0	0	0	1	29
7:15	1	5	3	0	4	1	0	2	7	0	0	0	1	24
7:30	0	16	5	1	6	3	0	0	7	0	0	0	1	39
7:45	1	11	3	0	4	2	0	1	6	0	0	0	1	29
8:00	0	7	3	1	5	1	0	0	7	0	0	1	0	25
8:15	0	9	2	0	5	3	0	1	6	0	1	0	0	27
8:30	1	8	3	0	3	2	0	0	3	1	0	1	0	22
8:45	0	11	7	1	5	5	0	0	4	2	1	0	1	37
9:00	1	9	3	1	4	5	1	1	2	0	0	0	0	27
9:15	0	16	1	1	6	2	0	1	5	1	0	0	0	33
9:30	0	15	3	0	11	6	0	0	4	1	0	1	3	44
9:45	0	20	2	1	5	2	1	0	4	1	0	0	0	36
10:00	0	22	2	0	5	3	1	0	3	5	0	0	1	42
10:15	0	13	3	0	4	2	0	1	5	0	2	0	1	31
10:30	0	27	4	0	8	2	0	1	4	0	0	0	0	46
10:45	1	24	2	1	5	6	0	0	3	1	0	1	0	44
11:00	1	26	4	0	4	5	0	1	9	0	2	1	0	53
11:15	0	24	10	0	4	3	2	2	3	2	0	0	0	50
11:30	1	23	9	1	12	5	1	3	1	1	1	1	1	60
11:45	1	31	4	0	4	2	1	0	3	0	2	1	0	49
TOTAL	14	385	94	16	136	81	7	20	291	15	19	7	16	1,101

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	212

PM	SOUTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	39	5	1	7	9	2	0	3	0	0	0	1	67
12:15	1	39	3	1	11	7	0	0	8	0	0	0	0	70
12:30	3	22	7	0	10	9	0	1	5	0	0	0	0	57
12:45	0	37	11	0	10	1	0	1	6	0	1	0	1	68
13:00	1	18	8	1	10	1	0	0	4	1	0	0	0	44
13:15	0	30	4	1	10	5	0	0	9	1	1	0	0	61
13:30	1	44	12	1	9	6	0	0	3	0	4	0	0	80
13:45	0	31	8	0	8	2	1	0	3	2	0	2	0	57
14:00	0	29	8	0	4	3	1	0	4	1	2	1	1	54
14:15	1	33	14	0	12	4	0	0	7	0	0	1	1	73
14:30	0	59	15	0	13	3	0	0	2	0	0	0	0	92
14:45	0	61	7	0	10	1	0	1	1	0	0	0	0	81
15:00	0	54	12	0	10	6	0	0	4	0	1	1	0	88
15:15	1	43	12	2	8	2	1	0	1	0	1	1	0	72
15:30	0	67	19	0	6	0	0	0	2	0	0	0	0	94
15:45	0	64	4	1	9	2	1	0	3	0	1	0	0	85
16:00	1	80	14	0	14	4	0	0	3	0	1	0	0	117
16:15	1	58	10	0	12	3	1	0	3	0	0	0	0	88
16:30	0	73	8	0	16	4	1	0	1	0	0	0	1	104
16:45	0	78	14	0	7	2	1	0	2	0	0	0	0	104
17:00	0	112	6	0	11	5	0	1	1	0	0	0	0	136
17:15	1	71	16	0	6	1	1	0	0	0	0	0	0	96
17:30	0	98	17	0	6	5	3	0	2	0	0	0	0	131
17:45	0	76	10	0	9	6	0	0	0	0	0	0	1	102
18:00	0	66	5	0	2	0	1	1	3	0	0	0	0	78
18:15	1	56	6	0	8	2	0	0	1	0	0	0	0	74
18:30	0	51	5	0	5	1	2	0	1	0	0	1	0	66
18:45	0	32	7	0	2	1	0	0	2	0	0	0	0	44
19:00	0	25	4	0	3	1	0	0	3	0	0	0	0	36
19:15	0	28	2	1	4	0	0	0	2	0	0	0	0	37
19:30	0	50	4	0	4	0	0	0	2	0	0	0	0	60
19:45	0	46	4	0	4	1	0	0	1	0	0	0	0	56
20:00	0	29	3	0	3	0	0	1	1	0	1	0	0	38
20:15	0	13	2	0	0	0	0	0	2	0	0	0	0	17
20:30	0	12	4	0	1	0	0	1	3	0	0	0	0	21
20:45	0	11	2	0	1	0	0	0	2	0	0	0	0	16
21:00	0	9	2	0	1	0	0	0	1	0	0	0	0	13
21:15	0	10	1	0	3	0	0	0	1	0	0	0	0	15
21:30	0	11	1	0	0	0	0	0	3	0	0	0	0	15
21:45	0	4	1	0	0	0	0	0	2	0	0	0	0	7
22:00	0	11	4	0	1	0	0	0	2	0	0	0	0	18
22:15	0	6	1	0	1	0	0	1	3	0	0	0	0	12
22:30	0	9	1	0	0	0	0	0	1	0	0	0	0	11
22:45	0	6	0	0	0	1	0	0	0	0	0	0	0	7
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:15	0	6	0	0	0	0	0	0	2	0	0	0	0	8
23:30	0	9	1	0	0	0	0	0	1	0	0	0	0	11
23:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
TOTAL	12	1,828	305	9	271	98	16	8	116	5	13	7	6	2,694

PM PEAK HOUR	4:45 PM
PM PEAK VOLUME	467

TOTAL: AM+PM	26	2,213	399	25	407	179	23	28	407	20	32	14	22	3,795
% OF TOTAL	0.7%	58.3%	10.5%	0.7%	10.7%	4.7%	0.6%	0.7%	10.7%	0.5%	0.8%	0.4%	0.6%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of Irvine
Sand Canyon Avenue
B/ Trabuco Road - Irvine Boulevard

File Name 281
Site Code: 194-16001
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
Two Day Average	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	27	260			23	210				
12:15	26	260			18	210				
12:30	20	251			19	247				
12:45	21	233	93	1003	7	268	66	935	159	1938
1:00	20	216			8	256				
1:15	19	233			9	252				
1:30	19	226			3	247				
1:45	10	231	67	905	8	218	28	972	95	1877
2:00	8	218			8	221				
2:15	9	240			4	204				
2:30	8	236			5	248				
2:45	10	268	35	961	5	259	21	930	56	1891
3:00	6	321			6	258				
3:15	7	312			6	183				
3:30	9	347			12	213				
3:45	11	329	32	1308	10	193	34	846	66	2154
4:00	9	399			11	174				
4:15	13	391			17	154				
4:30	22	428			28	197				
4:45	37	446	81	1664	37	182	92	707	173	2371
5:00	42	482			48	171				
5:15	57	550			69	180				
5:30	72	505			88	189				
5:45	98	509	268	2045	120	171	324	710	592	2755
6:00	112	441			123	210				
6:15	151	424			159	184				
6:30	174	389			228	191				
6:45	158	359	594	1612	250	168	759	752	1353	2364
7:00	146	294			290	197				
7:15	170	288			328	183				
7:30	191	245			373	163				
7:45	166	233	671	1059	472	152	1462	694	2133	1753
8:00	198	230			440	144				
8:15	183	216			413	143				
8:30	167	203			405	104				
8:45	208	180	756	828	380	119	1636	509	2392	1337
9:00	187	174			306	100				
9:15	179	181			306	91				
9:30	196	153			248	88				
9:45	151	130	711	637	248	75	1107	353	1818	989
10:00	167	131			214	74				
10:15	162	113			237	68				
10:30	168	89			215	48				
10:45	169	71	666	403	207	38	873	227	1539	630
11:00	197	69			196	40				
11:15	213	51			204	35				
11:30	218	54			215	23				
11:45	230	48	858	221	180	23	794	121	1652	341
Totals	4831	12643			7194	7755				
Combined Totals		17474				14949				
ADT										32422
AM Peak Hour	1100	AM			745	AM				
Volume	858				1729					
P.H.F.	0.932				0.916					
PM Peak Hour		500	PM			2445	PM			
Volume		2045				1022				
P.H.F.		0.930				0.955				
Percentage	27.6%	72.4%			48.1%	51.9%				

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of Irvine
Sand Canyon Avenue
B/ Irvine Boulevard- Portola Parkway

File Name 282
Site Code: 194-16001
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
3/23/2016	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	16	135			6	128				
12:15	14	140			3	116				
12:30	3	138			4	129				
12:45	6	156	39	569	1	194	14	567	53	1136
1:00	6	141			2	162				
1:15	5	176			3	155				
1:30	11	134			0	127				
1:45	5	155	27	606	3	135	8	579	35	1185
2:00	4	142			7	149				
2:15	1	188			1	121				
2:30	1	162			2	184				
2:45	2	172	8	664	1	197	11	651	19	1315
3:00	2	215			1	129				
3:15	4	256			4	117				
3:30	8	216			4	133				
3:45	1	260	15	947	2	120	11	499	26	1446
4:00	5	274			5	100				
4:15	2	255			8	111				
4:30	3	314			15	108				
4:45	8	301	18	1144	12	113	40	432	58	1576
5:00	9	257			27	112				
5:15	7	300			27	90				
5:30	25	338			44	96				
5:45	34	292	75	1187	53	113	151	411	226	1598
6:00	28	241			65	99				
6:15	61	243			89	69				
6:30	54	199			161	78				
6:45	95	195	238	878	161	74	476	320	714	1198
7:00	101	135			193	64				
7:15	111	151			189	81				
7:30	280	113			292	69				
7:45	136	114	628	513	327	61	1001	275	1629	788
8:00	97	125			234	53				
8:15	104	109			261	55				
8:30	109	104			281	52				
8:45	111	83	421	421	256	32	1032	192	1453	613
9:00	137	101			195	28				
9:15	160	80			194	25				
9:30	117	73			187	33				
9:45	100	59	514	313	172	30	748	116	1262	429
10:00	89	51			131	19				
10:15	93	59			122	17				
10:30	104	42			115	15				
10:45	103	35	389	187	127	18	495	69	884	256
11:00	140	31			117	10				
11:15	127	24			153	9				
11:30	126	27			125	8				
11:45	104	26	497	108	114	3	509	30	1006	138
Totals	2869	7537			4496	4141				
Combined Totals		10406				8637				
ADT										19043
AM Peak Hour	700	AM			730	AM				
Volume	628				1114					
P.H.F.	0.561				0.852					
PM Peak Hour		445	PM			200	PM			
Volume		1196				651				
P.H.F.		0.885				0.826				
Percentage	27.6%	72.4%			52.1%	47.9%				

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

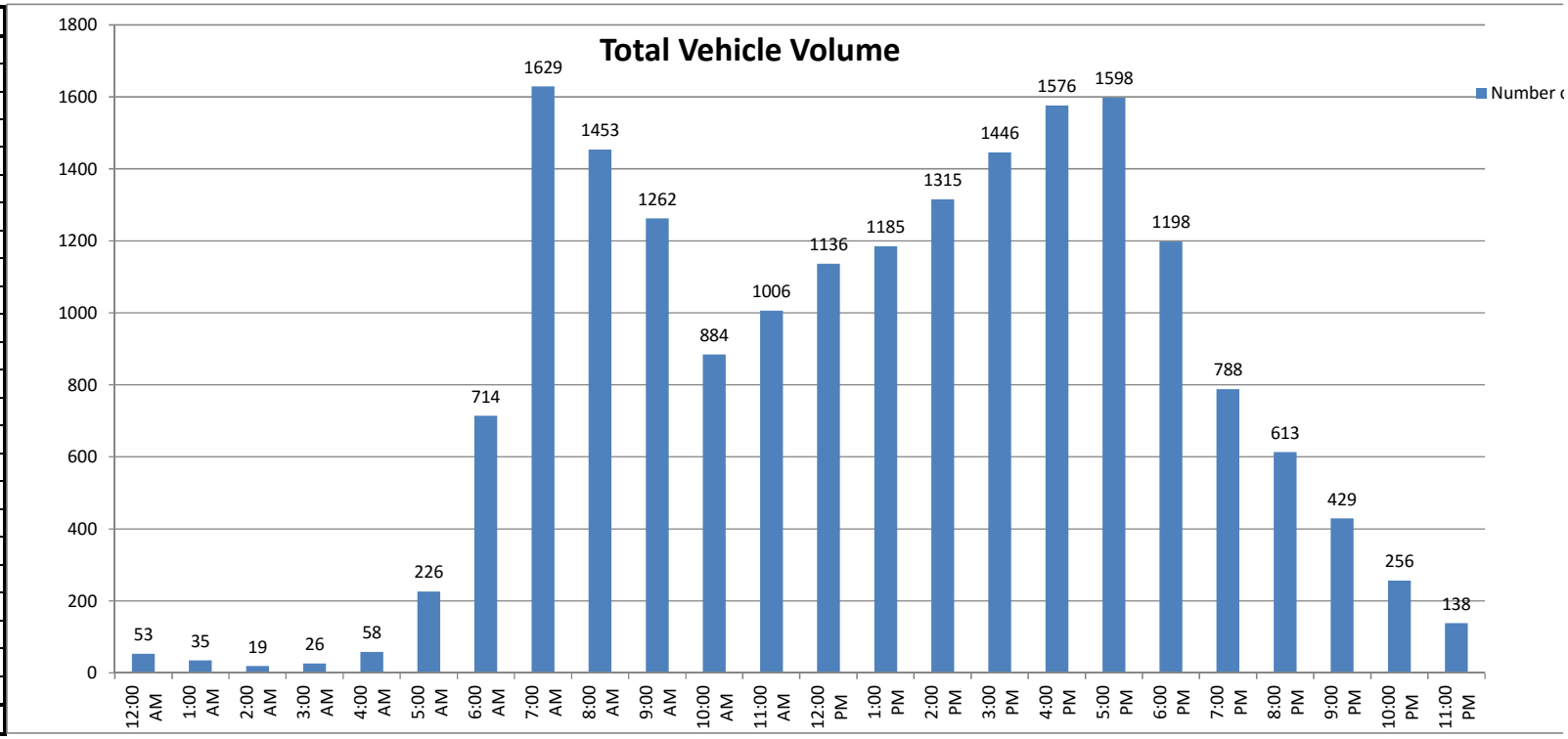
24 Hour Volume Plot

Sand Canyon Avenue
B/ Irvine Boulevard- Portola Parkway

3/23/2016

Southbound

Start Time	3/23/2016
12:00 AM	53
1:00 AM	35
2:00 AM	19
3:00 AM	26
4:00 AM	58
5:00 AM	226
6:00 AM	714
7:00 AM	1629
8:00 AM	1453
9:00 AM	1262
10:00 AM	884
11:00 AM	1006
12:00 PM	1136
1:00 PM	1185
2:00 PM	1315
3:00 PM	1446
4:00 PM	1576
5:00 PM	1598
6:00 PM	1198
7:00 PM	788
8:00 PM	613
9:00 PM	429
10:00 PM	256
11:00 PM	138
Total	19043



Volumes represent the combined totals for both directions

Counts Unlimited, Inc.
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Corona, CA 92878

City of Irvine
Sand Canyon Avenue
B/ Irvine Boulevard- Portola Parkway

File Name 282
Site Code: 194-16001
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
3/24/2016	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	16	105			9	122				
12:15	14	134			5	128				
12:30	13	164			5	122				
12:45	11	151	54	554	1	214	20	586	74	1140
1:00	9	171			4	132				
1:15	8	146			4	136				
1:30	9	145			1	157				
1:45	8	139	34	601	4	164	13	589	47	1190
2:00	5	168			0	95				
2:15	6	192			0	120				
2:30	7	216			4	173				
2:45	4	227	22	803	3	202	7	590	29	1393
3:00	4	210			2	171				
3:15	4	268			0	115				
3:30	7	246			6	114				
3:45	3	249	18	973	2	99	10	499	28	1472
4:00	1	251			7	110				
4:15	7	285			8	104				
4:30	7	298			18	133				
4:45	12	297	27	1131	14	105	47	452	74	1583
5:00	14	319			26	110				
5:15	18	375			23	88				
5:30	31	368			44	128				
5:45	40	355	103	1417	57	102	150	428	253	1845
6:00	36	283			58	115				
6:15	59	262			91	144				
6:30	84	242			146	92				
6:45	86	173	265	960	154	97	449	448	714	1408
7:00	82	160			176	116				
7:15	140	156			206	136				
7:30	228	135			306	151				
7:45	156	102	606	553	360	135	1048	538	1654	1091
8:00	91	122			285	62				
8:15	101	92			246	92				
8:30	104	91			264	62				
8:45	103	83	399	388	208	48	1003	264	1402	652
9:00	169	76			180	46				
9:15	169	92			185	52				
9:30	137	87			198	46				
9:45	119	73	594	328	189	38	752	182	1346	510
10:00	92	63			152	28				
10:15	93	47			145	29				
10:30	111	48			107	25				
10:45	110	28	406	186	119	19	523	101	929	287
11:00	113	14			100	17				
11:15	135	29			126	19				
11:30	128	31			141	13				
11:45	118	24	494	98	130	16	497	65	991	163
Totals	3022	7992			4519	4742				
Combined Totals		11014				9261				
ADT										20275
AM Peak Hour	715	AM			730	AM				
Volume	615				1197					
P.H.F.	0.674				0.831					
PM Peak Hour		500	PM			215	PM			
Volume		1417				666				
P.H.F.		0.945				0.824				
Percentage	27.4%	72.6%			48.8%	51.2%				

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Counts Unlimited, Inc.
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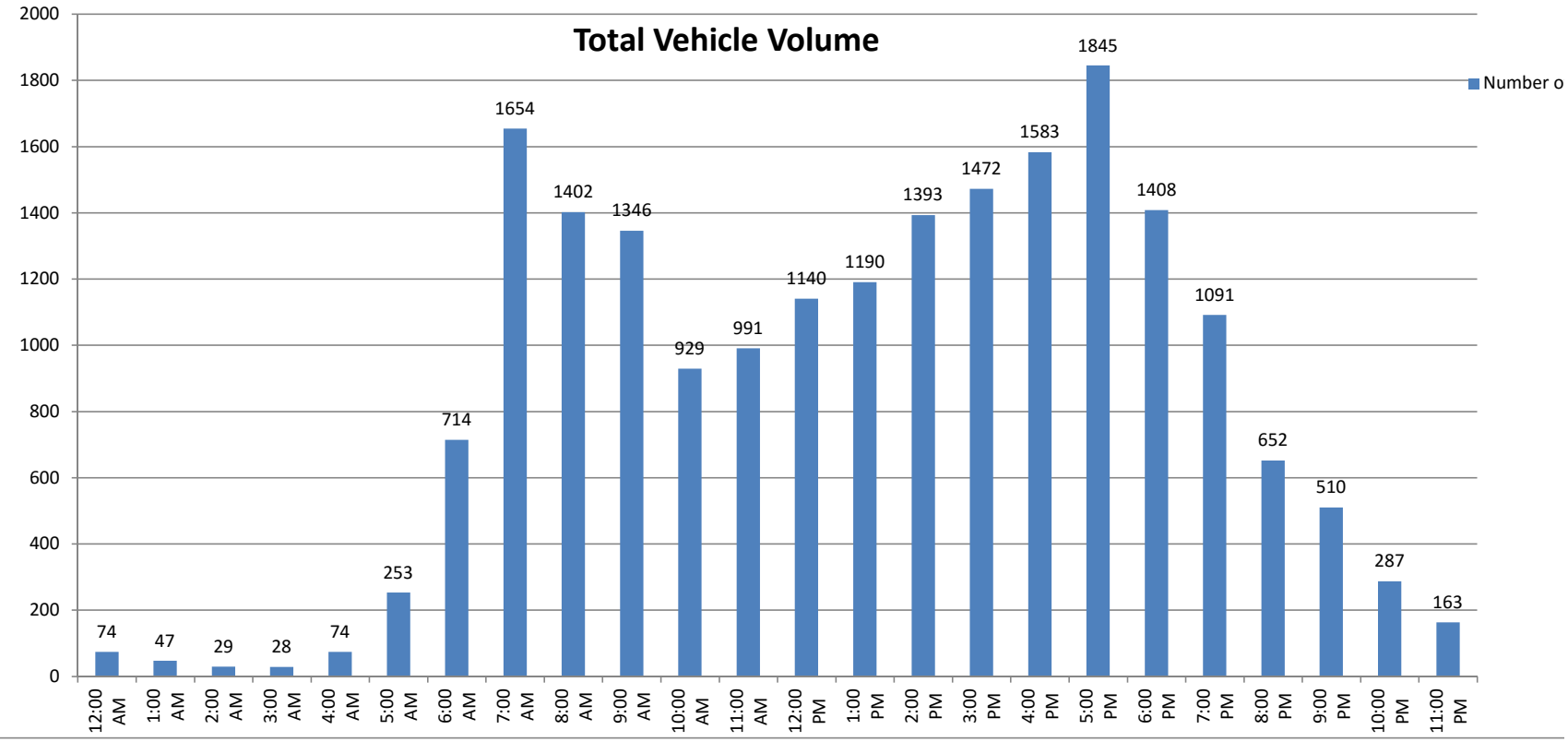
Corona, CA 92878

24 Hour Volume Plot

Sand Canyon Avenue
B/ Irvine Boulevard- Portola Parkway
3/24/2016

Southbound

Start Time	3/24/2016
12:00 AM	74
1:00 AM	47
2:00 AM	29
3:00 AM	28
4:00 AM	74
5:00 AM	253
6:00 AM	714
7:00 AM	1654
8:00 AM	1402
9:00 AM	1346
10:00 AM	929
11:00 AM	991
12:00 PM	1140
1:00 PM	1190
2:00 PM	1393
3:00 PM	1472
4:00 PM	1583
5:00 PM	1845
6:00 PM	1408
7:00 PM	1091
8:00 PM	652
9:00 PM	510
10:00 PM	287
11:00 PM	163
Total	20275



Volumes represent the combined totals for both directions

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City of Irvine
Sand Canyon Avenue
B/ Irvine Boulevard- Portola Parkway

File Name 282
Site Code: 194-16001
24 Hour Directional Volume Count

Date:	Northbound				Southbound					
Two Day Average	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	16	120			8	125				
12:15	14	137			4	122				
12:30	8	151			5	126				
12:45	9	154	47	562	1	204	17	577	64	1138
1:00	8	156			3	147				
1:15	7	161			4	146				
1:30	10	140			1	142				
1:45	7	147	31	604	4	150	11	584	41	1188
2:00	5	155			4	122				
2:15	4	190			1	121				
2:30	4	189			3	179				
2:45	3	200	15	734	2	200	9	621	24	1354
3:00	3	213			2	150				
3:15	4	262			2	116				
3:30	8	231			5	124				
3:45	2	255	17	960	2	110	11	499	27	1459
4:00	3	263			6	105				
4:15	5	270			8	108				
4:30	5	306			17	121				
4:45	10	299	23	1138	13	109	44	442	66	1580
5:00	12	288			27	111				
5:15	13	338			25	89				
5:30	28	353			44	112				
5:45	37	324	89	1302	55	108	151	420	240	1722
6:00	32	262			62	107				
6:15	60	253			90	107				
6:30	69	221			154	85				
6:45	91	184	252	919	158	86	463	384	714	1303
7:00	92	148			185	90				
7:15	126	154			198	109				
7:30	254	124			299	110				
7:45	146	108	617	533	344	98	1025	407	1642	940
8:00	94	124			260	58				
8:15	103	101			254	74				
8:30	107	98			273	57				
8:45	107	83	410	405	232	40	1018	228	1428	633
9:00	153	89			188	37				
9:15	165	86			190	39				
9:30	127	80			193	40				
9:45	110	66	554	321	181	34	750	149	1304	470
10:00	91	57			142	24				
10:15	93	53			134	23				
10:30	108	45			111	20				
10:45	107	32	398	187	123	19	509	85	907	272
11:00	127	23			109	14				
11:15	131	27			140	14				
11:30	127	29			133	11				
11:45	111	25	496	103	122	10	503	48	999	151
Totals	2946	7765			4508	4442				
Combined Totals		10710				8949				
ADT										19659
AM Peak Hour	715	AM			730	AM				
Volume	620				1156					
P.H.F.	0.610				0.841					
PM Peak Hour		500	PM			215	PM			
Volume		1302				649				
P.H.F.		0.922				0.813				
Percentage	27.5%	72.5%			50.4%	49.6%				

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of Irvine
Portola Parkway
B/ Bee Canyon - Sand Canyon Avenue

File Name 255
Site Code: 194-16001
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
3/9/2016	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	5	127			5	82				
12:15	3	92			1	105				
12:30	4	109			3	105				
12:45	3	117	15	445	1	105	10	397	25	842
1:00	3	104			3	101				
1:15	2	92			3	114				
1:30	2	102			0	134				
1:45	2	133	9	431	1	151	7	500	16	931
2:00	1	168			0	137				
2:15	0	147			0	116				
2:30	1	102			1	161				
2:45	1	104	3	521	1	189	2	603	5	1124
3:00	0	98			1	200				
3:15	0	119			2	222				
3:30	0	160			0	276				
3:45	1	139	1	516	3	237	6	935	7	1451
4:00	3	110			1	228				
4:15	6	92			0	259				
4:30	6	91			2	244				
4:45	9	134	24	427	6	251	9	982	33	1409
5:00	7	151			10	271				
5:15	21	142			12	347				
5:30	41	137			29	275				
5:45	50	143	119	573	37	257	88	1150	207	1723
6:00	52	127			33	229				
6:15	100	102			48	202				
6:30	146	103			62	131				
6:45	184	74	482	406	89	100	232	662	714	1068
7:00	140	84			119	109				
7:15	194	69			164	80				
7:30	217	57			182	56				
7:45	203	64	754	274	259	59	724	304	1478	578
8:00	189	51			213	47				
8:15	246	49			244	35				
8:30	222	43			286	31				
8:45	212	35	869	178	132	35	875	148	1744	326
9:00	157	33			105	25				
9:15	147	35			129	26				
9:30	113	25			108	21				
9:45	104	21	521	114	92	18	434	90	955	204
10:00	104	23			93	20				
10:15	66	15			110	10				
10:30	86	11			103	10				
10:45	96	8	352	57	92	6	398	46	750	103
11:00	101	15			102	12				
11:15	99	5			91	12				
11:30	83	7			103	8				
11:45	98	4	381	31	107	9	403	41	784	72
Totals	3530	3973			3188	5858				
Combined Totals		7503				9046				
ADT										16549
AM Peak Hour	800	AM			745	AM				
Volume	869				1002					
P.H.F.	0.883				0.876					
PM Peak Hour		500	PM			500	PM			
Volume		573				1150				
P.H.F.		0.949				0.829				
Percentage	47.0%	53.0%			35.2%	64.8%				

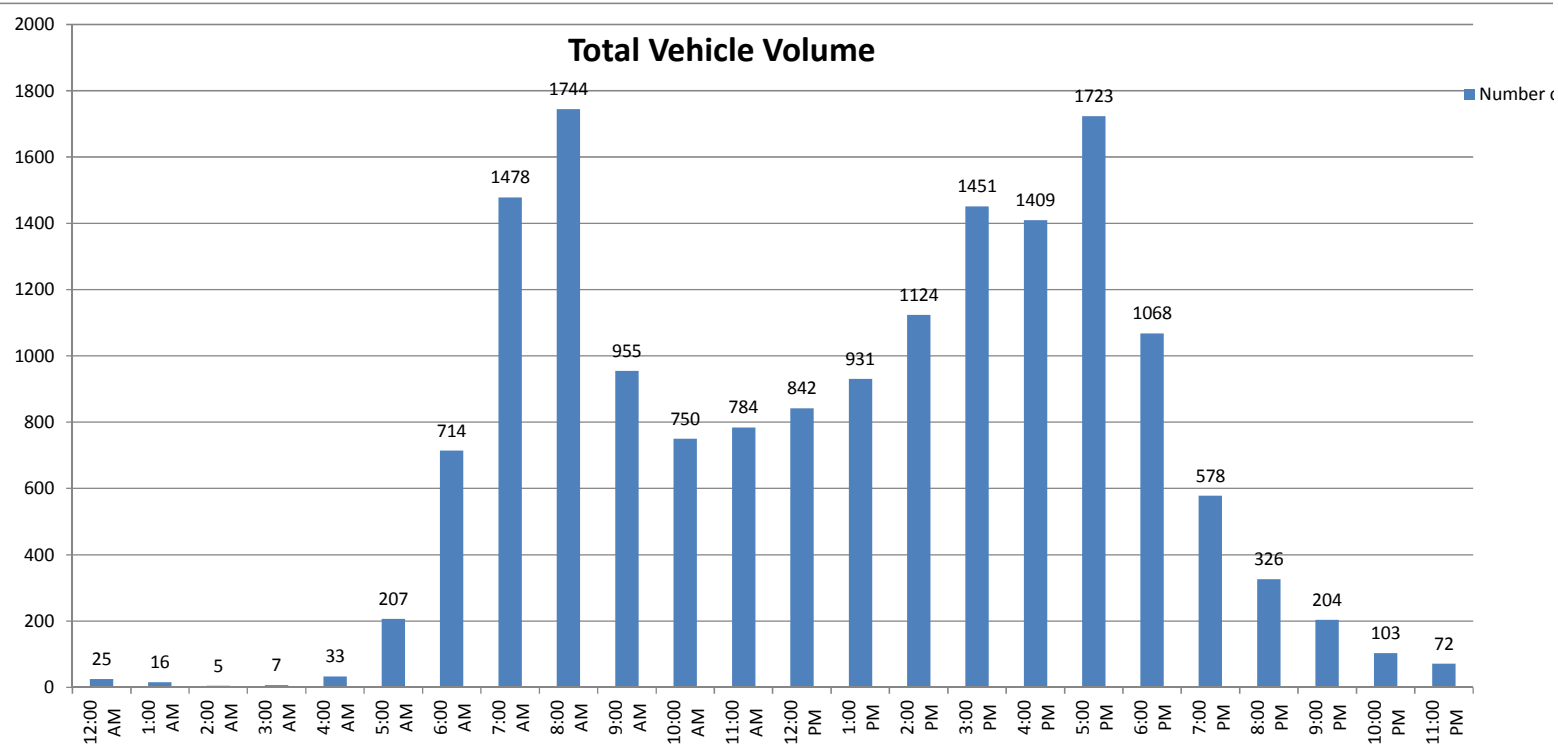
Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

24 Hour Volume Plot

Portola Parkway
B/ Bee Canyon - Sand Canyon Avenue
3/9/2016

Westbound

Start Time	3/9/2016
12:00 AM	25
1:00 AM	16
2:00 AM	5
3:00 AM	7
4:00 AM	33
5:00 AM	207
6:00 AM	714
7:00 AM	1478
8:00 AM	1744
9:00 AM	955
10:00 AM	750
11:00 AM	784
12:00 PM	842
1:00 PM	931
2:00 PM	1124
3:00 PM	1451
4:00 PM	1409
5:00 PM	1723
6:00 PM	1068
7:00 PM	578
8:00 PM	326
9:00 PM	204
10:00 PM	103
11:00 PM	72
Total	16549



Volumes represent the combined totals for both directions

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

City of Irvine
Portola Parkway
B/ Bee Canyon - Sand Canyon Avenue

File Name 255
Site Code: 194-16001
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
3/10/2016	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	6	109			3	104				
12:15	7	96			3	98				
12:30	4	88			1	107				
12:45	0	101	17	394	3	102	10	411	27	805
1:00	6	74			2	106				
1:15	2	99			1	122				
1:30	1	78			5	119				
1:45	2	117	11	368	2	141	10	488	21	856
2:00	0	160			2	127				
2:15	5	124			0	149				
2:30	0	98			1	203				
2:45	1	122	6	504	4	192	7	671	13	1175
3:00	1	115			6	178				
3:15	3	132			0	223				
3:30	0	130			1	270				
3:45	1	106	5	483	1	249	8	920	13	1403
4:00	3	108			1	261				
4:15	6	113			3	282				
4:30	3	117			2	303				
4:45	11	127	23	465	9	279	15	1125	38	1590
5:00	9	134			10	267				
5:15	26	165			13	297				
5:30	34	142			15	262				
5:45	60	121	129	562	33	257	71	1083	200	1645
6:00	61	109			33	193				
6:15	90	112			32	163				
6:30	142	92			64	121				
6:45	153	81	446	394	98	114	227	591	673	985
7:00	179	75			130	70				
7:15	175	88			189	98				
7:30	248	65			321	58				
7:45	313	50	915	278	253	48	893	274	1808	552
8:00	201	48			238	41				
8:15	217	38			170	43				
8:30	180	40			121	34				
8:45	142	50	740	176	138	29	667	147	1407	323
9:00	119	55			128	41				
9:15	110	39			143	25				
9:30	149	34			110	15				
9:45	97	27	475	155	101	16	482	97	957	252
10:00	98	20			100	23				
10:15	89	15			92	20				
10:30	103	13			110	19				
10:45	92	16	382	64	95	14	397	76	779	140
11:00	93	11			80	12				
11:15	80	6			108	5				
11:30	91	11			109	7				
11:45	101	2	365	30	97	15	394	39	759	69
Totals	3514	3873			3181	5922				
Combined Totals		7387				9103				
ADT										16490
AM Peak Hour	730	AM			715	AM				
Volume	979				1001					
P.H.F.	0.782				0.780					
PM Peak Hour		445	PM			430	PM			
Volume		568				1146				
P.H.F.		0.861				0.946				
Percentage	47.6%	52.4%			34.9%	65.1%				

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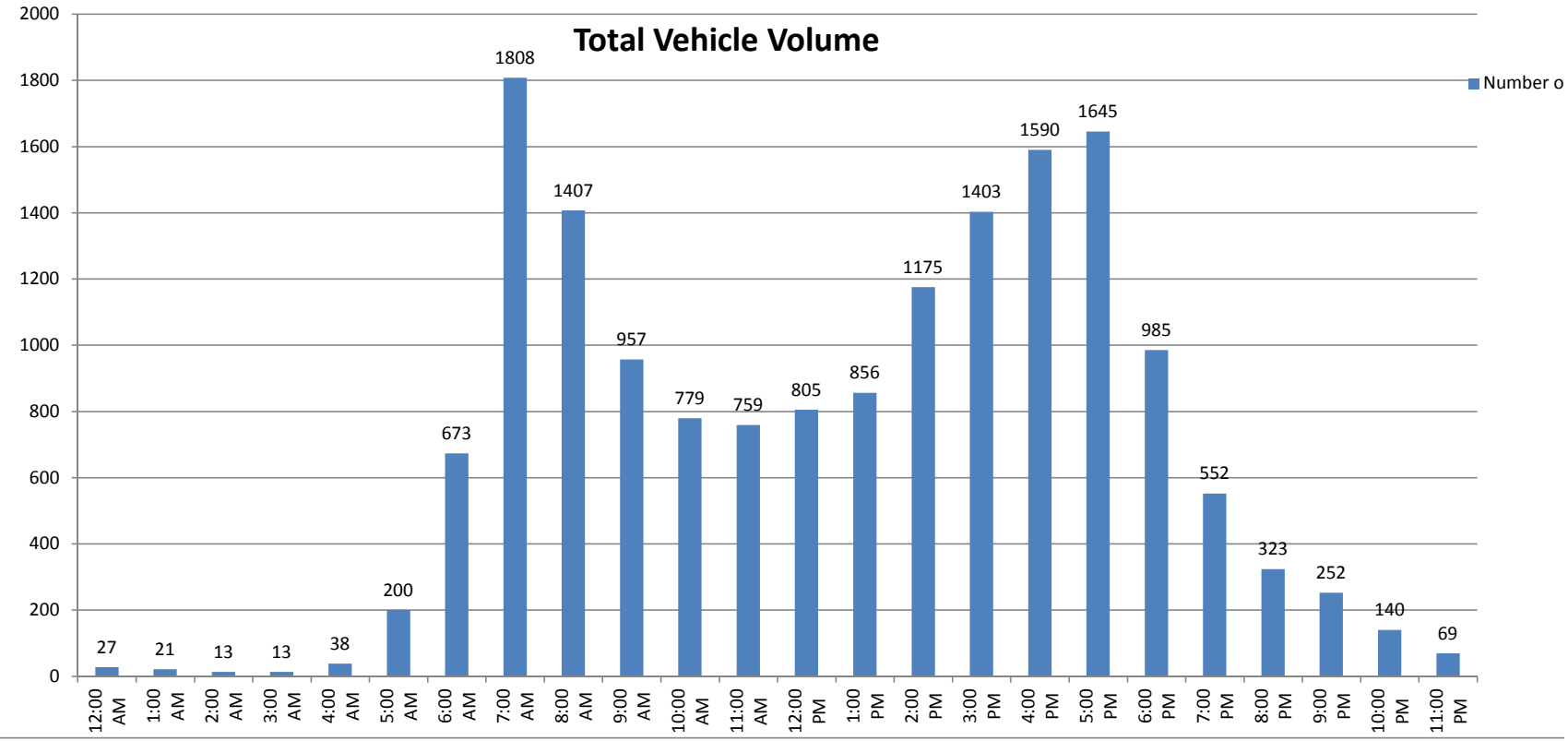
Corona, CA 92878

24 Hour Volume Plot

Portola Parkway
B/ Bee Canyon - Sand Canyon Avenue
3/10/2016

Westbound

Start Time	3/10/2016
12:00 AM	27
1:00 AM	21
2:00 AM	13
3:00 AM	13
4:00 AM	38
5:00 AM	200
6:00 AM	673
7:00 AM	1808
8:00 AM	1407
9:00 AM	957
10:00 AM	779
11:00 AM	759
12:00 PM	805
1:00 PM	856
2:00 PM	1175
3:00 PM	1403
4:00 PM	1590
5:00 PM	1645
6:00 PM	985
7:00 PM	552
8:00 PM	323
9:00 PM	252
10:00 PM	140
11:00 PM	69
Total	16490



Volumes represent the combined totals for both directions

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City of Irvine
Portola Parkway
B/ Bee Canyon - Sand Canyon Avenue

File Name 255
Site Code: 194-16001
24 Hour Directional Volume Count

Date:	Eastbound				Westbound					
Two Day Average	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	6	118			4	93				
12:15	5	94			2	102				
12:30	4	99			2	106				
12:45	2	109	16	420	2	104	10	404	26	824
1:00	5	89			3	104				
1:15	2	96			2	118				
1:30	2	90			3	127				
1:45	2	125	10	400	2	146	9	494	19	894
2:00	1	164			1	132				
2:15	3	136			0	133				
2:30	1	100			1	182				
2:45	1	113	5	513	3	191	5	637	9	1150
3:00	1	107			4	189				
3:15	2	126			1	223				
3:30	0	145			1	273				
3:45	1	123	3	500	2	243	7	928	10	1427
4:00	3	109			1	245				
4:15	6	103			2	271				
4:30	5	104			2	274				
4:45	10	131	24	446	8	265	12	1054	36	1500
5:00	8	143			10	269				
5:15	24	154			13	322				
5:30	38	140			22	269				
5:45	55	132	124	568	35	257	80	1117	204	1684
6:00	57	118			33	211				
6:15	95	107			40	183				
6:30	144	98			63	126				
6:45	169	78	464	400	94	107	230	627	694	1027
7:00	160	80			125	90				
7:15	185	79			177	89				
7:30	233	61			252	57				
7:45	258	57	835	276	256	54	809	289	1643	565
8:00	195	50			226	44				
8:15	232	44			207	39				
8:30	201	42			204	33				
8:45	177	43	805	177	135	32	771	148	1576	325
9:00	138	44			117	33				
9:15	129	37			136	26				
9:30	131	30			109	18				
9:45	101	24	498	135	97	17	458	94	956	228
10:00	101	22			97	22				
10:15	78	15			101	15				
10:30	95	12			107	15				
10:45	94	12	367	61	94	10	398	61	765	122
11:00	97	13			91	12				
11:15	90	6			100	9				
11:30	87	9			106	8				
11:45	100	3	373	31	102	12	399	40	772	71
Totals	3522	3923			3185	5890				
Combined Totals		7445				9075				
ADT										16520
AM Peak Hour	730	AM			730	AM				
Volume	917				940					
P.H.F.	0.889				0.918					
PM Peak Hour		500	PM			430	PM			
Volume		568				1130				
P.H.F.		0.924				0.877				
Percentage	47.3%	52.7%			35.1%	64.9%				

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Thursday, April 20, 2017 Location: OC PROJECT:

ADT4 Bee Canyon Access north of Portola. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	0		0					12:00	48		36				
0:15	0		0					12:15	37		49				
0:30	0		0					12:30	34		37				
0:45	0	0	0	0				12:45	34	153	50	172			325
1:00	0		0					13:00	45		31				
1:15	0		0					13:15	26		46				
1:30	0		0					13:30	32		26				
1:45	0	0	0	0				13:45	41	144	32	135			279
2:00	0		0					14:00	30		33				
2:15	0		0					14:15	28		36				
2:30	0		0					14:30	29		35				
2:45	0	0	0	0				14:45	34	121	27	131			252
3:00	0		0					15:00	37		24				
3:15	0		0					15:15	23		43				
3:30	0		0					15:30	29		43				
3:45	0	0	0	0				15:45	12	101	26	136			237
4:00	0		0					16:00	4		25				
4:15	0		0					16:15	0		15				
4:30	3		0					16:30	0		24				
4:45	5	8	0	0			8	16:45	0	4	4	68			72
5:00	4		0					17:00	0		20				
5:15	6		0					17:15	0		0				
5:30	7		0					17:30	0		8				
5:45	6	23	0	0			23	17:45	0	0	0	28			28
6:00	8		0					18:00	0		2				
6:15	27		0					18:15	0		0				
6:30	9		0					18:30	0		5				
6:45	31	75	0	0			75	18:45	0	0	2	9			9
7:00	22		0					19:00	0		0				
7:15	16		25					19:15	0		0				
7:30	22		34					19:30	0		0				
7:45	19	79	22	81			160	19:45	0	0	0	0			
8:00	27		15					20:00	0		0				
8:15	24		13					20:15	0		0				
8:30	22		28					20:30	0		0				
8:45	20	93	23	79			172	20:45	0	0	0	0			
9:00	28		28					21:00	0		0				
9:15	33		18					21:15	0		0				
9:30	53		33					21:30	0		0				
9:45	42	156	24	103			259	21:45	0	0	0	0			
10:00	50		37					22:00	0		0				
10:15	35		39					22:15	0		0				
10:30	44		33					22:30	0		0				
10:45	47	176	28	137			313	22:45	0	0	0	0			
11:00	47		60					23:00	0		0				
11:15	46		42					23:15	0		0				
11:30	49		41					23:30	0		0				
11:45	34	176	46	189			365	23:45	0	0	0	0			
Total Vol.		786		589			**1375**			523		679			**1202**

Daily Totals

NB	SB	EB	WB	**Combined**
1309	1268			**2577**

	AM			**PM**		
Split %	57.2%	42.8%	**53.4%**	43.5%	56.5%	**46.6%**
Peak Hour	10:45	11:00	**11:00**	12:00	12:00	**12:00**
Volume	189	189	**365**	153	172	**325**
P.H.F.	0.96	0.79	**0.85**	0.80	0.86	**0.94**

cs@aimtd.com Tell. 714 253 7888

Tuesday, April 11, 2017 Location: Norco PROJECT:

ADT10 River between Santa Ana River and Corydon **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	22		8					12:00	132		117				
0:15	11		7					12:15	117		129				
0:30	5		8					12:30	99		134				
0:45	6	44	4	27			71	12:45	117	465	121	501			966
1:00	8		8					13:00	118		123				
1:15	7		2					13:15	111		124				
1:30	10		7					13:30	114		136				
1:45	6	31	2	19			50	13:45	128	471	128	511			982
2:00	17		3					14:00	141		138				
2:15	4		9					14:15	134		191				
2:30	9		3					14:30	152		158				
2:45	11	41	3	18			59	14:45	165	592	178	665			1257
3:00	8		14					15:00	180		209				
3:15	20		18					15:15	177		204				
3:30	13		7					15:30	171		244				
3:45	16	57	19	58			115	15:45	173	701	253	910			1611
4:00	22		25					16:00	218		246				
4:15	33		44					16:15	204		240				
4:30	40		43					16:30	212		211				
4:45	47	142	63	175			317	16:45	194	828	255	952			1780
5:00	51		77					17:00	248		245				
5:15	73		78					17:15	247		246				
5:30	105		153					17:30	250		228				
5:45	114	343	131	439			782	17:45	215	960	221	940			1900
6:00	117		120					18:00	172		202				
6:15	177		164					18:15	148		173				
6:30	227		185					18:30	144		177				
6:45	252	773	218	687			1460	18:45	155	619	164	716			1335
7:00	271		263					19:00	143		136				
7:15	280		246					19:15	142		113				
7:30	228		303					19:30	127		83				
7:45	178	957	298	1110			2067	19:45	109	521	80	412			933
8:00	215		229					20:00	132		70				
8:15	157		249					20:15	117		71				
8:30	136		245					20:30	86		55				
8:45	125	633	227	950			1583	20:45	123	458	51	247			705
9:00	99		199					21:00	79		50				
9:15	93		139					21:15	91		41				
9:30	119		123					21:30	76		51				
9:45	91	402	125	586			988	21:45	54	300	40	182			482
10:00	111		98					22:00	48		37				
10:15	99		107					22:15	50		32				
10:30	95		134					22:30	46		25				
10:45	102	407	99	438			845	22:45	24	168	24	118			286
11:00	97		116					23:00	25		20				
11:15	94		103					23:15	24		16				
11:30	109		116					23:30	20		11				
11:45	103	403	123	458			861	23:45	21	90	13	60			150
Total Vol.		4233		4965			**9198**			6173		6214			**12387**

Daily Totals

NB	SB	EB	WB	**Combined**
10406	11179			**21585**

	AM			**PM**		
Split %	46.0%	54.0%	**42.6%**	49.8%	50.2%	**57.4%**
Peak Hour	6:45	7:00	**7:00**	17:00	15:30	**16:45**
Volume	1031	1110	**2067**	960	983	**1913**
P.H.F.	0.92	0.92	**0.97**	1.00	0.97	**0.97**

cs@aimtd.com Tell. 714 253 7888

Tuesday, April 11, 2017 Location: Norco PROJECT:

ADT11 River between Corydon and Second **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	22		11					12:00	169		111				
0:15	14		11					12:15	133		128				
0:30	7		9					12:30	135		125				
0:45	13	56	6	37			93	12:45	132	569	122	486			1055
1:00	7		6					13:00	133		138				
1:15	5		5					13:15	137		155				
1:30	7		9					13:30	143		140				
1:45	5	24	2	22			46	13:45	165	578	152	585			1163
2:00	8		3					14:00	181		158				
2:15	2		10					14:15	173		194				
2:30	10		9					14:30	175		158				
2:45	9	29	2	24			53	14:45	178	707	182	692			1399
3:00	6		16					15:00	244		186				
3:15	12		11					15:15	184		219				
3:30	11		9					15:30	185		196				
3:45	11	40	23	59			99	15:45	167	780	214	815			1595
4:00	15		24					16:00	228		206				
4:15	20		29					16:15	186		204				
4:30	27		40					16:30	199		196				
4:45	35	97	47	140			237	16:45	223	836	212	818			1654
5:00	46		45					17:00	234		210				
5:15	56		47					17:15	244		198				
5:30	99		84					17:30	218		224				
5:45	100	301	89	265			566	17:45	240	936	212	844			1780
6:00	112		61					18:00	179		216				
6:15	133		103					18:15	190		184				
6:30	205		120					18:30	151		159				
6:45	220	670	164	448			1118	18:45	185	705	178	737			1442
7:00	227		203					19:00	165		150				
7:15	241		221					19:15	177		135				
7:30	226		218					19:30	155		96				
7:45	197	891	204	846			1737	19:45	128	625	86	467			1092
8:00	123		208					20:00	154		85				
8:15	140		166					20:15	153		89				
8:30	109		183					20:30	132		68				
8:45	116	488	190	747			1235	20:45	143	582	65	307			889
9:00	106		172					21:00	114		42				
9:15	109		132					21:15	101		55				
9:30	101		139					21:30	95		42				
9:45	99	415	134	577			992	21:45	75	385	52	191			576
10:00	101		105					22:00	64		40				
10:15	101		111					22:15	56		31				
10:30	106		141					22:30	57		28				
10:45	109	417	103	460			877	22:45	33	210	25	124			334
11:00	103		128					23:00	31		18				
11:15	126		112					23:15	29		14				
11:30	113		122					23:30	18		10				
11:45	137	479	142	504			983	23:45	29	107	15	57			164
Total Vol.		3907		4129			**8036**			7020		6123			**13143**

Daily Totals

NB	SB	EB	WB	**Combined**
10927	10252			**21179**

	AM			**PM**		
Split %	48.6%	51.4%	**37.9%**	53.4%	46.6%	**62.1%**
Peak Hour	6:45	7:15	**7:00**	17:00	17:15	**17:00**
Volume	914	851	**1737**	936	850	**1780**
P.H.F.	0.95	0.96	**0.94**	0.94	0.95	**0.98**

cs@aimtd.com Tell. 714 253 7888

Tuesday, April 11, 2017 Location: Corona PROJECT:

ADT12 River between Second and Lincoln **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	15		11					12:00	122		101				
0:15	13		12					12:15	114		126				
0:30	8		9					12:30	98		115				
0:45	7	43	6	38			81	12:45	100	434	114	456			890
1:00	8		4					13:00	117		124				
1:15	6		7					13:15	135		135				
1:30	4		5					13:30	118		128				
1:45	6	24	4	20			44	13:45	138	508	121	508			1016
2:00	5		3					14:00	240		183				
2:15	3		4					14:15	170		217				
2:30	6		3					14:30	157		166				
2:45	6	20	4	14			34	14:45	131	698	159	725			1423
3:00	5		13					15:00	192		134				
3:15	9		14					15:15	167		184				
3:30	9		9					15:30	154		144				
3:45	9	32	23	59			91	15:45	158	671	174	636			1307
4:00	13		17					16:00	167		178				
4:15	20		32					16:15	153		191				
4:30	18		42					16:30	195		161				
4:45	25	76	50	141			217	16:45	176	691	188	718			1409
5:00	29		48					17:00	204		178				
5:15	34		38					17:15	249		154				
5:30	61		82					17:30	232		198				
5:45	67	191	94	262			453	17:45	216	901	192	722			1623
6:00	89		73					18:00	170		198				
6:15	94		85					18:15	138		164				
6:30	149		107					18:30	128		163				
6:45	160	492	143	408			900	18:45	132	568	173	698			1266
7:00	224		215					19:00	141		159				
7:15	289		247					19:15	117		152				
7:30	281		264					19:30	111		86				
7:45	168	962	209	935			1897	19:45	90	459	71	468			927
8:00	114		177					20:00	129		69				
8:15	116		149					20:15	137		77				
8:30	91		155					20:30	91		69				
8:45	80	401	160	641			1042	20:45	100	457	63	278			735
9:00	85		151					21:00	82		42				
9:15	83		123					21:15	78		50				
9:30	81		121					21:30	68		41				
9:45	92	341	113	508			849	21:45	60	288	44	177			465
10:00	78		105					22:00	45		43				
10:15	89		111					22:15	37		27				
10:30	89		122					22:30	40		31				
10:45	101	357	100	438			795	22:45	21	143	27	128			271
11:00	70		121					23:00	23		22				
11:15	103		103					23:15	22		15				
11:30	108		103					23:30	13		10				
11:45	109	390	115	442			832	23:45	28	86	14	61			147
Total Vol.		3329		3906			**7235**			5904		5575			**11479**

Daily Totals

NB	SB	EB	WB	**Combined**
9233	9481			**18714**

	AM			**PM**		
Split %	46.0%	54.0%	**38.7%**	51.4%	48.6%	**61.3%**
Peak Hour	7:00	7:00	**7:00**	17:00	17:30	**17:00**
Volume	962	935	**1897**	901	752	**1623**
P.H.F.	0.83	0.89	**0.87**	0.92	0.95	**0.94**

cs@aimtd.com Tell. 714 253 7888

Tuesday, April 18, 2017 Location: Corona PROJECT:

ADT14 Lincoln north of Rincon. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	33		14					12:00	172		137				
0:15	16		7					12:15	147		147				
0:30	29		9					12:30	150		162				
0:45	10	88	15	45			133	12:45	134	603	174	620			1223
1:00	9		6					13:00	123		162				
1:15	9		5					13:15	146		143				
1:30	11		12					13:30	188		168				
1:45	5	34	9	32			66	13:45	199	656	155	628			1284
2:00	11		6					14:00	194		162				
2:15	9		8					14:15	177		196				
2:30	10		12					14:30	262		153				
2:45	10	40	13	39			79	14:45	204	837	147	658			1495
3:00	8		13					15:00	206		147				
3:15	6		21					15:15	185		131				
3:30	13		26					15:30	244		169				
3:45	12	39	50	110			149	15:45	264	899	166	613			1512
4:00	20		50					16:00	251		151				
4:15	19		104					16:15	227		146				
4:30	29		232					16:30	263		142				
4:45	24	92	241	627			719	16:45	256	997	160	599			1596
5:00	28		192					17:00	308		152				
5:15	36		216					17:15	225		135				
5:30	61		263					17:30	186		165				
5:45	70	195	294	965			1160	17:45	194	913	149	601			1514
6:00	64		242					18:00	181		141				
6:15	79		282					18:15	192		143				
6:30	88		265					18:30	173		113				
6:45	112	343	291	1080			1423	18:45	150	696	94	491			1187
7:00	151		294					19:00	139		82				
7:15	177		314					19:15	146		97				
7:30	165		306					19:30	128		96				
7:45	131	624	288	1202			1826	19:45	108	521	62	337			858
8:00	120		238					20:00	94		92				
8:15	98		241					20:15	102		77				
8:30	109		234					20:30	93		84				
8:45	146	473	241	954			1427	20:45	97	386	111	364			750
9:00	136		188					21:00	84		83				
9:15	154		170					21:15	99		64				
9:30	121		165					21:30	82		85				
9:45	103	514	176	699			1213	21:45	78	343	54	286			629
10:00	107		132					22:00	65		58				
10:15	79		119					22:15	62		65				
10:30	94		106					22:30	42		47				
10:45	122	402	134	491			893	22:45	53	222	38	208			430
11:00	116		124					23:00	39		29				
11:15	135		127					23:15	44		27				
11:30	175		114					23:30	34		20				
11:45	138	564	163	528			1092	23:45	31	148	35	111			259
Total Vol.		3408		6772			**10180**			7221		5516			**12737**

Daily Totals

NB	SB	EB	WB	**Combined**
10629	12288			**22917**

	AM			**PM**		
Split %	33.5%	66.5%	**44.4%**	56.7%	43.3%	**55.6%**
Peak Hour	11:30	6:45	**7:00**	16:15	13:30	**16:15**
Volume	632	1205	**1826**	1054	681	**1654**
P.H.F.	0.90	0.96	**0.93**	0.95	0.87	**0.90**

cs@aimtd.com Tell. 714 253 7888

Tuesday, April 18, 2017 Location: Corona PROJECT:

ADT15 Lincoln south of Railroad. **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	20		17					12:00	123		144				
0:15	16		16					12:15	136		123				
0:30	23		17					12:30	124		116				
0:45	13	72	14	64			136	12:45	134	517	110	493			1010
1:00	19		8					13:00	130		124				
1:15	9		6					13:15	126		124				
1:30	9		8					13:30	129		181				
1:45	7	44	10	32			76	13:45	142	527	136	565			1092
2:00	9		9					14:00	146		141				
2:15	7		7					14:15	139		144				
2:30	12		11					14:30	132		191				
2:45	10	38	15	42			80	14:45	145	562	131	607			1169
3:00	13		11					15:00	151		146				
3:15	12		21					15:15	128		105				
3:30	29		15					15:30	145		154				
3:45	22	76	40	87			163	15:45	141	565	178	583			1148
4:00	21		41					16:00	123		163				
4:15	50		65					16:15	150		118				
4:30	79		69					16:30	156		158				
4:45	70	220	86	261			481	16:45	172	601	152	591			1192
5:00	60		81					17:00	149		152				
5:15	65		64					17:15	150		128				
5:30	80		92					17:30	150		141				
5:45	90	295	101	338			633	17:45	133	582	131	552			1134
6:00	65		95					18:00	122		127				
6:15	70		103					18:15	136		117				
6:30	81		122					18:30	118		117				
6:45	117	333	120	440			773	18:45	113	489	90	451			940
7:00	117		123					19:00	100		84				
7:15	142		142					19:15	108		106				
7:30	138		125					19:30	107		81				
7:45	143	540	122	512			1052	19:45	103	418	67	338			756
8:00	122		122					20:00	83		74				
8:15	97		113					20:15	106		62				
8:30	119		119					20:30	105		67				
8:45	132	470	123	477			947	20:45	99	393	86	289			682
9:00	116		139					21:00	88		68				
9:15	119		105					21:15	75		75				
9:30	125		118					21:30	57		82				
9:45	98	458	122	484			942	21:45	72	292	47	272			564
10:00	95		115					22:00	54		79				
10:15	95		95					22:15	40		54				
10:30	98		111					22:30	25		42				
10:45	108	396	121	442			838	22:45	30	149	27	202			351
11:00	113		136					23:00	22		33				
11:15	113		108					23:15	29		30				
11:30	119		122					23:30	21		33				
11:45	111	456	137	503			959	23:45	30	102	23	119			221
Total Vol.		3398		3682			**7080**			5197		5062			**10259**

Daily Totals

NB	SB	EB	WB	**Combined**
8595	8744			**17339**

	AM			**PM**		
Split %	48.0%	52.0%	**40.8%**	50.7%	49.3%	**59.2%**
Peak Hour	7:15	11:30	**7:15**	16:15	15:45	**16:30**
Volume	545	526	**1056**	627	617	**1217**
P.H.F.	0.95	0.91	**0.93**	0.94	0.87	**0.94**

cs@aimtd.com Tell. 714 253 7888

A816

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2018
JOB #: SC1592

LOCATION#
CLASS4 Auto Center west of Railroad

AM TIME	EASTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
5:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15	0	2	1	0	1	0	0	0	0	0	0	0	0	4
5:30	0	7	0	0	1	0	0	0	0	0	0	0	0	8
5:45	0	10	1	0	2	0	0	0	0	0	0	0	0	13
6:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
6:15	0	2	3	0	2	0	0	0	0	0	0	0	0	7
6:30	0	4	1	0	1	0	0	0	1	0	0	0	0	7
6:45	0	6	0	0	2	0	0	0	0	0	0	0	0	8
7:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
7:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3
7:30	0	2	0	0	2	0	0	0	0	0	0	0	0	4
7:45	0	3	0	0	1	0	0	0	0	0	0	0	0	4
8:00	0	2	0	0	2	0	0	0	0	0	0	0	0	4
8:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:30	0	2	1	0	2	0	0	0	0	0	0	0	0	5
8:45	0	2	1	0	3	0	0	0	0	0	0	0	0	6
9:00	0	2	1	0	2	0	0	0	0	0	0	0	0	5
9:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3
9:30	0	4	1	0	2	0	0	0	0	0	0	0	0	7
9:45	0	5	2	0	2	0	0	0	0	0	0	0	0	9
10:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
10:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:30	0	1	1	0	1	0	0	0	0	0	0	0	0	3
10:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
11:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
11:15	0	3	1	0	2	0	0	0	0	0	0	0	0	6
11:30	0	0	2	0	1	0	0	0	0	0	0	0	0	3
11:45	0	3	1	0	1	0	0	0	0	0	0	0	0	5
TOTAL	0	89	27	0	36	0	0	0	1	0	0	0	0	153

AM PEAK HOUR	5:30 AM
AM PEAK VOLUME	34

PM Time	EASTBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
12:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	5	2	0	1	0	0	0	1	0	0	1	0	10
12:45	0	1	2	1	3	0	0	0	1	0	0	0	0	8
13:00	0	1	1	1	1	0	0	0	0	0	0	0	0	4
13:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3
13:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
13:45	0	2	2	0	1	1	0	0	0	0	0	0	0	6
14:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
14:15	0	0	0	1	1	0	0	0	0	0	0	0	0	2
14:30	0	0	1	0	1	0	0	0	0	0	0	0	0	2
14:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	2	0	0	0	0	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	26	16	3	11	1	0	0	2	0	0	1	0	60

PM PEAK HOUR	12:30 PM
PM PEAK VOLUME	25

TOTAL: AM+PM	0	115	43	3	47	1	0	0	3	0	0	1	0	213
% OF TOTAL	0.0%	54.0%	20.2%	1.4%	22.1%	0.5%	0.0%	0.0%	1.4%	0.0%	0.0%	0.5%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	1	229	92	7	87	3	0	0	4	2	0	1	0	426
% OF TOTAL	0.5%	107.5%	43.2%	3.3%	40.8%	1.4%	0.0%	0.0%	1.9%	0.9%	0.0%	0.5%	0.0%	100.0%

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2018
JOB #: SC1592

LOCATION#
CLASS1 Auto Center south of Wardlow

AM	SOUTHBOUND														PM	SOUTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	1	4	0	0	0	0	0	0	0	0	0	0	0	5	12:00	0	30	3	1	4	0	0	1	0	0	0	0	0	39
0:15	1	0	0	0	0	0	0	0	0	0	0	0	0	1	12:15	4	14	1	1	1	0	0	0	1	0	0	0	0	22
0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:30	0	24	8	0	1	0	0	0	1	0	0	0	0	34
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:45	2	13	0	2	3	0	0	0	0	0	0	0	0	20
1:00	0	2	0	1	0	0	0	0	0	0	0	0	0	3	13:00	0	23	5	1	6	0	0	0	0	0	0	0	0	35
1:15	1	0	0	0	0	0	0	0	1	0	0	0	0	2	13:15	1	16	3	1	1	0	0	0	0	0	0	0	0	22
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:30	0	27	2	2	1	1	0	0	2	0	0	0	0	35
1:45	1	3	0	0	0	0	0	0	0	0	0	0	0	4	13:45	2	16	4	0	2	1	0	0	0	0	0	0	0	25
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:00	0	21	4	1	1	1	0	1	1	0	0	0	0	30
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	2	20	3	0	3	1	0	0	1	0	0	0	0	30
2:30	0	1	0	0	0	1	0	0	0	0	0	0	0	2	14:30	0	39	4	0	2	1	0	0	1	0	0	0	0	47
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	1	24	7	0	1	0	0	0	1	0	0	0	0	34
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:00	0	26	5	0	1	2	0	0	2	0	0	0	0	36
3:15	0	3	0	0	1	0	0	0	1	0	0	0	0	5	15:15	0	29	3	1	1	1	0	0	1	0	0	0	0	36
3:30	0	5	1	0	1	0	0	0	1	0	0	0	0	8	15:30	0	39	6	0	3	0	0	0	1	0	0	0	0	49
3:45	0	7	0	0	0	1	0	0	0	0	0	0	0	8	15:45	2	29	6	0	2	0	0	1	1	0	0	0	0	41
4:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12	16:00	1	45	3	0	2	1	0	0	0	0	0	0	0	52
4:15	0	18	5	0	2	2	0	0	1	0	1	0	0	29	16:15	1	38	8	0	1	1	0	2	0	0	0	0	0	51
4:30	0	34	8	0	5	1	0	0	1	0	0	0	0	49	16:30	0	42	3	0	4	0	0	0	0	0	0	0	0	49
4:45	0	35	8	0	6	3	0	1	1	0	0	0	0	54	16:45	0	42	6	0	1	1	0	1	0	0	0	0	0	51
5:00	0	39	15	0	8	0	0	1	1	0	0	0	0	64	17:00	0	33	6	0	0	0	0	0	4	0	0	0	0	43
5:15	1	35	8	1	3	0	0	1	1	0	0	0	0	50	17:15	1	42	4	0	0	0	0	1	0	0	0	0	0	48
5:30	1	48	6	1	3	0	0	0	3	0	0	0	0	62	17:30	0	32	4	0	1	1	0	0	0	0	0	0	0	38
5:45	0	49	13	1	6	1	0	1	0	0	0	0	0	71	17:45	0	41	6	0	0	0	0	0	1	0	0	0	0	48
6:00	0	26	2	0	2	0	0	0	0	0	0	0	0	30	18:00	0	33	3	0	0	0	0	0	0	0	0	0	0	36
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:15	0	28	3	0	1	0	0	0	1	0	0	0	0	33
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:30	0	14	3	1	0	0	0	0	0	0	0	0	0	18
6:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	18:45	0	12	0	0	1	1	0	0	1	0	0	0	0	15
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19:00	0	16	3	0	1	0	0	0	0	0	0	0	0	20
7:15	2	0	0	0	0	0	0	0	0	0	0	0	0	2	19:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
7:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12
7:45	1	2	1	0	0	0	0	0	0	0	0	0	0	4	19:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
8:00	1	21	2	0	4	0	0	0	1	0	0	0	0	29	20:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
8:15	0	27	3	2	1	0	0	0	1	0	1	0	0	35	20:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11
8:30	1	45	12	0	1	0	1	0	3	0	0	0	0	63	20:30	0	13	1	0	1	0	0	0	0	0	0	0	0	15
8:45	0	30	7	0	1	1	0	2	1	0	0	0	0	42	20:45	1	8	0	0	0	0	0	0	0	0	0	0	0	9
9:00	0	22	8	1	2	1	0	0	1	0	0	0	0	35	21:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
9:15	2	25	6	0	0	2	1	2	3	0	0	0	0	41	21:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
9:30	0	27	2	0	1	1	0	0	0	0	0	0	0	31	21:30	0	5	0	2	0	0	0	0	0	0	0	0	0	7
9:45	2	14	5	0	4	1	0	0	2	0	0	0	0	28	21:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
10:00	0	27	6	1	2	1	2	0	1	0	0	0	0	40	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15	2	17	7	0	1	3	0	0	0	0	0	0	0	30	22:15	0	3	0	1	0	0	0	0	0	0	0	0	0	4
10:30	0	16	5	0	4	0	0	0	2	0	0	0	0	27	22:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
10:45	0	17	5	2	3	2	0	1	2	0	0	0	0	32	22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:00	1	19	6	0	3	1	0	1	1	0	0	0	0	32	23:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
11:15	2	11	6	0	4	0	0	0	1	0	0	0	0	24	23:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:30	1	11	5	0	1	2	0	0	0	0	0	0	0	20	23:30	0	0	2	2	0	0	0	0	0	0	0	0	0	4
11:45	1	15	6	1	3	1	0	0	0	0	0	0	0	27	23:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3
TOTAL	23	676	159	11	73	25	4	10	30	0	2	0	0	1,013	TOTAL	18	920	128	16	48	13	0	7	21	0	0	0	0	1,171

AM PEAK HOUR	5:00 AM
AM PEAK VOLUME	247

PM PEAK HOUR	4:00 PM
PM PEAK VOLUME	203

TOTAL: AM+PM	41	1,596	287	27	121	38	4	17	51	0	2	0	0	2,184
% OF TOTAL	1.9%	73.1%	13.1%	1.2%	5.5%	1.7%	0.2%	0.8%	2.3%	0.0%	0.1%	0.0%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2018
JOB #: SC1592

LOCATION#
CLASS3 Auto Center north of Research

AM TIME	NORTHBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
0:15	0	2	1	1	0	0	0	0	0	0	0	0	0	4
0:30	0	4	2	0	3	0	0	0	0	0	0	0	0	9
0:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	1	0	0	0	0	0	0	1	0	0	0	0	2
1:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
2:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2:15	0	2	1	0	1	0	0	0	0	0	0	0	0	4
2:30	0	0	1	0	2	0	0	0	0	0	0	0	0	3
2:45	0	2	0	0	1	1	0	0	1	0	0	0	0	5
3:00	0	4	1	0	2	0	0	0	0	0	0	0	0	7
3:15	1	6	1	0	1	1	0	0	0	0	0	0	0	10
3:30	0	4	2	0	1	0	0	0	1	0	0	0	0	8
3:45	0	9	5	0	1	0	0	1	0	0	1	0	0	17
4:00	0	10	6	1	1	0	0	0	0	0	0	0	0	18
4:15	0	24	2	0	5	0	0	0	0	0	0	0	0	31
4:30	0	47	8	0	8	1	0	0	0	0	0	0	0	64
4:45	0	64	18	0	11	0	0	0	1	0	0	0	0	94
5:00	0	16	5	0	2	0	0	1	0	0	0	0	0	24
5:15	0	16	7	1	5	1	0	0	0	0	0	0	0	30
5:30	0	21	9	0	9	0	0	0	0	0	0	0	0	39
5:45	0	47	6	2	4	0	0	1	1	0	0	0	0	61
6:00	0	24	8	1	12	0	0	0	1	0	0	0	0	46
6:15	0	33	8	0	4	0	0	1	1	0	0	0	0	47
6:30	1	44	9	0	6	0	0	0	0	0	0	0	0	60
6:45	1	44	13	2	13	0	0	0	4	0	0	0	0	77
7:00	0	21	6	2	6	0	0	1	0	0	0	0	0	36
7:15	0	46	9	1	10	1	0	1	1	0	0	0	0	69
7:30	2	35	3	2	18	1	0	2	1	0	2	0	0	66
7:45	0	50	8	0	6	0	0	1	0	0	0	0	0	65
8:00	1	42	17	1	6	1	0	0	3	0	0	0	0	71
8:15	0	34	7	2	7	2	0	1	6	0	0	0	0	59
8:30	0	41	13	1	9	1	0	0	1	0	0	0	0	66
8:45	0	42	17	0	15	0	0	0	0	0	0	0	0	74
9:00	0	34	7	1	12	1	0	1	8	0	0	0	0	64
9:15	0	25	6	1	8	0	0	0	3	0	1	0	0	44
9:30	0	23	10	1	13	0	0	1	1	0	0	0	0	49
9:45	0	23	12	3	20	2	0	0	5	0	0	0	0	65
10:00	0	33	6	2	14	0	0	1	1	0	0	0	0	57
10:15	0	26	4	2	18	0	0	2	1	0	0	0	0	53
10:30	0	27	6	1	16	0	0	2	4	0	0	0	0	56
10:45	1	28	9	2	14	1	0	1	1	0	0	1	0	58
11:00	0	32	6	2	12	2	0	1	1	0	0	0	0	56
11:15	0	26	7	2	16	0	0	2	3	0	0	0	0	56
11:30	0	32	7	2	10	1	0	3	4	0	0	0	0	59
11:45	0	37	14	5	20	2	0	1	3	0	0	0	0	82
TOTAL	7	1,096	290	42	344	19	0	25	58	0	4	1	0	1,886

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	271

PM Time	NORTHBOUND 1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	33	9	3	21	2	0	0	1	0	0	0	0	69
12:15	0	37	10	2	16	0	0	2	1	0	0	0	0	68
12:30	0	32	14	7	14	2	0	3	3	0	0	1	0	76
12:45	0	31	14	4	27	0	0	0	2	0	0	0	0	78
13:00	0	47	13	3	21	2	0	1	0	0	0	0	0	87
13:15	1	30	10	3	15	1	0	3	1	0	0	0	0	64
13:30	0	31	8	3	15	2	0	1	1	0	0	1	0	62
13:45	0	49	11	1	22	0	0	1	2	0	0	0	0	86
14:00	0	31	4	2	21	0	0	2	0	0	0	0	0	60
14:15	0	29	3	4	11	0	0	2	2	0	0	0	0	51
14:30	0	40	17	2	12	0	0	0	3	0	0	0	0	74
14:45	0	39	11	0	19	3	0	0	1	0	0	0	0	73
15:00	0	28	14	3	16	0	0	1	0	0	0	0	0	62
15:15	0	25	12	0	10	1	0	2	0	0	0	1	0	51
15:30	0	40	8	2	16	0	0	0	2	1	0	0	0	69
15:45	0	33	7	2	17	2	0	3	2	0	0	0	0	66
16:00	1	42	13	2	19	1	0	2	1	0	0	1	0	82
16:15	1	60	12	3	14	1	0	1	0	0	0	0	0	92
16:30	1	47	12	2	11	1	0	2	1	0	0	0	0	77
16:45	0	49	4	0	8	0	0	1	0	0	0	0	0	62
17:00	0	75	11	1	11	0	0	1	1	0	0	0	0	100
17:15	0	51	11	2	16	0	0	0	0	0	0	0	0	80
17:30	0	42	9	0	9	0	0	0	0	1	0	0	0	61
17:45	0	64	18	0	8	1	0	0	1	0	0	0	0	92
18:00	0	32	11	1	12	1	0	0	1	0	0	0	0	58
18:15	0	71	15	0	11	0	0	1	0	0	0	0	0	98
18:30	0	29	10	2	8	0	0	1	0	0	0	0	0	50
18:45	0	30	8	0	3	0	0	0	0	0	0	0	0	41
19:00	0	34	3	0	3	0	0	0	0	0	0	0	0	40
19:15	0	25	5	0	4	0	0	1	0	0	0	0	0	35
19:30	0	29	3	0	3	1	0	1	0	0	0	0	0	37
19:45	0	27	3	0	5	0	0	0	0	0	0	0	0	35
20:00	0	31	7	1	3	0	0	0	0	0	0	0	0	42
20:15	0	24	4	0	3	0	0	0	0	0	0	0	0	31
20:30	0	19	1	1	4	0	0	0	0	0	0	0	0	25
20:45	0	15	7	0	4	0	0	0	1	0	0	0	0	27
21:00	0	14	5	0	2	0	0	0	0	0	0	0	0	21
21:15	0	15	0	1	2	0	0	0	1	0	0	0	0	19
21:30	0	8	2	0	2	0	0	0	0	0	0	0	0	12
21:45	0	12	2	0	4	0	0	0	0	0	0	0	0	18
22:00	0	16	2	0	2	0	0	0	0	0	0	0	0	20
22:15	0	17	3	0	1	0	0	0	0	0	0	0	0	21
22:30	0	9	4	1	2	0	0	0	0	0	0	0	0	16
22:45	0	7	1	0	2	1	0	0	0	0	0	0	0	11
23:00	0	12	0	0	2	0	0	0	1	0	0	0	0	15
23:15	0	8	2	0	2	0	0	0	0	0	0	0	0	12
23:30	0	5	0	1	1	1	0	0	0	0	0	0	0	8
23:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
TOTAL	4	1,481	353	59	454	23	0	32	29	2	0	4	0	2,441

PM PEAK HOUR	5:00 PM
PM PEAK VOLUME	333

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: AM+PM	11	2,577	643	101	798	42	0	57	87	2	4	5	0	4,327
% OF TOTAL	0.3%	59.6%	14.9%	2.3%	18.4%	1.0%	0.0%	1.3%	2.0%	0.0%	0.1%	0.1%	0.0%	100.0%
TOTAL: ALL	16	6,262	1,237	185	1,457	92	2	145	165	3	6	9	8	9,587
% OF TOTAL	0.4%	144.7%	28.6%	4.3%	33.7%	2.1%	0.0%	3.4%	3.8%	0.1%	0.1%	0.2%	0.2%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2018
JOB #: SC1592

LOCATION#
CLASS3 Auto Center north of Research

AM	SOUTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
0:15	0	2	0	0	0	0	0	1	0	0	0	0	0	3
0:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0:45	0	1	0	1	0	0	0	0	0	0	0	0	0	2
1:00	0	4	1	1	0	0	0	0	0	0	0	0	1	7
1:15	0	0	0	0	0	0	0	1	1	0	0	0	0	2
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	4	0	0	0	0	0	1	0	0	0	0	0	5
2:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
2:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:15	0	8	2	0	2	0	0	1	0	0	0	0	0	13
3:30	0	10	1	1	0	0	0	0	1	0	0	0	0	13
3:45	0	8	4	0	2	0	0	0	1	0	0	0	0	15
4:00	0	20	2	0	6	0	0	1	0	0	0	0	0	29
4:15	0	15	4	1	7	0	0	3	1	0	1	1	0	33
4:30	0	49	9	0	10	2	1	0	0	0	0	0	0	71
4:45	0	71	13	0	23	3	0	2	0	0	0	1	0	113
5:00	0	84	17	1	17	2	0	1	0	0	0	1	0	123
5:15	0	80	17	2	10	1	0	2	1	0	0	0	1	114
5:30	0	67	13	0	17	0	0	1	0	0	0	0	1	99
5:45	0	93	16	2	28	2	0	0	0	0	0	0	0	141
6:00	0	131	16	2	14	0	0	1	0	0	0	0	0	164
6:15	0	90	14	0	14	0	0	1	1	0	0	0	1	121
6:30	0	41	7	0	5	0	0	0	0	0	0	0	0	53
6:45	0	59	7	0	8	0	0	0	2	0	0	0	0	76
7:00	0	57	1	3	6	0	0	0	1	0	0	0	0	68
7:15	0	49	6	1	6	2	0	0	0	0	0	0	0	64
7:30	2	51	7	0	7	1	0	0	0	0	0	0	0	68
7:45	0	78	3	0	10	0	0	2	3	0	0	0	0	96
8:00	0	67	8	3	10	0	0	1	1	0	0	0	0	90
8:15	0	58	10	0	11	0	0	1	0	0	1	0	0	81
8:30	0	67	10	0	15	1	0	1	6	0	0	0	0	100
8:45	0	77	18	0	11	1	0	0	1	0	0	0	0	108
9:00	0	76	9	2	7	0	0	4	3	0	0	0	0	101
9:15	0	50	14	1	11	0	0	2	3	0	0	0	1	82
9:30	0	49	6	1	12	2	0	1	2	0	0	0	0	73
9:45	0	31	8	0	17	1	0	0	2	0	0	0	0	59
10:00	0	38	9	3	16	0	0	1	5	0	0	0	0	72
10:15	0	35	7	1	13	1	0	3	2	0	0	0	1	63
10:30	0	30	12	1	13	2	1	0	2	0	0	0	0	61
10:45	0	42	2	3	17	2	0	4	7	0	0	0	0	77
11:00	0	51	12	2	11	2	0	1	0	0	0	0	0	79
11:15	0	41	8	2	20	0	0	2	3	0	0	0	0	76
11:30	0	53	13	0	22	1	0	1	0	0	0	0	0	90
11:45	0	50	11	3	13	0	0	3	3	0	0	1	0	84
TOTAL	2	1,913	324	37	411	26	2	43	52	0	2	4	6	2,822

PM	SOUTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	59	9	3	11	1	0	1	1	0	0	0	0	85
12:15	0	39	12	4	12	3	0	2	3	0	0	0	0	75
12:30	0	33	17	2	9	0	0	4	2	0	0	0	0	67
12:45	0	31	8	6	6	2	0	2	2	1	0	0	0	58
13:00	0	47	7	3	11	1	0	2	1	0	0	0	0	72
13:15	0	44	7	1	9	2	0	0	1	0	0	0	0	64
13:30	0	74	7	2	7	0	0	3	2	0	0	0	0	95
13:45	0	38	6	0	11	2	0	1	1	0	0	0	0	59
14:00	0	41	7	1	10	1	0	0	3	0	0	0	0	63
14:15	0	38	6	1	2	1	0	1	1	0	0	0	0	50
14:30	0	75	12	0	8	3	0	1	1	0	0	0	1	101
14:45	0	44	9	0	7	0	0	1	0	0	0	0	0	61
15:00	0	49	11	1	6	1	0	0	1	0	0	0	0	69
15:15	0	54	15	1	13	2	0	1	0	0	0	0	0	86
15:30	1	120	16	0	11	0	0	2	0	0	0	0	0	150
15:45	0	57	8	0	14	0	0	5	1	0	0	0	0	85
16:00	0	90	6	3	9	1	0	1	0	0	0	0	0	110
16:15	0	56	10	1	5	0	0	3	0	0	0	0	0	75
16:30	0	97	6	3	13	0	0	1	0	0	0	0	1	121
16:45	1	76	11	0	8	0	0	3	1	0	0	0	0	100
17:00	0	104	8	1	4	1	0	2	2	0	0	0	0	122
17:15	0	64	9	1	4	0	0	1	0	0	0	0	0	79
17:30	0	64	4	0	13	0	0	0	1	0	0	0	0	82
17:45	0	47	5	2	4	0	0	1	1	0	0	0	0	60
18:00	0	48	2	1	5	1	0	0	0	0	0	0	0	57
18:15	0	36	4	1	4	0	0	3	0	0	0	0	0	48
18:30	0	16	6	2	5	0	0	0	0	0	0	0	0	29
18:45	0	24	2	0	0	1	0	2	0	0	0	0	0	29
19:00	0	26	4	1	7	0	0	0	0	0	0	0	0	38
19:15	0	15	3	0	2	0	0	0	0	0	0	0	0	20
19:30	0	18	2	0	2	0	0	0	1	0	0	0	0	23
19:45	0	18	3	0	1	0	0	1	0	0	0	0	0	23
20:00	0	13	1	1	5	0	0	0	0	0	0	0	0	20
20:15	0	10	2	0	1	0	0	0	0	0	0	0	0	13
20:30	0	17	3	0	1	0	0	0	0	0	0	0	0	21
20:45	0	9	3	0	1	0	0	1	0	0	0	0	0	14
21:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
21:15	0	6	4	0	2	0	0	0	0	0	0	0	0	12
21:30	0	7	2	2	0	0	0	0	0	0	0	0	0	11
21:45	0	8	1	0	2	0	0	0	0	0	0	0	0	11
22:00	1	6	1	0	0	1	0	0	0	0	0	0	0	9
22:15	0	11	1	1	0	0	0	0	0	0	0	0	0	13
22:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
22:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:15	0	7	1	0	2	0	0	0	0	0	0	0	0	10
23:30	0	2	0	2	0	0	0	0	0	0	0	0	0	4
23:45	0	5	0	0	1	0	0	0	0	0	0	0	0	6
TOTAL	3	1,772	270	47	248	24	0	45	26	1	0	0	2	2,438

AM PEAK HOUR	5:30 AM
AM PEAK VOLUME	525
PM PEAK HOUR	3:15 PM
PM PEAK VOLUME	431

TOTAL: AM+PM	5	3,685	594	84	659	50	2	88	78	1	2	4	8	5,260
% OF TOTAL	0.1%	70.1%	11.3%	1.6%	12.5%	1.0%	0.0%	1.7%	1.5%	0.0%	0.0%	0.1%	0.2%	100.0%
Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

A816

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2018
JOB #: SC1592

LOCATION#
CLASS2 Auto Center north of Wardlow

AM	NORTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	4	1	0	1	0	0	0	1	0	0	0	0	7
0:15	0	3	0	1	0	0	0	0	0	0	0	0	0	4
0:30	0	6	2	0	1	0	0	0	0	0	0	0	0	9
0:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	3	0	0	0	0	0	0	1	0	0	0	0	4
1:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:00	0	2	0	1	0	0	0	0	1	0	0	0	0	4
2:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:30	0	0	1	0	1	0	0	0	0	0	0	0	0	2
2:45	0	3	0	0	1	1	0	0	1	0	0	0	0	6
3:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
3:15	0	15	1	0	1	0	0	0	2	0	0	0	0	19
3:30	0	21	5	0	1	1	0	0	0	0	0	1	0	29
3:45	0	32	7	0	1	0	0	0	1	0	1	0	0	42
4:00	0	33	5	1	1	0	0	0	1	0	0	0	0	41
4:15	0	37	6	0	2	1	0	0	0	0	0	0	0	46
4:30	1	54	7	0	4	2	0	0	0	0	0	0	0	68
4:45	1	92	8	0	2	2	0	0	1	0	0	0	0	106
5:00	0	59	5	0	4	0	0	1	0	0	0	0	0	69
5:15	0	24	6	1	1	1	0	0	0	0	0	1	0	34
5:30	0	57	7	1	4	0	0	0	0	1	0	0	0	70
5:45	0	80	3	0	4	1	0	0	1	1	1	0	0	91
6:00	0	40	6	0	8	0	0	0	1	0	0	0	0	55
6:15	0	55	5	0	3	1	0	1	0	0	0	0	0	65
6:30	0	64	15	0	1	1	0	0	1	0	0	0	0	82
6:45	1	61	9	1	5	0	0	0	2	1	0	0	0	80
7:00	0	40	6	0	5	0	0	0	1	0	0	0	0	52
7:15	0	67	7	0	2	1	0	1	1	0	0	0	0	79
7:30	2	56	9	0	7	1	0	1	1	0	1	0	1	79
7:45	0	79	6	0	3	1	0	1	0	0	0	0	0	90
8:00	0	76	12	2	5	1	0	0	5	0	0	0	0	101
8:15	2	55	6	1	6	2	0	1	4	0	0	1	0	78
8:30	2	57	11	0	4	2	0	0	2	0	0	0	0	78
8:45	1	57	13	0	9	1	0	4	1	1	0	0	0	87
9:00	2	37	11	0	6	2	1	0	7	1	1	0	0	68
9:15	0	43	3	1	12	4	0	0	0	0	2	0	2	67
9:30	0	36	7	2	7	1	0	0	2	0	0	0	0	55
9:45	1	51	14	2	10	2	0	0	4	0	0	0	0	84
10:00	1	52	7	1	11	1	0	2	1	0	0	0	0	76
10:15	1	31	7	1	12	0	0	1	1	0	1	0	3	58
10:30	0	41	13	0	8	2	0	1	4	0	0	0	1	70
10:45	1	35	13	4	5	1	0	0	4	0	0	0	1	64
11:00	0	36	9	2	10	4	0	0	6	0	0	0	1	68
11:15	0	38	14	2	8	1	0	0	5	0	0	0	0	68
11:30	2	38	7	3	7	2	0	0	4	0	1	0	0	64
11:45	1	67	14	3	5	2	0	0	6	0	0	0	1	99
TOTAL	19	1,756	292	30	189	42	1	14	73	5	8	3	10	2,442

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	349

PM	NORTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	40	17	3	11	5	0	0	1	0	0	0	2	79
12:15	1	63	15	1	8	0	0	2	3	0	0	0	0	93
12:30	0	57	12	8	5	3	1	2	4	0	0	0	0	92
12:45	1	79	18	2	8	0	0	0	6	1	0	0	0	115
13:00	0	67	16	3	8	3	0	2	3	0	0	0	1	103
13:15	0	48	12	3	7	3	0	3	4	0	0	0	0	80
13:30	1	56	10	2	5	3	0	1	3	0	0	0	0	81
13:45	1	75	16	1	11	1	0	2	5	0	0	0	0	112
14:00	1	47	9	2	10	3	0	2	2	0	0	0	0	76
14:15	1	35	7	2	9	1	0	1	4	0	0	0	0	60
14:30	0	54	11	1	9	3	0	0	1	0	0	0	0	79
14:45	0	39	12	0	11	4	1	0	1	0	0	0	0	68
15:00	0	50	7	3	8	2	0	0	1	0	1	0	0	72
15:15	0	43	8	1	5	0	0	0	1	0	0	1	0	59
15:30	0	45	9	1	13	0	0	0	3	2	0	0	0	73
15:45	0	49	9	1	9	1	0	1	2	0	0	0	0	72
16:00	0	62	8	1	12	3	0	2	2	0	0	1	0	91
16:15	0	42	16	2	7	5	1	1	3	0	0	0	0	77
16:30	0	53	8	0	5	2	2	1	2	0	0	0	1	74
16:45	2	64	3	1	6	0	0	1	0	0	0	0	0	77
17:00	0	61	11	1	5	1	0	1	2	0	0	0	0	82
17:15	0	61	4	0	10	1	0	0	0	0	0	0	0	76
17:30	0	57	7	0	4	1	0	1	0	0	0	0	0	70
17:45	2	57	4	0	3	0	0	0	0	0	0	0	0	66
18:00	1	54	12	0	3	0	0	0	0	0	0	0	0	70
18:15	1	58	5	0	5	3	0	0	0	0	1	0	0	73
18:30	2	43	4	0	2	2	0	0	0	0	0	0	0	53
18:45	0	40	4	0	1	0	0	0	1	0	0	0	0	46
19:00	0	38	1	0	3	0	0	0	0	0	0	0	0	42
19:15	0	33	6	0	2	0	0	1	1	0	0	0	0	43
19:30	1	35	1	0	1	0	0	0	0	0	0	0	0	38
19:45	0	36	3	0	1	1	0	0	0	0	0	0	0	41
20:00	0	47	3	0	0	0	0	0	1	0	0	0	0	51
20:15	0	29	5	0	2	0	0	0	2	0	0	0	0	38
20:30	0	22	2	1	3	0	0	0	2	0	0	0	0	30
20:45	0	21	4	0	3	0	0	1	1	0	0	0	0	30
21:00	0	20	5	0	1	0	0	0	0	0	0	0	0	26
21:15	0	18	1	1	0	0	0	0	1	0	0	0	0	21
21:30	0	10	0	0	1	0	0	0	0	0	0	0	0	11
21:45	0	13	2	1	2	0	0	0	0	0	0	0	0	18
22:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
22:15	0	18	1	0	1	0	0	0	0	0	0	0	0	20
22:30	0	14	0	1	1	0	0	0	0	0	0	0	0	16
22:45	0	7	1	0	1	0	0	0	1	0	1	0	0	11
23:00	0	13	2	0	2	0	0	0	1	0	0	0	0	18
23:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
23:30	0	5	0	1	1	1	0	0	0	0	0	0	0	8
23:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
TOTAL	15	1,911	316	44	225	52	5	25	64	3	3	2	4	2,669

PM PEAK HOUR	12:15 PM
PM PEAK VOLUME	403

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: AM+PM	34	3,667	608	74	414	94	6	39	137	8	11	5	14	5,111
% OF TOTAL	0.7%	71.7%	11.9%	1.4%	8.1%	1.8%	0.1%	0.8%	2.7%	0.2%	0.2%	0.1%	0.3%	100.0%
TOTAL: ALL	61	8,880	1,313	126	761	200	21	89	310	14	21	13	41	11,850
% OF TOTAL	1.2%	173.7%	25.7%	2.5%	14.9%	3.9%	0.4%	1.7%	6.1%	0.3%	0.4%	0.3%	0.8%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2018
JOB #: SC1592

LOCATION#
CLASS2 Auto Center north of Wardlow

AM	SOUTHBOUND														PM	SOUTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	13	0	0	0	1	0	0	1	0	0	0	0	15	12:00	0	97	12	2	7	1	0	2	1	0	0	0	2	124
0:15	0	2	0	0	0	1	0	0	1	0	0	0	0	4	12:15	1	65	13	2	6	6	0	0	4	0	1	2	1	101
0:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:30	1	63	16	1	6	1	0	1	2	0	0	1	0	92
0:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2	12:45	0	55	12	4	6	2	0	1	3	0	0	0	0	83
1:00	0	6	0	1	0	0	0	0	1	0	0	0	0	8	13:00	0	70	15	2	9	1	0	1	2	0	0	0	0	100
1:15	0	0	0	0	0	0	0	0	2	0	0	0	0	2	13:15	1	58	10	2	5	2	0	0	2	0	0	0	0	80
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:30	1	91	7	2	3	1	0	2	7	0	0	0	1	115
1:45	0	3	0	0	0	0	0	0	1	0	0	0	0	4	13:45	0	46	9	0	7	2	0	0	5	1	0	0	0	70
2:00	0	5	0	0	0	0	0	0	1	0	0	0	0	6	14:00	0	53	8	1	5	2	0	2	4	0	0	0	0	75
2:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	14:15	0	44	6	0	6	2	0	1	3	0	0	0	0	62
2:30	0	4	0	0	0	2	0	0	0	0	0	0	0	6	14:30	0	125	14	0	1	3	0	0	1	1	0	0	1	146
2:45	0	1	0	0	0	1	0	0	1	0	0	0	0	3	14:45	1	63	13	0	4	2	0	0	2	0	1	0	1	87
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:00	0	75	8	0	4	1	1	0	2	0	0	0	0	91
3:15	0	10	0	0	0	1	0	0	2	0	0	0	0	13	15:15	1	70	11	1	4	3	0	1	1	0	0	0	0	92
3:30	0	9	1	0	1	2	0	0	1	0	0	0	0	14	15:30	0	133	9	0	6	3	0	1	1	0	1	0	0	154
3:45	0	9	3	0	1	0	0	0	1	0	0	0	0	14	15:45	1	80	12	1	5	1	1	2	2	0	0	0	0	105
4:00	0	20	4	0	3	0	0	0	1	0	1	0	0	29	16:00	0	123	6	1	5	2	1	0	0	0	0	0	0	138
4:15	0	27	7	0	3	2	0	0	4	1	1	0	0	45	16:15	0	95	17	0	1	1	0	3	1	0	0	0	0	118
4:30	0	57	10	0	6	2	0	1	1	0	0	0	0	77	16:30	0	141	14	1	2	2	1	1	2	0	0	0	0	164
4:45	0	84	16	0	14	4	0	0	2	0	0	0	0	120	16:45	1	117	12	0	3	2	0	2	1	0	0	0	0	138
5:00	1	101	23	0	9	1	0	1	1	0	1	0	1	139	17:00	1	168	11	0	1	3	1	1	4	0	0	1	2	193
5:15	0	109	24	1	9	1	0	1	3	0	0	0	1	149	17:15	1	115	11	0	3	0	0	2	0	0	0	0	0	132
5:30	0	104	9	1	8	0	0	1	3	0	0	0	2	128	17:30	0	83	12	0	8	0	0	0	2	0	0	0	0	105
5:45	0	125	25	0	14	2	1	0	0	0	0	0	0	167	17:45	2	96	9	1	1	1	0	1	1	0	0	3	1	116
6:00	0	133	8	1	5	2	1	1	3	0	0	0	0	154	18:00	0	86	5	0	1	1	0	0	0	0	0	0	0	93
6:15	0	71	9	0	3	1	0	0	1	0	0	0	0	85	18:15	0	94	12	0	2	0	1	0	2	0	0	0	0	111
6:30	0	46	8	0	1	2	0	1	3	0	0	0	1	62	18:30	0	64	10	2	2	0	0	1	1	0	0	0	0	80
6:45	1	79	2	0	1	2	1	0	0	1	0	0	0	87	18:45	0	34	4	0	0	0	0	0	2	0	0	0	0	40
7:00	0	72	5	2	4	0	0	0	0	0	1	0	0	84	19:00	0	42	6	1	2	0	0	0	2	0	0	0	0	53
7:15	0	95	7	1	6	2	0	1	0	0	0	0	0	112	19:15	0	25	2	0	0	0	0	0	0	0	0	0	0	27
7:30	2	91	4	1	3	3	1	0	1	0	0	0	0	106	19:30	0	39	2	0	1	1	0	0	2	0	0	0	0	45
7:45	4	67	2	0	3	0	0	1	1	0	0	0	1	79	19:45	0	29	5	0	0	1	0	1	0	0	0	0	0	36
8:00	0	103	4	3	10	2	0	1	0	0	0	0	0	123	20:00	0	31	5	0	3	0	0	0	0	0	0	0	0	39
8:15	1	80	11	0	5	3	0	0	5	0	1	0	0	106	20:15	0	20	2	0	0	0	0	0	0	0	0	0	0	22
8:30	2	85	18	0	6	1	0	0	7	0	0	0	1	120	20:30	0	29	0	0	1	2	0	0	0	0	0	0	0	32
8:45	0	92	12	0	2	2	0	1	4	0	0	0	2	115	20:45	0	16	2	0	2	0	0	1	0	0	0	0	0	21
9:00	0	88	9	1	7	1	0	1	4	0	0	0	0	111	21:00	0	29	5	0	1	0	0	1	0	0	0	0	0	36
9:15	0	58	19	0	4	1	1	1	6	0	0	0	1	91	21:15	0	12	4	0	0	0	0	0	0	0	0	0	0	16
9:30	0	69	10	0	7	2	0	1	3	0	0	0	0	92	21:30	0	11	3	1	1	0	0	0	3	0	0	0	0	19
9:45	0	44	10	1	11	2	0	1	6	0	0	0	0	75	21:45	0	10	2	0	1	0	0	0	1	0	0	0	0	14
10:00	0	51	13	2	11	1	0	0	3	0	0	0	3	84	22:00	1	11	0	1	0	1	0	0	0	0	0	0	0	14
10:15	0	53	13	1	5	1	0	1	8	0	0	0	0	82	22:15	0	15	1	1	1	0	0	0	0	0	0	0	0	18
10:30	0	42	16	0	16	1	0	1	2	0	0	0	0	78	22:30	0	15	2	0	0	0	0	0	0	0	0	0	0	17
10:45	1	48	12	2	13	1	0	1	8	0	0	0	2	88	22:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9
11:00	0	74	11	1	7	2	2	2	2	0	0	0	0	101	23:00	0	6	0	0	0	0	0	0	1	0	0	0	0	7
11:15	1	59	16	2	5	1	0	1	4	0	1	0	2	92	23:15	1	9	2	0	1	0	0	0	1	0	0	0	0	14
11:30	0	80	11	0	6	3	1	0	2	1	0	0	0	104	23:30	0	2	2	2	0	0	0	0	0	0	0	0	0	6
11:45	0	60	8	2	9	0	1	2	5	1	1	1	1	91	23:45	0	5	0	0	1	0	0	0	0	0	0	0	0	6
TOTAL	13	2,445	361	23	219	56	9	22	105	4	7	1	18	3,283	TOTAL	14	2,768	344	29	128	50	6	28	68	2	3	7	9	3,456

AM PEAK HOUR	5:15 AM
AM PEAK VOLUME	598

PM PEAK HOUR	4:30 PM
PM PEAK VOLUME	627

TOTAL: AM+PM	27	5,213	705	52	347	106	15	50	173	6	10	8	27	6,739
% OF TOTAL	0.4%	77.4%	10.5%	0.8%	5.1%	1.6%	0.2%	0.7%	2.6%	0.1%	0.1%	0.1%	0.4%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

A816

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2018
JOB #: SC1592

LOCATION#
CLASS1 Auto Center south of Wardlow

AM	NORTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	11	1	0	2	0	0	0	1	0	0	0	0	15
0:15	0	10	0	1	0	0	0	0	0	0	0	0	0	11
0:30	0	8	2	0	1	0	0	0	0	0	0	0	0	11
0:45	0	2	1	0	1	0	0	0	0	0	0	0	0	4
1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	3	0	0	0	0	0	0	1	0	0	0	0	4
1:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:00	0	2	0	1	0	0	0	0	1	0	0	0	0	4
2:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:30	0	0	1	0	1	0	0	0	0	0	0	0	0	2
2:45	0	3	0	0	1	1	0	0	1	0	0	0	0	6
3:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
3:15	2	16	1	0	0	2	0	0	0	0	0	0	0	21
3:30	0	23	4	0	1	2	0	0	1	0	0	0	0	31
3:45	0	38	5	0	1	0	0	0	0	0	1	0	1	46
4:00	0	31	5	1	1	2	0	0	1	0	0	0	0	41
4:15	0	43	6	0	4	2	0	1	0	0	0	0	0	56
4:30	0	59	7	0	3	3	1	0	0	0	0	0	0	73
4:45	2	95	9	0	1	0	1	0	1	0	0	0	1	110
5:00	0	65	7	1	2	1	0	0	0	0	0	0	0	76
5:15	1	30	6	1	1	1	0	0	0	0	0	0	0	40
5:30	0	69	9	1	2	1	0	0	0	0	0	0	1	83
5:45	2	99	5	0	3	1	0	0	0	0	1	0	0	111
6:00	0	46	8	0	3	0	0	0	2	1	0	0	0	60
6:15	1	62	6	0	0	0	0	1	0	0	1	0	0	71
6:30	1	76	11	0	2	1	0	0	2	0	0	0	0	93
6:45	0	67	9	1	3	2	0	0	1	1	0	1	1	86
7:00	0	50	3	2	3	1	1	0	1	0	0	0	1	62
7:15	1	84	10	0	2	3	0	1	2	0	0	0	0	103
7:30	0	81	6	0	5	3	1	0	1	0	0	1	1	99
7:45	1	109	8	0	4	3	1	0	0	0	0	0	0	126
8:00	1	97	16	0	3	1	1	0	2	0	1	0	2	124
8:15	0	70	14	0	5	4	1	1	3	1	1	1	1	102
8:30	1	82	13	0	3	3	1	0	2	1	0	0	0	106
8:45	0	104	21	0	7	0	0	2	1	0	0	1	0	136
9:00	0	81	9	0	4	1	0	0	6	0	0	0	2	103
9:15	0	64	9	0	10	1	1	0	2	0	1	2	2	92
9:30	1	60	8	2	8	0	0	0	3	0	0	0	0	82
9:45	0	63	16	3	9	1	1	0	4	0	0	0	2	99
10:00	1	72	8	2	10	1	0	1	2	0	0	0	0	97
10:15	1	62	14	1	11	1	0	0	1	0	1	0	1	93
10:30	0	72	13	0	5	1	1	0	7	0	0	0	0	99
10:45	0	55	14	5	4	2	0	0	5	0	0	0	1	86
11:00	1	66	10	1	6	3	0	0	5	0	0	1	1	94
11:15	0	58	11	3	5	1	0	0	3	0	0	0	1	82
11:30	1	74	8	1	6	4	0	1	3	0	0	0	0	98
11:45	2	102	11	2	11	1	0	1	2	1	0	0	0	133
TOTAL	20	2,387	329	29	155	54	11	9	67	5	7	7	19	3,099

AM PEAK HOUR	8:00 AM
AM PEAK VOLUME	468

PM	NORTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	2	82	15	1	5	3	2	0	1	1	0	0	1	113
12:15	1	88	14	1	6	4	0	2	2	0	0	0	0	118
12:30	1	86	12	4	7	2	2	2	2	0	2	0	0	120
12:45	1	110	19	2	7	2	1	0	3	1	0	2	1	149
13:00	0	93	16	4	7	2	0	0	3	0	0	0	1	126
13:15	1	78	17	2	9	3	2	0	4	0	0	0	0	116
13:30	0	65	13	4	11	3	0	1	1	2	0	0	2	102
13:45	0	85	18	1	16	3	1	1	5	0	0	0	1	131
14:00	1	61	11	1	14	2	0	1	2	1	0	0	0	94
14:15	0	73	9	1	10	1	1	0	3	0	0	0	0	98
14:30	0	78	16	2	4	4	0	0	2	0	0	0	0	106
14:45	0	62	13	0	10	2	0	0	2	0	0	1	0	90
15:00	0	74	9	1	5	2	1	1	2	0	0	0	0	95
15:15	2	72	12	0	2	2	0	0	2	0	0	0	0	92
15:30	0	59	10	0	7	4	1	1	3	1	0	0	0	86
15:45	0	61	9	1	4	4	0	1	1	0	0	0	1	82
16:00	0	81	10	0	11	3	0	1	2	0	0	0	2	110
16:15	0	68	12	0	5	4	0	0	3	0	0	0	0	92
16:30	1	81	7	0	3	5	0	0	3	0	0	0	2	102
16:45	1	90	9	1	3	1	0	1	0	0	0	0	0	106
17:00	1	75	7	0	2	0	0	2	1	0	0	0	2	90
17:15	0	69	8	0	5	0	2	0	0	1	0	0	0	85
17:30	0	68	8	0	3	1	0	1	0	0	0	0	0	81
17:45	0	84	3	0	5	1	0	0	0	1	0	0	0	94
18:00	0	65	11	0	2	1	0	1	0	0	0	0	1	81
18:15	0	82	9	0	3	2	1	0	1	1	0	0	0	99
18:30	1	57	6	1	1	1	0	2	0	0	0	0	0	69
18:45	0	50	3	0	0	1	0	0	0	0	0	1	0	55
19:00	0	59	3	0	2	1	1	0	1	0	0	0	0	67
19:15	0	44	6	0	2	0	0	0	1	0	0	0	1	54
19:30	1	46	2	0	0	0	0	0	0	0	0	0	0	49
19:45	0	60	4	0	0	0	0	0	0	0	0	0	0	64
20:00	0	47	2	0	1	2	0	0	0	0	0	0	1	53
20:15	0	46	7	0	2	0	0	0	2	0	0	0	0	57
20:30	0	31	2	1	2	0	0	1	3	1	0	0	0	41
20:45	0	33	6	0	2	0	0	1	2	0	0	0	0	44
21:00	0	23	5	0	3	0	0	0	0	0	0	0	0	31
21:15	0	30	1	1	2	0	1	0	1	0	0	0	0	36
21:30	0	24	1	0	0	0	0	0	0	0	0	0	0	25
21:45	0	22	1	1	2	0	0	0	0	0	0	0	0	26
22:00	0	25	3	0	1	1	0	0	0	0	0	0	0	30
22:15	0	30	1	0	2	0	0	0	0	0	0	0	0	33
22:30	0	24	0	1	1	0	0	0	0	0	0	0	0	26
22:45	0	10	1	0	0	1	0	0	1	0	0	0	0	13
23:00	0	19	3	0	3	0	0	0	1	0	0	1	0	27
23:15	1	18	2	0	0	0	0	0	0	0	0	0	0	21
23:30	0	12	0	1	0	1	0	0	0	0	0	0	0	14
23:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15
TOTAL	15	2,715	356	32	192	69	16	20	60	10	2	5	16	3,508

PM PEAK HOUR	12:15 PM
PM PEAK VOLUME	513

TOTAL: AM+PM	35	5,102	685	61	347	123	27	29	127	15	9	12	35	6,607
% OF TOTAL	0.5%	77.2%	10.4%	0.9%	5.3%	1.9%	0.4%	0.4%	1.9%	0.2%	0.1%	0.2%	0.5%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	76	6,698	972	88	468	161	31	46	178	15	11	12	35	8,791
% OF TOTAL	1.2%	101.4%	14.7%	1.3%	7.1%	2.4%	0.5%	0.7%	2.7%	0.2%	0.2%	0.2%	0.5%	100.0%

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 23, 2018
JOB #: SC1592

LOCATION#
CLASS1 Auto Center south of Wardlow

AM	SOUTHBOUND														PM	SOUTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	1	4	0	0	0	0	0	0	0	0	0	0	0	5	12:00	0	30	3	1	4	0	0	1	0	0	0	0	0	39
0:15	1	0	0	0	0	0	0	0	0	0	0	0	0	1	12:15	4	14	1	1	1	0	0	0	1	0	0	0	0	22
0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:30	0	24	8	0	1	0	0	0	1	0	0	0	0	34
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:45	2	13	0	2	3	0	0	0	0	0	0	0	0	20
1:00	0	2	0	1	0	0	0	0	0	0	0	0	0	3	13:00	0	23	5	1	6	0	0	0	0	0	0	0	0	35
1:15	1	0	0	0	0	0	0	0	1	0	0	0	0	2	13:15	1	16	3	1	1	0	0	0	0	0	0	0	0	22
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:30	0	27	2	2	1	1	0	0	2	0	0	0	0	35
1:45	1	3	0	0	0	0	0	0	0	0	0	0	0	4	13:45	2	16	4	0	2	1	0	0	0	0	0	0	0	25
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:00	0	21	4	1	1	1	0	1	1	0	0	0	0	30
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	2	20	3	0	3	1	0	0	1	0	0	0	0	30
2:30	0	1	0	0	0	1	0	0	0	0	0	0	0	2	14:30	0	39	4	0	2	1	0	0	1	0	0	0	0	47
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	1	24	7	0	1	0	0	0	1	0	0	0	0	34
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:00	0	26	5	0	1	2	0	0	2	0	0	0	0	36
3:15	0	3	0	0	1	0	0	0	1	0	0	0	0	5	15:15	0	29	3	1	1	1	0	0	1	0	0	0	0	36
3:30	0	5	1	0	1	0	0	0	1	0	0	0	0	8	15:30	0	39	6	0	3	0	0	0	1	0	0	0	0	49
3:45	0	7	0	0	0	1	0	0	0	0	0	0	0	8	15:45	2	29	6	0	2	0	0	1	1	0	0	0	0	41
4:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12	16:00	1	45	3	0	2	1	0	0	0	0	0	0	0	52
4:15	0	18	5	0	2	2	0	0	1	0	1	0	0	29	16:15	1	38	8	0	1	1	0	2	0	0	0	0	0	51
4:30	0	34	8	0	5	1	0	0	1	0	0	0	0	49	16:30	0	42	3	0	4	0	0	0	0	0	0	0	0	49
4:45	0	35	8	0	6	3	0	1	1	0	0	0	0	54	16:45	0	42	6	0	1	1	0	1	0	0	0	0	0	51
5:00	0	39	15	0	8	0	0	1	1	0	0	0	0	64	17:00	0	33	6	0	0	0	0	0	4	0	0	0	0	43
5:15	1	35	8	1	3	0	0	1	1	0	0	0	0	50	17:15	1	42	4	0	0	0	0	1	0	0	0	0	0	48
5:30	1	48	6	1	3	0	0	0	3	0	0	0	0	62	17:30	0	32	4	0	1	1	0	0	0	0	0	0	0	38
5:45	0	49	13	1	6	1	0	1	0	0	0	0	0	71	17:45	0	41	6	0	0	0	0	0	1	0	0	0	0	48
6:00	0	26	2	0	2	0	0	0	0	0	0	0	0	30	18:00	0	33	3	0	0	0	0	0	0	0	0	0	0	36
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:15	0	28	3	0	1	0	0	0	1	0	0	0	0	33
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:30	0	14	3	1	0	0	0	0	0	0	0	0	0	18
6:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	18:45	0	12	0	0	1	1	0	0	1	0	0	0	0	15
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19:00	0	16	3	0	1	0	0	0	0	0	0	0	0	20
7:15	2	0	0	0	0	0	0	0	0	0	0	0	0	2	19:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
7:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12
7:45	1	2	1	0	0	0	0	0	0	0	0	0	0	4	19:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
8:00	1	21	2	0	4	0	0	0	1	0	0	0	0	29	20:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
8:15	0	27	3	2	1	0	0	0	1	0	1	0	0	35	20:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11
8:30	1	45	12	0	1	0	1	0	3	0	0	0	0	63	20:30	0	13	1	0	1	0	0	0	0	0	0	0	0	15
8:45	0	30	7	0	1	1	0	2	1	0	0	0	0	42	20:45	1	8	0	0	0	0	0	0	0	0	0	0	0	9
9:00	0	22	8	1	2	1	0	0	1	0	0	0	0	35	21:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
9:15	2	25	6	0	0	2	1	2	3	0	0	0	0	41	21:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
9:30	0	27	2	0	1	1	0	0	0	0	0	0	0	31	21:30	0	5	0	2	0	0	0	0	0	0	0	0	0	7
9:45	2	14	5	0	4	1	0	0	2	0	0	0	0	28	21:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
10:00	0	27	6	1	2	1	2	0	1	0	0	0	0	40	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15	2	17	7	0	1	3	0	0	0	0	0	0	0	30	22:15	0	3	0	1	0	0	0	0	0	0	0	0	0	4
10:30	0	16	5	0	4	0	0	0	2	0	0	0	0	27	22:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
10:45	0	17	5	2	3	2	0	1	2	0	0	0	0	32	22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:00	1	19	6	0	3	1	0	1	1	0	0	0	0	32	23:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
11:15	2	11	6	0	4	0	0	0	1	0	0	0	0	24	23:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:30	1	11	5	0	1	2	0	0	0	0	0	0	0	20	23:30	0	0	2	2	0	0	0	0	0	0	0	0	0	4
11:45	1	15	6	1	3	1	0	0	0	0	0	0	0	27	23:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3
TOTAL	23	676	159	11	73	25	4	10	30	0	2	0	0	1,013	TOTAL	18	920	128	16	48	13	0	7	21	0	0	0	0	1,171

AM PEAK HOUR	5:00 AM
AM PEAK VOLUME	247

PM PEAK HOUR	4:00 PM
PM PEAK VOLUME	203

TOTAL: AM+PM	41	1,596	287	27	121	38	4	17	51	0	2	0	0	2,184
% OF TOTAL	1.9%	73.1%	13.1%	1.2%	5.5%	1.7%	0.2%	0.8%	2.3%	0.0%	0.1%	0.0%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

Tuesday, April 11, 2017 Location: Riverside Co. PROJECT:

ADT6 Pine between El Prado and Euclid **Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
0:30			5		0			12:00			32		21		
0:15			4		4			12:15			51		31		
0:30			3		0			12:30			25		26		
0:45			0	12	0	4	16	12:45			41	149	31	109	258
1:00			2		2			13:00			27		20		
1:15			0		0			13:15			39		24		
1:30			2		0			13:30			44		30		
1:45			0	4	4	6	10	13:45			50	160	25	99	259
2:00			0		0			14:00			52		35		
2:15			0		0			14:15			47		32		
2:30			0		2			14:30			49		37		
2:45			4	4	3	5	9	14:45			59	207	29	133	340
3:00			0		4			15:00			57		36		
3:15			0		5			15:15			55		34		
3:30			0		4			15:30			72		40		
3:45			0	0	15	28	28	15:45			110	294	28	138	432
4:00			2		6			16:00			81		22		
4:15			0		12			16:15			108		16		
4:30			6		14			16:30			117		25		
4:45			7	15	30	62	77	16:45			106	412	26	89	501
5:00			3		21			17:00			122		23		
5:15			5		32			17:15			127		29		
5:30			15		56			17:30			106		28		
5:45			16	39	74	183	222	17:45			87	442	16	96	538
6:00			27		43			18:00			87		20		
6:15			19		54			18:15			64		17		
6:30			26		74			18:30			74		23		
6:45			30	102	80	251	353	18:45			60	285	20	80	365
7:00			27		66			19:00			53		18		
7:15			33		56			19:15			38		17		
7:30			35		51			19:30			35		10		
7:45			51	146	47	220	366	19:45			24	150	10	55	205
8:00			35		55			20:00			26		11		
8:15			25		45			20:15			23		13		
8:30			30		45			20:30			19		5		
8:45			13	103	45	190	293	20:45			25	93	9	38	131
9:00			19		49			21:00			14		7		
9:15			29		40			21:15			24		9		
9:30			19		33			21:30			9		9		
9:45			15	82	45	167	249	21:45			19	66	8	33	99
10:00			22		25			22:00			18		4		
10:15			25		27			22:15			7		2		
10:30			21		31			22:30			13		5		
10:45			17	85	23	106	191	22:45			8	46	5	16	62
11:00			31		18			23:00			7		2		
11:15			20		32			23:15			5		2		
11:30			24		32			23:30			3		0		
11:45			28	103	31	113	216	23:45			6	21	0	4	25
Total Vol.				695		1335	**2030**					2325		890	**3215**

Daily Totals

NB	SB	EB	WB	**Combined**
		3020	2225	**5245**

			AM					**PM**		
Split %			34.2%	65.8%	**38.7%**			72.3%	27.7%	**61.3%**
Peak Hour	0:30	0:30	7:15	6:30	**6:30**			16:30	14:45	**16:30**
Volume			154	276	**392**			472	139	**575**
P.H.F.			0.75	0.86	**0.89**			0.93	0.87	**0.92**

cs@aimtd.com Tell. 714 253 7888

Tuesday, April 11, 2017 Location: Riverside Co. PROJECT:

ADT7 Pine east of Euclid **Prepared by AimTD tel. 714 253 7888**

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
0:30			56		14			12:00			129		132		
0:15			51		9			12:15			153		134		
0:30			40		15			12:30			135		141		
0:45			33	180	4	42	222	12:45			154	571	136	543	1114
1:00			28		11			13:00			159		139		
1:15			23		15			13:15			172		126		
1:30			22		6			13:30			209		148		
1:45			17	90	13	45	135	13:45			218	758	135	548	1306
2:00			14		3			14:00			218		149		
2:15			11		14			14:15			261		152		
2:30			5		12			14:30			228		141		
2:45			11	41	15	44	85	14:45			259	966	146	588	1554
3:00			8		23			15:00			247		153		
3:15			6		31			15:15			291		144		
3:30			6		44			15:30			318		147		
3:45			4	24	66	164	188	15:45			336	1192	140	584	1776
4:00			8		93			16:00			360		152		
4:15			5		152			16:15			343		120		
4:30			16		249			16:30			333		117		
4:45			16	45	306	800	845	16:45			380	1416	131	520	1936
5:00			18		309			17:00			351		121		
5:15			30		309			17:15			370		112		
5:30			60		290			17:30			369		121		
5:45			57	165	279	1187	1352	17:45			351	1441	118	472	1913
6:00			76		260			18:00			328		126		
6:15			111		289			18:15			321		132		
6:30			132		276			18:30			301		125		
6:45			151	470	310	1135	1605	18:45			327	1277	107	490	1767
7:00			132		315			19:00			283		78		
7:15			164		274			19:15			316		100		
7:30			181		267			19:30			265		62		
7:45			170	647	282	1138	1785	19:45			274	1138	60	300	1438
8:00			166		277			20:00			235		82		
8:15			166		254			20:15			246		67		
8:30			149		245			20:30			203		57		
8:45			151	632	247	1023	1655	20:45			217	901	80	286	1187
9:00			108		221			21:00			184		63		
9:15			111		229			21:15			200		58		
9:30			84		222			21:30			190		59		
9:45			103	406	211	883	1289	21:45			182	756	51	231	987
10:00			86		194			22:00			143		66		
10:15			101		221			22:15			138		44		
10:30			100		177			22:30			129		32		
10:45			87	374	164	756	1130	22:45			109	519	27	169	688
11:00			114		151			23:00			94		23		
11:15			108		185			23:15			96		38		
11:30			90		166			23:30			89		32		
11:45			129	441	146	648	1089	23:45			83	362	16	109	471
Total Vol.				3515		7865	**11380**					11297		4840	**16137**

Daily Totals

NB	SB	EB	WB	**Combined**
		14812	12705	**27517**

			AM					**PM**		
Split %			30.9%	69.1%	**41.4%**			70.0%	30.0%	**58.6%**
Peak Hour	0:30	0:30	7:30	4:45	**6:45**			16:45	14:15	**16:45**
Volume			683	1214	**1794**			1470	592	**1955**
P.H.F.			0.94	0.98	**0.97**			0.97	0.97	**0.96**

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Tuesday, April 11, 2017 Location: Riverside Co. PROJECT:

ADT8 Euclid between Pomona Rincon and Pine **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	65		20					12:00	181		203				
0:15	56		20					12:15	208		227				
0:30	43		18					12:30	203		206				
0:45	50	214	11	69			283	12:45	208	800	202	838			1638
1:00	29		23					13:00	211		219				
1:15	37		26					13:15	255		196				
1:30	38		18					13:30	300		232				
1:45	16	120	15	82			202	13:45	275	1041	205	852			1893
2:00	14		22					14:00	294		191				
2:15	26		17					14:15	335		223				
2:30	23		36					14:30	328		236				
2:45	27	90	34	109			199	14:45	340	1297	247	897			2194
3:00	23		36					15:00	342		274				
3:15	14		45					15:15	378		197				
3:30	22		66					15:30	421		243				
3:45	25	84	86	233			317	15:45	394	1535	259	973			2508
4:00	25		127					16:00	399		276				
4:15	34		193					16:15	423		245				
4:30	44		271					16:30	414		249				
4:45	45	148	409	1000			1148	16:45	396	1632	263	1033			2665
5:00	41		444					17:00	373		290				
5:15	48		444					17:15	396		230				
5:30	106		361					17:30	399		266				
5:45	117	312	347	1596			1908	17:45	400	1568	249	1035			2603
6:00	102		326					18:00	346		232				
6:15	162		353					18:15	354		233				
6:30	206		365					18:30	368		199				
6:45	223	693	391	1435			2128	18:45	347	1415	163	827			2242
7:00	223		428					19:00	343		136				
7:15	237		419					19:15	327		127				
7:30	284		382					19:30	332		130				
7:45	240	984	369	1598			2582	19:45	311	1313	88	481			1794
8:00	278		388					20:00	275		107				
8:15	260		374					20:15	289		94				
8:30	257		369					20:30	249		95				
8:45	239	1034	322	1453			2487	20:45	253	1066	101	397			1463
9:00	173		328					21:00	218		98				
9:15	152		326					21:15	230		77				
9:30	177		328					21:30	219		104				
9:45	149	651	285	1267			1918	21:45	207	874	73	352			1226
10:00	150		292					22:00	181		84				
10:15	164		310					22:15	145		70				
10:30	188		255					22:30	150		49				
10:45	177	679	249	1106			1785	22:45	127	603	51	254			857
11:00	177		243					23:00	113		36				
11:15	158		237					23:15	104		45				
11:30	177		239					23:30	113		45				
11:45	204	716	204	923			1639	23:45	99	429	35	161			590
Total Vol.		5725		10871			**16596**			13573		8100			**21673**

Daily Totals

NB	SB	EB	WB	**Combined**
19298	18971			**38269**

	AM			**PM**		
Split %	34.5%	65.5%	**43.4%**	62.6%	37.4%	**56.6%**
Peak Hour	7:30	4:45	**7:15**	15:30	16:45	**16:00**
Volume	1062	1658	**2597**	1637	1049	**2665**
P.H.F.	0.93	0.93	**0.97**	0.96	0.90	**0.99**

cs@aimtd.com Tell. 714 253 7888

Tuesday, April 11, 2017 Location: Riverside Co. PROJECT:

ADT9 Euclid between Pomona Rincon and SR-71 Ramps **Prepared by AimTD tel. 714 253 7888**

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	71		21					12:00	198		222				
0:15	57		22					12:15	207		230				
0:30	41		17					12:30	220		211				
0:45	53	222	12	72			294	12:45	219	844	218	881			1725
1:00	26		24					13:00	217		222				
1:15	38		25					13:15	263		197				
1:30	39		19					13:30	322		239				
1:45	17	120	16	84			204	13:45	296	1098	213	871			1969
2:00	14		23					14:00	285		186				
2:15	30		19					14:15	358		236				
2:30	25		35					14:30	337		255				
2:45	27	96	34	111			207	14:45	353	1333	233	910			2243
3:00	25		39					15:00	369		284				
3:15	12		49					15:15	378		216				
3:30	23		64					15:30	444		245				
3:45	31	91	88	240			331	15:45	406	1597	258	1003			2600
4:00	27		127					16:00	428		273				
4:15	35		206					16:15	413		244				
4:30	49		284					16:30	452		264				
4:45	42	153	401	1018			1171	16:45	395	1688	252	1033			2721
5:00	48		439					17:00	386		294				
5:15	58		444					17:15	410		245				
5:30	110		373					17:30	418		282				
5:45	116	332	342	1598			1930	17:45	400	1614	262	1083			2697
6:00	111		326					18:00	353		227				
6:15	166		353					18:15	356		230				
6:30	221		366					18:30	368		197				
6:45	228	726	383	1428			2154	18:45	348	1425	167	821			2246
7:00	239		426					19:00	366		139				
7:15	256		350					19:15	325		129				
7:30	306		365					19:30	338		127				
7:45	257	1058	366	1507			2565	19:45	306	1335	93	488			1823
8:00	305		363					20:00	277		110				
8:15	268		387					20:15	290		94				
8:30	278		367					20:30	254		97				
8:45	240	1091	317	1434			2525	20:45	246	1067	102	403			1470
9:00	175		314					21:00	221		99				
9:15	167		342					21:15	243		78				
9:30	195		325					21:30	218		112				
9:45	155	692	292	1273			1965	21:45	208	890	79	368			1258
10:00	165		290					22:00	185		86				
10:15	175		315					22:15	139		72				
10:30	203		274					22:30	146		44				
10:45	185	728	260	1139			1867	22:45	132	602	50	252			854
11:00	170		240					23:00	119		36				
11:15	165		255					23:15	101		45				
11:30	191		242					23:30	115		46				
11:45	208	734	212	949			1683	23:45	91	426	35	162			588
Total Vol.		6043		10853			**16896**			13919		8275			**22194**

Daily Totals

NB	SB	EB	WB	**Combined**
19962	19128			**39090**

	AM			**PM**		
Split %	35.8%	64.2%	**43.2%**	62.7%	37.3%	**56.8%**
Peak Hour	7:30	4:45	**7:30**	15:45	17:00	**15:45**
Volume	1136	1657	**2617**	1699	1083	**2738**
P.H.F.	0.93	0.93	**0.98**	0.97	0.92	**0.96**

cs@aimtd.com Tell. 714 253 7888

Appendix C - Counts

Bowerman Landfill Vehicle Count by Weight Converted to Passenger Car Equivalents Trips

Maximum Vehicle Weight (Ton)	Count Dates[1]			Daily Average Vehicles	Axle	Passenger Car Equivalent[2]	Daily Average Trips (PCE)
	4/18/2017	4/19/2017	4/20/2017				
1.99	3	4	7	5	2	1.5	15
2.49	1	1	0	1	2	1.5	3
2.99	2	1	2	2	2	1.5	6
3.49	0	1	0	1	2	1.5	3
3.99	0	1	1	1	2	1.5	3
4.49	5	8	3	6	2	1.5	18
4.99	4	2	8	5	2	1.5	15
5.99	6	2	6	5	2	1.5	15
6.99	4		5	3	2	1.5	9
7.99	8	8	3	7	2	1.5	21
8.99	5		6	4	2	1.5	12
11.99	2	2	5	3	2	1.5	9
12 Plus	23	16	18	19	3	2	76
Tractor Trailer Combo	8	5	8	7	3	2	28
3 Axle	58	45	61	55	3	2	220
Transfer Combo	290	301	286	293	3	2	1172
2 Axle SR Loader	2	0	0	1	2	1.5	3
3 Axle SR Loader	15	23	19	19	3	2	76
4 Axle SR Loader	47	44	41	44	4	3	264
3 Axle FRT Loader	7	7	6	7	3	2	28
4 Axle FRT Loader	77	85	74	79	4	3	474
	567	556	559	567			2470

1 Source: Bowerman Landfill vehicle count.

2 Passenger car equivalents (PCE) per San Bernardino standard: 1.5 PCE = 2 axle truck, 2.0 PCE = 3 axle truck and 3.0 PCE = 4+ axle truck.

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Loads by Vehicle Type

Count April 2017 FRB

Sitecode='27' AND DateOut Between '2017-04-18' and '2017-04-18'

Vehicle Type/Hour	VT	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	**Total**
04 <=880 lbs (.44 ton) NET	4	0	0	0	0	1	1	0	0	1	0	0	**3**
06 2.00-2.49 TON TRUCK	6	0	0	0	0	0	0	1	0	0	0	0	**1**
07 2.50-2.99 TON TRUCK	7	0	0	0	1	0	0	0	0	0	1	0	**2**
10 4.00-4.49 TON TRUCK	10	0	0	2	2	0	1	0	0	0	0	0	**5**
11 4.50-4.99 TON TRUCK	11	0	0	1	0	0	0	2	1	0	0	0	**4**
12 5.00-5.99 TON TRUCK	12	0	1	1	1	0	0	0	1	2	0	0	**6**
13 6.00-6.99 TON TRUCK	13	0	0	0	1	0	1	1	0	0	1	0	**4**
14 7.00-7.99 TON TRUCK	14	0	0	0	1	0	1	2	0	4	0	0	**8**
15 8.00-8.99 TON TRUCK	15	0	1	1	1	0	1	0	1	0	0	0	**5**
16 9.00-11.99 TON TRUCK	16	0	0	1	0	0	0	0	0	0	1	0	**2**
17 12.00 TON TRUCK & OVER	17	0	2	4	1	5	4	3	2	2	0	0	**23**
18 TRACTOR-TRAILER COMBINATION	18	0	2	0	2	1	0	2	1	0	0	0	**8**
53 3 AXLE DOB BY WEIGHT	23	0	7	8	8	7	9	5	6	3	5	0	**58**
30 TRANSFER TRUCK COMBINATION	30	0	44	13	32	24	38	42	41	33	17	6	**290**
42 2-Axle Side or Rear Loader	42	0	0	0	0	1	0	0	0	1	0	0	**2**
46 3-Axle Side Loader	46	0	0	1	2	4	3	4	1	0	0	0	**15**
47 4-Axle Side or Rear Loader	47	0	0	1	7	9	10	13	6	1	0	0	**47**
48 3-Axle Front Loader	48	0	1	0	1	1	0	3	0	0	1	0	**7**
50 4-Axle Front Loader	50	0	1	10	15	9	9	10	12	3	8	0	**77**
Total		**0**	**59**	**43**	**75**	**62**	**78**	**88**	**72**	**50**	**34**	**6**	**567**

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Loads by Vehicle Type

Count April 2017 FRB

Sitecode='27' AND DateOut Between '2017-04-19' and '2017-04-19'

Vehicle Type/Hour	VT	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	**Total**
04 <=880 lbs (.44 ton) NET	4	0	0	1	0	0	1	2	0	0	0	0	**4**
06 2.00-2.49 TON TRUCK	6	0	0	0	0	0	1	0	0	0	0	0	**1**
07 2.50-2.99 TON TRUCK	7	0	0	0	0	0	0	0	0	1	0	0	**1**
08 3.00-3.49 TON TRUCK	8	0	0	0	0	1	0	0	0	0	0	0	**1**
09 3.50-3.99 TON TRUCK	9	0	0	0	0	0	1	0	0	0	0	0	**1**
10 4.00-4.49 TON TRUCK	10	0	0	0	2	1	1	1	0	2	1	0	**8**
11 4.50-4.99 TON TRUCK	11	0	0	1	0	0	1	0	0	0	0	0	**2**
12 5.00-5.99 TON TRUCK	12	0	0	0	0	0	1	1	0	0	0	0	**2**
14 7.00-7.99 TON TRUCK	14	0	1	2	0	0	1	0	2	2	0	0	**8**
16 9.00-11.99 TON TRUCK	16	0	0	0	0	0	1	0	1	0	0	0	**2**
17 12.00 TON TRUCK & OVER	17	0	0	1	2	4	1	2	4	1	1	0	**16**
18 TRACTOR-TRAILER COMBINATION	18	0	1	0	0	2	0	1	1	0	0	0	**5**
53 3 AXLE DOB BY WEIGHT	23	0	8	3	8	5	3	6	5	2	5	0	**45**
30 TRANSFER TRUCK COMBINATION	30	0	33	23	40	31	38	43	40	32	20	1	**301**
46 3-Axle Side Loader	46	0	0	1	4	5	5	4	3	1	0	0	**23**
47 4-Axle Side or Rear Loader	47	0	0	1	6	13	13	5	4	1	1	0	**44**
48 3-Axle Front Loader	48	0	1	1	0	3	0	2	0	0	0	0	**7**
50 4-Axle Front Loader	50	0	1	10	17	10	8	14	10	3	11	1	**85**
Total		**0**	**45**	**44**	**79**	**75**	**76**	**81**	**70**	**45**	**39**	**2**	**556**

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Loads by Vehicle Type

Count April 2017 FRB

Sitecode='27' AND DateOut Between '2017-04-20' and '2017-04-20'

Vehicle Type/Hour	VT	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	**Total**
04 <=880 lbs (.44 ton) NET	4	0	1	1	1	1	0	0	0	0	3	0	**7**
07 2.50-2.99 TON TRUCK	7	0	0	0	0	0	0	0	1	1	0	0	**2**
09 3.50-3.99 TON TRUCK	9	0	0	0	1	0	0	0	0	0	0	0	**1**
10 4.00-4.49 TON TRUCK	10	0	0	0	1	1	0	0	0	1	0	0	**3**
11 4.50-4.99 TON TRUCK	11	0	2	1	0	0	1	2	0	2	0	0	**8**
12 5.00-5.99 TON TRUCK	12	0	0	1	0	1	1	0	0	2	1	0	**6**
13 6.00-6.99 TON TRUCK	13	0	0	0	2	1	0	1	0	0	1	0	**5**
14 7.00-7.99 TON TRUCK	14	0	0	1	0	0	0	1	0	1	0	0	**3**
15 8.00-8.99 TON TRUCK	15	0	2	0	1	0	0	0	0	2	1	0	**6**
16 9.00-11.99 TON TRUCK	16	0	0	2	0	1	2	0	0	0	0	0	**5**
17 12.00 TON TRUCK & OVER	17	0	0	3	5	2	3	3	1	1	0	0	**18**
18 TRACTOR-TRAILER COMBINATION	18	0	0	2	0	3	1	1	1	0	0	0	**8**
53 3 AXLE DOB BY WEIGHT	23	0	12	2	7	7	7	6	7	6	7	0	**61**
30 TRANSFER TRUCK COMBINATION	30	0	33	21	30	40	40	33	31	33	21	4	**286**
46 3-Axle Side Loader	46	0	0	1	4	3	7	3	0	0	1	0	**19**
47 4-Axle Side or Rear Loader	47	0	0	0	5	7	14	8	4	1	2	0	**41**
48 3-Axle Front Loader	48	0	1	0	0	3	0	1	0	1	0	0	**6**
50 4-Axle Front Loader	50	0	1	5	15	11	7	10	9	5	11	0	**74**
Total		**0**	**52**	**40**	**72**	**81**	**83**	**69**	**54**	**56**	**48**	**4**	**559**

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APPENDIX D

Orange County Water District Construction Data

Equipment Hours per Month and Staffing per Month

Staffing Report

Appendix D-1

Vehicle Miles Traveled for the 50 Year Duration by Alternative and Focal Areas[1]

Year		1		2		3		Year 4		Year 5		Years 6 to 50		Total	
Staffing variations based on nesting season and river flow/rainfall statistics	Distance	Staff/Trucking		Staff/Trucking		Staff/Trucking		Staff/Trucking		Staff/Trucking		Staff/Trucking		Staff/Trucking	
		Daily Average	Yearly Staff/ Truck VMT	Daily Average	Yearly Staff/ Truck VMT	Daily Average	Yearly Staff/ Truck VMT	Daily Average	Yearly Staff/ Truck VMT	Daily Average	Yearly Staff/ Truck VMT	Daily Average	Yearly Staff/ Truck VMT	Daily Average	50-Year Staff/ Truck VMT
Alternative - 2		Alternative - 2 (Plan 11 Proposed Alternative)													
Upstream Prado Basin	14.8	106	39,529	84	21,393	51	31,468	87	43,498	87	43,438	73	40,304	74	1,993,006
Chino Creek	20.8	10	1,818	111	22,441	38	9,741	67	13,049	31	6,031	30	5,829	32	315,385
Mill Creek	15.8	10	1,808	104	20,571	23	4,385	57	10,671	24	4,464	24	4,448	26	242,059
Downstream Santa Ana River	20.2	0	0	42	50,545	0	0	0	0	24	4,621	9	1,636	10	128,786
Tidal Flats (Santa Ana)	20.4	0	0	0	0	7	21,520	4	12,355	10	30,104	10	30,104	9	1,418,659
Total		126	43,155	340	114,950	120	67,114	215	79,573	176	88,658	146	82,321	151	4,097,895
Alternative - 3		Alternative - 3 (Plan 9)													
Upstream Prado Basin	14.8	82	17,037	44	9,075	50	10,143	49	9,963	48	9,783	33	6,396	35	343,821
Chino Creek	20.8	10	1,818	61	12,535	89	22,971	66	12,875	30	5,855	27	5,306	29	294,824
Mill Creek	15.8	10	1,808	58	11,607	56	10,495	56	10,495	23	4,285	21	3,922	23	215,180
Downstream Santa Ana River	20.2	0	0	0	0	0	0	0	0	24	4,444	8	1,456	8	69,964
Tidal Flats (Santa Ana)	20.4	0	0	0	0	7	21,520	4	12,355	10	30,104	10	30,104	9	1,418,659
Total		102	20,663	163	33,217	202	65,129	175	45,688	135	54,471	98	47,184	104	2,342,448
Alternative - 4		Alternative -4 (Plan 14)													
Upstream Prado Basin	14.8	106	39,660	125	69,362	52	31,711	87	43,712	87	43,655	74	40,435	75	2,047,675
Chino Creek	20.8	10	1,818	87	17,676	38	9,767	67	13,054	31	6,033	30	5,830	31	310,698
Mill Creek	15.8	10	1,808	82	16,286	24	4,567	57	10,674	24	4,465	24	4,448	26	237,960
Downstream Santa Ana River	20.2	0	103	33	40,059	0	43	0	101	24	4,723	9	1,676	9	120,449
Tidal Flats (Santa Ana)	20.4	0	0	0	0	7	21,520	4	12,355	10	30,104	10	30,104	9	1,418,659
Total		127	43,389	328	143,383	121	67,608	215	79,896	176	88,980	146	82,493	151	4,135,441

[1] See Tables D2 to D4 for Appendix D based on information from OCWD Prado FS worksheets dated December 31, 2017 and January 19, 2018.

Appendix D-2

Staffing Levels for Alternatives at Project Focal Areas[1]

Year	Year 1					Year 2					Year 3					Year 4					Year 5					Years 6 to 50				
Staffing variations based on nesting season and river flow/rainfall statistics	September to October	November to March	April to August	Monthly Average	Yearly Staff VMT[2]	September to October	November to March	April to August	Monthly Average	Yearly Staff VMT	September to October	November to March	April to August	Monthly Average	Yearly Staff VMT	September to October	November to March	April to August	Monthly Average	Yearly Staff VMT	September to October	November to March	April to August	Monthly Average	Yearly Staff VMT	September to October	November to March	April to August	Monthly Average	Yearly Staff VMT
Alternative - 2 (Plan 11 Proposed Alternative)																														
Upstream Prado Basin	96	123	10	77	13,680	79	125	16	75	13,320	21	33	4	20	3,552	50	79	10	47	8,352	50	78	10	47	8,352	42	50	12	35	6,216
Chino Creek	6	12	10	10	1,776	92	152	79	108	19,176	31	52	21	35	6,216	40	106	50	66	11,724	32	47	10	30	5,328	30	45	12	29	5,148
Mill Creek	6	12	10	10	1,776	87	144	71	101	17,940	14	36	19	23	4,080	34	87	45	56	9,948	28	34	10	24	4,260	26	32	12	24	4,260
Downstream Santa Ana River	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	44	4	24	4,260	22	0	4	9	1,596
Tidal Flats (Santa Ana)	0	0	0	0	0	0	0	0	0	0	3	3	3	3	528	2	2	2	2	360	4	4	4	4	708	4	4	4	4	708
Total	109	147	30	97	17,232	258	422	166	284	50,436	69	125	47	81	14,376	125	274	107	170	30,384	135	207	38	128	22,908	123	130	44	100	17,928
Alternative - 3 (Plan 9)																														
Upstream Prado Basin	94	120	10	76	13,500	44	69	9	41	7,284	50	78	10	47	8,352	49	78	10	46	8,172	48	76	10	45	7,992	37	45	11	31	5,508
Chino Creek	6	12	10	10	1,776	51	84	44	59	10,476	72	123	50	82	14,568	39	105	49	65	11,544	31	45	10	29	5,148	27	40	11	26	4,620
Mill Creek	6	12	10	10	1,776	48	79	39	56	9,948	34	86	45	55	9,768	33	85	44	55	9,768	27	33	10	23	4,080	23	29	11	21	3,732
Downstream Santa Ana River	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	42	4	23	4,080	20	0	4	8	1,416
Tidal Flats (Santa Ana)	0	0	0	0	0	0	0	0	0	0	3	3	3	3	528	2	2	2	2	360	4	4	4	4	708	4	4	4	4	708
Total	106	144	30	95	17,052	142	232	92	156	27,708	159	290	107	187	33,216	124	270	105	168	29,844	130	199	37	124	22,008	111	117	40	91	15,984
Alternative - 4 (Plan 14)																														
Upstream Prado Basin	97	123	10	77	13,680	63	99	13	59	10,476	21	33	4	20	3,552	50	79	10	47	8,352	50	79	10	47	8,352	42	50	12	35	6,216
Chino Creek	6	12	10	10	1,776	73	120	63	85	15,096	31	52	21	35	6,216	40	107	50	66	11,724	32	47	10	30	5,328	30	45	12	29	5,148
Mill Creek	6	12	10	10	1,776	69	114	56	80	14,208	14	37	19	24	4,260	34	87	45	56	9,948	28	34	10	24	4,260	26	32	12	24	4,260
Downstream Santa Ana River	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	44	4	24	4,260	22	0	4	9	1,596
Tidal Flats (Santa Ana)	0	0	0	0	0	0	0	0	0	0	3	3	3	3	528	2	2	2	2	360	4	4	4	4	708	4	4	4	4	708
Total	109	148	31	98	17,232	204	333	132	224	39,780	69	126	47	82	14,556	126	275	107	171	30,384	136	207	38	129	22,908	123	130	44	100	17,928

[1] Staffing breakdown by focal area of work based on information from OCWD Prado FS Workers and Schedule worksheet dated January 19, 2018.

[2] Staffing vehicle-miles traveled based on OCWD staffing worksheet monthly staffing values, standard 5 days per work week, standard 4 weeks per month, average 1.135 persons/vehicle and an assumed approximation to distance from worksite to home to be 15 miles (or 30 miles two-way).

	Landfill	Distance	Drive time (H)	Route
Prado Basin	El Sobrante - Riveside Co.	14.8	1.0	Pomona Rincon Road/ Auto Center / SR-91 / I-15 / Temescal Canyon Rd
Chino Creek	El Sobrante - Riveside Co.	20.8	1.5	Pine Avenue /Euclid Avenue / SR-71 / SR-91 / I-15 / Temescal Canyon Rd
Mill Creek	El Sobrante - Riveside Co.	15.8	1.0	River Road / Main Street / SR-91 / I-15 / Temescal Canyon Rd
Downstream of Prado Dam	El Sobrante - Riveside Co.	20.2	1.5	La Palma Ave/ Gypsum Rd / SR-91 / I-15 / Temescal Canyon Rd
Santa Ana Tidal Flats	Bowerman - Irvine	20.4	2.0	Talbert Ave/ New Hope/ Harbor Blvd/ I-405 / SR-133 / Irvine Blvd/ Sand Canyon Ave/ Protola Pkwy

Equipment Hours Report

Appendix D-3

Trucking Quantities for Alternatives at Project Focal Areas[1]

Year		Year 1							Year 2							Year 3						
Staffing variations based on nesting season and river flow/rainfall statistics	Distance	September to October	November to March	April to August	Monthly Average	Yearly Total Round Trips	Daily Average	Yearly Truck VMT[2]	September to October	November to March	April to August	Monthly Average	Yearly Total Round Trips	Daily Average	Yearly Truck VMT	September to October	November to March	April to August	Monthly Average	Yearly Total Round Trips	Daily Average	Yearly Truck VMT
Alternative - 2		Alternative - 2 (Plan 11 -Proposed Alternative)																				
Upstream Prado Basin	14.8	365	763	619	582	1,747	29	25,849	165	246	135	182	545	9	8,073	334	791	761	629	1,886	31	27,916
Chino Creek	20.8	1	1	0	1	2	0.1	42	101	32	24	52	157	2.7	3,265	110	53	6	57	169	2.9	3,525
Mill Creek	15.8	1	1	0	1	2	0.1	32	44	98	24	55	166	2.9	2,631	3	10	6	7	19	0.3	305
Downstream Santa Ana River	20.2	0	0	0	0	0	0.0	0	1,668	834	0	834	2,502	41.7	50,545	0	0	0	0	0	0.0	0
Tidal Flats (Santa Ana)	20.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	36	36	86	1,029	4	20,992
Total		367	765	619	584	1,751	29	25,923	1,979	1,210	182	1,124	3,371	56	64,514	462	889	810	778	3,104	39	52,738
Alternative - 3		Alternative - 3 (Plan 9)																				
Upstream Prado Basin	14.8	116	123	0	120	239	6	3,537	63	58	0	61	121	3	1,791	63	58	0	61	121	3	1,791
Chino Creek	20.8	1	1	0	1	2	0.1	42	64	20	15	33	99	1.7	2,059	263	126	15	135	404	6.8	8,403
Mill Creek	15.8	1	1	0	1	2	0.1	32	28	62	15	35	105	1.8	1,659	7	24	15	16	46	0.8	727
Downstream Santa Ana River	20.2	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0	0
Tidal Flats (Santa Ana)	20.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	36	36	86	1,029	4	20,992
Total		118	125	0	122	243	6	3,611	155	140	30	129	325	7	5,509	347	244	66	298	1,600	15	31,913
Alternative - 4		Alternative - 4 (Plan 14)																				
Upstream Prado Basin	14.8	367	767	622	585	1,755	29	25,980	2,495	1,377	106	1,327	3,979	66	58,886	336	799	767	634	1,903	32	28,159
Chino Creek	20.8	1	1	0	1	2	0.1	42	80	25	19	41	124	2.1	2,580	111	53	6	57	171	2.9	3,551
Mill Creek	15.8	1	1	0	1	2	0.1	32	35	78	19	44	132	2.3	2,078	3	10	6	7	19	0.3	307
Downstream Santa Ana River	20.2	0	5	0	2	5	0.1	103	1,318	665	0	661	1,983	33.1	40,059	0	2	0	1	2	0.0	43
Tidal Flats (Santa Ana)	20.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	36	36	86	1,029	4	20,992
Total		369	774	622	589	1,765	30	26,157	3,929	2,145	144	2,073	6,217	104	103,603	465	900	815	785	3,124	39	53,052

[1] Truck quantity breakdown by focal area of work based on information from OCWD Prado FS Quantity and Equipment Hours worksheet dated December 31, 2017.

[2] Truck vehicle-miles traveled based on OCWD equipment worksheet monthly off-site trucking values, standard 5 days per work week, standard 4 weeks per month, and the approximate to distance from worksite to destination landfill.

Appendix D-4

Trucking Quantities for Alternatives at Project Focal Areas[1]

Year		4							5							6 to 50						
Staffing variations based on nesting season and river flow/rainfall statistics	Distance	September to October	November to March	April to August	Monthly Average	Yearly Total Round Trips	Daily Average	Yearly Truck VMT	September to October	November to March	April to August	Monthly Average	Yearly Total Round Trips	Daily Average	Yearly Truck VMT	September to October	November to March	April to August	Monthly Average	Yearly Total Round Trips	Daily Average	Yearly Truck VMT
Alternative - 2		Alternative - 2 (Plan 11 -Proposed Alternative)																				
Upstream Prado Basin	14.8	439	1,000	936	792	2,375	40	35,146	438	999	934	791	2,371	40	35,086	417	953	933	768	2,303	38	34,088
Chino Creek	20.8	7	42	15	22	63.7	1.1	1,325	5	29	0	12	33.8	0.6	703	4	28	1	11	32.7	0.6	681
Mill Creek	15.8	7	24	15	16	45.8	0.8	723	3	10	0	5	12.9	0.3	204	2	9	1	4	11.9	0.2	188
Downstream Santa Ana River	20.2	0	0	0	0	0.0	0.0	0	6	12	0	6	17.9	0.3	361	2	0	0	1	2.0	0.1	40
Tidal Flats (Santa Ana)	20.4	98	245	245	49	588	2	11,995	240	600	600	120	1,441	6	29,396	240	600	600	120	1,441	6	29,396
Total		551	1,311	1,210	879	3,072	44	49,189	692	1,650	1,534	934	3,876	47	65,750	665	1,590	1,536	904	3,791	45	64,393
Alternative - 3		Alternative - 3 (Plan 9)																				
Upstream Prado Basin	14.8	63	58	0	61	121	3	1,791	63	58	0	61	121	3	1,791	42	17	1	30	60	2	888
Chino Creek	20.8	7	42	15	22	64.0	1.1	1,331	5	29	0	12	34.0	0.6	707	4	28	1	11	33.0	0.6	686
Mill Creek	15.8	7	24	15	16	46.0	0.8	727	3	10	0	5	13.0	0.3	205	2	9	1	4	12.0	0.2	190
Downstream Santa Ana River	20.2	0	0	0	0	0.0	0.0	0	6	12	0	9	18.0	0.5	364	2	0	0	1	2.0	0.1	40
Tidal Flats (Santa Ana)	20.4	98	245	245	49	588	2	11,995	240	600	600	120	1,441	6	29,396	240	600	600	120	1,441	6	29,396
Total		175	369	275	148	819	7	15,844	317	709	600	207	1,627	11	32,463	290	654	603	166	1,548	8	31,200
Alternative - 4		Alternative - 4 (Plan 14)																				
Upstream Prado Basin	14.8	440	1,010	939	797	2,389	40	35,360	440	1,008	937	796	2,385	40	35,303	417	960	935	771	2,312	39	34,219
Chino Creek	20.8	7	42	15	22	63.9	1.1	1,330	5	29	0	12	33.9	0.6	705	4	28	1	11	32.8	0.6	682
Mill Creek	15.8	7	24	15	16	45.9	0.8	726	3	10	0	5	13.0	0.3	205	2	9	1	4	11.9	0.2	188
Downstream Santa Ana River	20.2	0	5	0	2	5.0	0.1	101	6	17	0	8	22.9	0.4	463	2	2	0	2	4.0	0.1	80
Tidal Flats (Santa Ana)	20.4	98	245	245	49	588	2	11,995	240	600	600	120	1,441	6	29,396	240	600	600	120	1,441	6	29,396
Total		552	1,326	1,214	886	3,092	44	49,512	694	1,664	1,538	941	3,896	47	66,072	665	1,600	1,537	908	3,802	45	64,565

[1] Truck quantity breakdown by focal area of work based on information from OCWD Prado FS Quantity and Equipment Hours worksheet dated December 31, 2017.

[2] Truck vehicle-miles traveled based on OCWD equipment worksheet monthly off-site trucking values, standard 5 days per work week, standard 4 weeks per month, and the approximate to distance from worksite to destination landfill.

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