Route 57 operates between the Cities of Brea and Newport Beach, serving the City of Fullerton along State College Boulevard. Route 57 provides service to Brea Mall, Cal State Fullerton, Angel Stadium, The Block at Orange, UCI Medical Center, Santa Ana College, the Orange County Performing Arts Center, Newport Transportation Center, and others along the route. Service is provided Monday through Friday from approximately 4:30 AM to midnight at approximately 10 to 20-minute intervals. Night Owl service is provided from midnight to 4:30 AM at one-hour intervals. On weekends and holidays, service is provided with a frequency of one bus every 10 to 20 minutes from approximately 5:00 AM to midnight. From midnight to 5:00 AM, Night Owl service runs every hour.

Route 147 operates between the Cities of Brea and Santa Ana, traveling mostly along Brea Boulevard, Bastanchury Road, Harbor Boulevard, Chapman Avenue, and Raymond Avenue in the City of Fullerton. Route 147 destinations include the Brea Mall, St. Jude Hospital, the Fullerton Transportation Center, the Anaheim Civic Center, Crystal Cathedral, UCI Medical Center, and Main Place Mall. The route is operated using mid-size or small buses. Service on Route 147 is limited to two northbound buses and one southbound bus in the early morning commute hours, and one northbound bus and three southbound buses in the afternoon commute hours. There is no weekend service.

Route 213 is operated between the Brea Park 'N Ride and the University Research Center in Irvine, traveling along State College Boulevard, Brea Boulevard, Harbor Boulevard, and Chapman Avenue and in the City of Fullerton. Service is provided Monday through Friday with four southbound trips in the morning commute hours and four northbound trips in the afternoon commute hours at half-hour intervals.

Route 721 is a limited-stop route and operates between the Fullerton Park 'N Ride area and downtown Los Angeles via the 91 Freeway and 110 Freeway. Service is provided to the Los Angeles Convention Center, Staples Center, and other downtown destinations. Northbound buses depart the Fullerton Park 'N Ride every half-hour from 5:00 AM to 8:30 AM Monday through Friday. Weekday afternoon northbound buses depart every hour from 2:15 PM to 5:15 PM. Weekday southbound buses run from 6:00 AM to 9:15 AM and from 3:00 PM to 6:30 PM every half hour. There is no weekend service on this route.

Route 757 is operated between the Pomona Fairplex Park-and-Ride and the Santa Ana Transit Terminal. This route is operated using mid-size buses. Southbound service is provided Monday through Friday departing Pomona Fairplex at 5:40 AM and 6:10 AM. Weekday northbound service departs Santa Ana at 4:40 PM and 5:10 PM. There is no weekend service.

Route 758 is operated between the Chino Transit Center and Irvine Transportation Center. Southbound service departs the Chino Transit Center Monday through Friday at 5:32 AM and 6:02 AM. Northbound service departs the Irvine Transportation Center at 4:15 PM and 4:45 PM. There is no weekend service on Route 758.

Commuter Rail Services

Metrolink

Metrolink is a commuter rail service jointly operated by the Los Angeles County Metropolitan Transportation Authority (Metro), the Orange County Transportation Authority (OCTA), the Riverside Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG), and the Ventura County Transportation Commission (VCTC). Metrolink provides rail service to the southland, from Oxnard to San Bernardino, from Lancaster to Oceanside.

Two Metrolink lines run through the Fullerton Transportation Center. The Orange County Line runs between Los Angeles Union Station and Oceanside, and the 91 Line runs between LA Union Station and downtown Riverside. Northbound trains operate at 15-30 minute headways in the morning commute hours and southbound trains run every 15-30 minutes in the evening commute hours. The Fullerton Transportation Center is a "Rail 2 Rail" station, allowing Metrolink monthly pass holders to ride the Amtrak Pacific Surfliner trains for free.

Amtrak

Amtrak trains serve the Fullerton Transportation Center via two routes. The Pacific Surfliner runs from Oakland to San Diego. Northbound and southbound trains arrive and depart the Fullerton station hourly from approximately 6:00 AM to 10:00 PM. The Southwest Chief runs from LA Union Station to Albuquerque, continuing on to Chicago. Eastbound and westbound trains arrive and depart the FTC once daily.

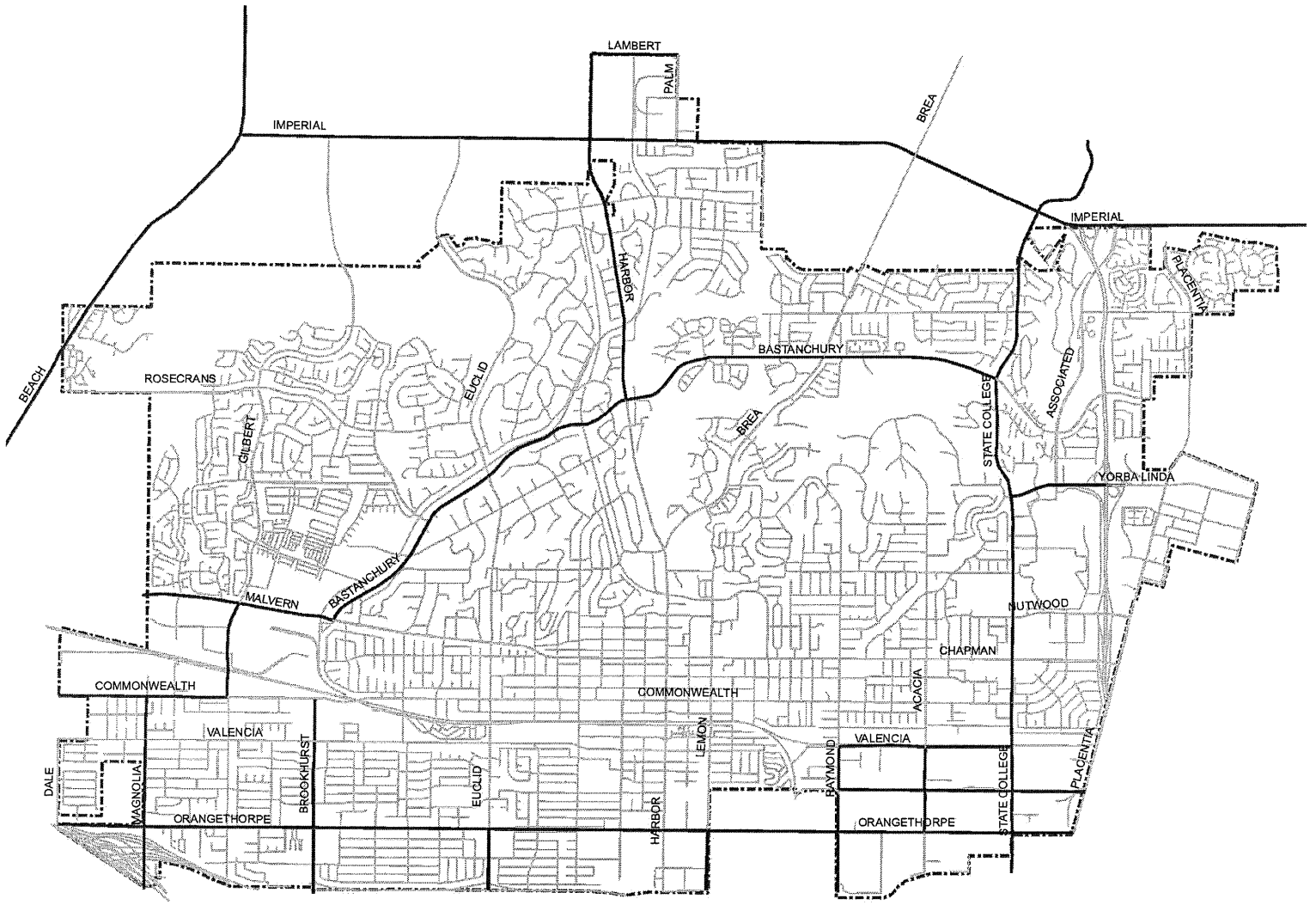
Bicycle Facilities

In conjunction with the preparation of the update to the City's General Plan (The Fullerton Plan), the City Council authorized the preparation of a stand-alone bicycle element. The Bicycle Master Plan is being prepared to provide the goals, policies and actions to The Fullerton Plan while also meeting the requirements for a Bicycle Transportation Plan (Section 891.2(a) through (k) of the Streets and Highways Code) to establish the City of Fullerton's eligibility for Caltrans Bicycle Transportation Account fund. The Bicycle Master Plan covers on-street and off-street paved bicycle facilities for both commuting and recreational users. The Bicycle Master Plan includes an inventory of existing bicycle facilities, goals and policies related to bicycling, and identifies potential facilities for further study.

Truck Routes

Designated truck routes provide for the regulated movement of truck traffic through the City, and minimize intrusion of truck traffic in sensitive areas, such as residential neighborhoods. The designation of truck routes is intended to direct truck traffic to those streets where trucks would cause the least amount of neighborhood intrusion and where noise, vibration, and other factors would have the least impact. Major and primary arterials and roadways providing access to the freeways are the most likely candidates for truck route designation. The designation of truck routes does not prevent trucks from using other roads or streets needed to make deliveries to specified destinations, as defined in the Motor Vehicle Code of the State of California.

The City of Fullerton adopted a truck route ordinance in July, 2010. The ordinance designates a system of roadways to be used by any vehicle exceeding a maximum gross weight limit of ten thousand (10,000) pounds. **Figure 3** shows the designated truck routes in the City of Fullerton. Trucks shall not be driven within the city on any street not designated a truck route, except when necessary to traverse a street or streets to a destination for the purpose of loading or unloading, but then only by such deviation from the nearest truck route as is reasonably necessary. Passenger buses owned or operated by any public entity are exempt from this ordinance.



NOT TO SCALE

LEGEND:

Truck Route

FIGURE 3
TRUCK ROUTES

Kimley–Horn and Associates, Inc.

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ANALYSIS OF EXISTING CONDITIONS

Level of Service Definition

Intersections are analyzed using the Highway Capacity Manual (HCM) methodology for signalized intersections. Level of service for signalized intersections is determined by calculating the average total delay in seconds per vehicle for all vehicles traveling through the intersection during the peak hour. The table below defines Level of Service (LOS) in terms of seconds of delay per Table 9-1 of the HCM, and provides a description of the operating characteristics of each level of service.

Intersection Level of Service and Corresponding HCM Delay Values

Level of Service	Seconds of delay per vehicle	Description of Operating Characteristics
A	0.0 – 10.0	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	10.1 – 20.0	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	20.1 – 35.0	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted but not objectionably so.
D	35.1 – 55.0	This level encompasses a zone of increasing restriction, approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	55.1 – 80.0	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	≥80.1	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Note: The 1996 General Plan Update peak hour intersection analysis was conducted using the Intersection Capacity Utilization (ICU) analysis methodology, which was the methodology in use by the City at the time. The City has since switched to the Highway Capacity Manual (HCM) delay methodology for intersection analysis, because it provides the ability to measure intersection Level of Service and benefits of mitigation to a greater level of detail. The Orange County Congestion Management Plan (CMP) is based on the Intersection Capacity Utilization (ICU) methodology. Therefore, intersection Level of Service based on the ICU methodology is also presented for all study intersections in this report.

Level of Service Standard

The City of Fullerton's current Level of Service standard for peak hour intersection operation is Level of Service D for most of the city's intersections. For Congestion Management Program (CMP) intersections and certain intersections located in the historic downtown area, the acceptable Level of Service standard is LOS E. Two study intersections are located in the historic downtown area: Chapman Avenue at Harbor Boulevard, and Commonwealth Avenue at Harbor Boulevard. Three study intersections are listed as CMP intersections: Imperial Highway at Harbor Boulevard, Orangethorpe Avenue at Harbor Boulevard, and Orangethorpe Avenue at State College Boulevard. Note: These Level of Service standards are based on the currently adopted City of Fullerton General Plan, 1996).

Study Intersections

Ninety-six (96) intersections in the City and surrounding areas were selected for analysis of existing traffic and future traffic conditions. The list of 96 study intersections includes all intersections of arterial highways (Major, Primary and Secondary) in the City of Fullerton, plus nearby arterial intersections in adjacent cities. Twenty-five intersections are arterial intersections with Caltrans freeway facilities. The 96 intersections selected for analysis are listed below and shown on **Figure 4**.

CITY OF FULLERTON INTERSECTIONS

1. Lambert Street at Harbor Boulevard
2. Imperial Highway at Harbor Boulevard [2]
3. Imperial Highway at Palm Street
4. Imperial Highway at Associated Road
5. Rosecrans Avenue at Gilbert Street
6. Rosecrans Avenue at Parks Drive
7. Rosecrans Avenue at Euclid Street
8. Pioneer Road at Gilbert Street
9. Pioneer Road at Parks Drive
10. Bastanchury Road at Parks Drive
11. Bastanchury Road at Euclid Street
12. Bastanchury Road at Harbor Boulevard
13. Bastanchury Road at Brea Boulevard
14. Bastanchury Road at State College Blvd
15. Bastanchury Road at Associated Road
16. Yorba Linda Blvd at Placentia Avenue
17. Yorba Linda Blvd at State College Blvd
18. Yorba Linda Blvd at Associated Road
19. Brea Blvd at Harbor Blvd
20. Berkeley Street at Harbor Boulevard
21. Berkeley Street at Lemon Street
22. Malvern Avenue at Gilbert Street
23. Malvern Avenue at Bastanchury Road
24. Malvern Avenue at Euclid Street
25. Chapman Avenue at Harbor Blvd [1]
26. Chapman Avenue at Lemon Street
27. Chapman Avenue at Berkeley Street
28. Chapman Avenue at Raymond Street
29. Chapman Avenue at Acacia Street
30. Chapman Avenue at State College Blvd
31. Chapman Avenue at Commonwealth Avenue
32. Chapman Avenue at Placentia Avenue
33. Nutwood Avenue at State College Blvd
34. Nutwood Avenue at Commonwealth Avenue
35. Nutwood Avenue at Placentia Avenue
36. Commonwealth Avenue at Dale Street
37. Commonwealth Avenue at Magnolia Street
38. Commonwealth Avenue at Gilbert Street
39. Commonwealth Avenue at Brookhurst Street
40. Commonwealth Avenue at Euclid Street
41. Commonwealth Avenue at Highland Street
42. Commonwealth Avenue at Harbor Blvd [1]
43. Commonwealth Avenue at Lemon Street
44. Commonwealth Avenue at Raymond Street
45. Commonwealth Avenue at Acacia Street
46. Commonwealth Avenue at State College Blvd
47. Valencia Drive at Magnolia Street
48. Valencia Drive at Brookhurst Street
49. Valencia Drive at Euclid Street
50. Valencia Drive at Highland Street
51. Orangethorpe Ave at Magnolia Street
52. Orangethorpe Ave at Brookhurst Street
53. Orangethorpe Ave at Euclid Street
54. Orangethorpe Ave at Highland Street
55. Orangethorpe Ave at Harbor Boulevard [2]
56. Orangethorpe Ave at Lemon Street
57. Orangethorpe Ave at Raymond Avenue
58. Orangethorpe Ave at Acacia Street
59. Orangethorpe Ave at State College Blvd [2]
60. Orangethorpe Ave at Placentia Avenue

OTHER CITIES INTERSECTIONS

61. Imperial Highway at Euclid Street
62. Imperial Highway at Brea Boulevard
63. Imperial Highway at Kraemer Boulevard
64. Rosecrans Avenue at Beach Boulevard
65. Yorba Linda Blvd at Kraemer Boulevard
66. La Palma Avenue at Brookhurst Street
67. La Palma Avenue at Euclid Street
68. La Palma Avenue at Harbor Boulevard
69. La Palma Avenue at Lemon Street
70. La Palma Avenue at Raymond Ave/East St.
71. La Palma Avenue at State College Blvd

CALTRANS RAMPS INTERSECTIONS

72. Imperial Highway at SR-57 SB Ramps
73. Imperial Highway at SR-57 NB Ramps
74. Yorba Linda Blvd at SR-57 SB Ramps
75. Yorba Linda Blvd at SR-57 NB Ramps
76. Nutwood Avenue at SR-57 SB Ramps
77. Nutwood Avenue at SR-57 NB Ramps
78. Chapman Avenue at SR-57 SB Ramps
79. Chapman Avenue at SR-57 NB Ramps
80. Orangethorpe Ave at SR-57 SB Ramps
81. Orangethorpe Ave at SR-57 NB Ramps
82. SR-91 WB Ramps at Magnolia Street
83. I-5 NB Off-ramp/Buckingham at Magnolia St.
84. I-5 SB/SR-91 EB Off-ramp at Magnolia Street
85. SR-91 WB Ramps at Brookhurst Street
86. SR-91 EB Ramps at Brookhurst Street
87. SR-91 WB Ramps at Euclid Street
88. SR-91 EB Ramps at Euclid Street
89. SR-91 WB Ramps at Harbor Boulevard
90. SR-91 EB Ramps at Harbor Boulevard
91. SR-91 WB Ramps at Lemon Street
92. SR-91 EB Ramps at Lemon Street
93. SR-91 WB Ramps at Raymond Street
94. SR-91 EB Ramps at Raymond Street
95. SR-91 WB Ramps at State College Blvd
96. SR-91 EB Ramps at State College Blvd

[1] Located within historic downtown area
[2] CMP intersection

Note: One additional intersection – the intersection of Imperial Highway at Beach Boulevard – was analyzed after the report figures and tables were created. The results of the analysis of Imperial Highway at Beach Boulevard are provided in ***Appendix D***.

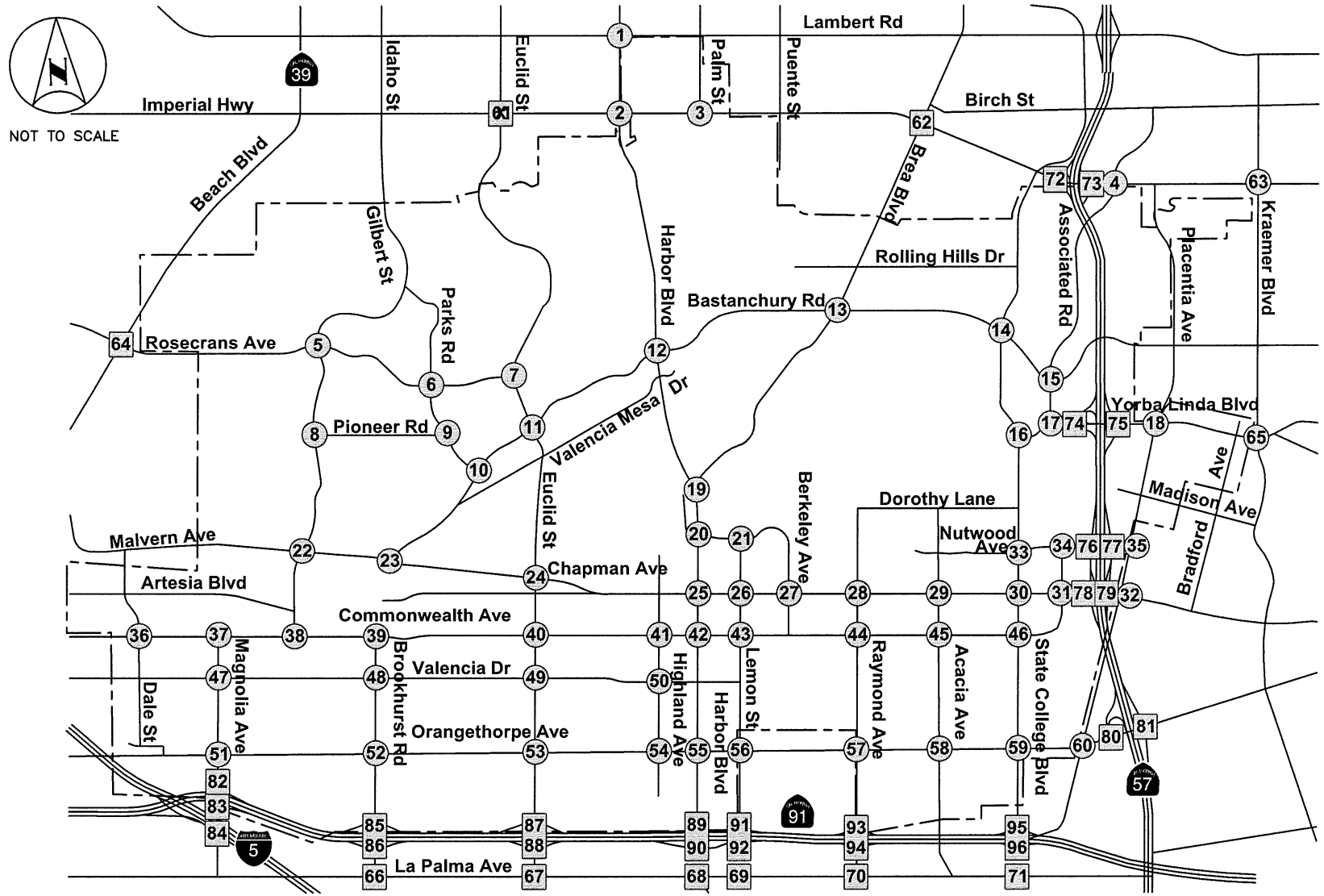
Intersection Level of Service Analysis

Existing lane configurations and traffic control are shown on **Figure 5**. Morning (7:00 - 9:00 AM) and evening (4:00 - 6:00 PM) peak hour traffic counts were conducted between October, 2008 and November 2009. Copies of the traffic count data sheets are provided in ***Appendix A***.

Peak hour intersection analyses were conducted to evaluate the existing operating conditions of all study intersections. Analysis was conducted using the City of Fullerton Traffix Model and the Webster Based Signal Timing Evaluation Routine (WEBSTER) software developed and operated by Albert Grover and Associates, Traffic Engineering consultant to the City. The resulting Existing Conditions delay values and the corresponding Level of Service are summarized on **Table 3**. Intersection analysis worksheets for Existing Conditions are provided in ***Appendix B.***

As indicated in Table 3, all study intersections are currently operating at an acceptable Level of Service (LOS D or better for general City intersections and LOS E for CMP facilities and intersections located within the historic downtown core), with the exception of the following intersections:

- Intersection 18 – Yorba Linda Boulevard and Associated Road (PM Peak Hour), and;
- Intersection 71 – La Palma Avenue and State College Boulevard (PM Peak Hour).



LEGEND:

- (X) Fullerton Intersections
- [X] Non-Fullerton Intersections
- City Boundary

FIGURE 4
STUDY INTERSECTIONS

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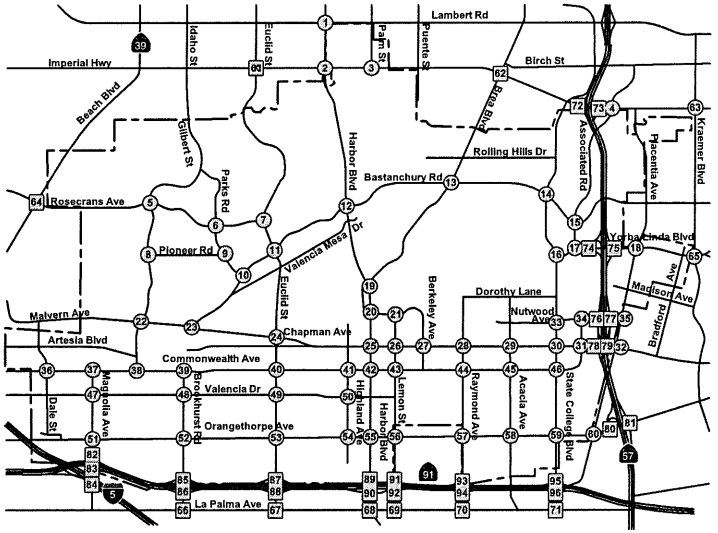
1. Lambert Rd at Harbor Blvd	2. Imperial Hwy at Harbor Blvd	3. Imperial Hwy at Palm St	4. Imperial Hwy at Associated Rd	5. Rosecrans Ave at Gilbert St	6. Rosecrans Ave at Parks Rd	7. Rosecrans Ave at Euclid St	8. Pioneer Rd at Gilbert St
OVL					D	OVL	
9. Pioneer Rd at Parks Rd	10. Bastanchury Rd at Parks Rd	11. Bastanchury Rd at Euclid St	12. Bastanchury Rd at Harbor Blvd	13. Bastanchury Rd at Brea Blvd	14. Bastanchury Rd at State College Blvd	15. Bastanchury Rd at Associated Rd	16. Yorba Linda Blvd at State College Blvd
				OVL OVL	OVL OVL F		OVL
17. Yorba Linda Blvd at Associated Rd	18. Yorba Linda Blvd at Placentia Ave	19. Brea Blvd/ at Harbor Blvd	20. Berkeley Ave at Harbor Blvd	21. Berkeley Ave at Lemon St	22. Malvern Ave at Gilbert St	23. Malvern Ave at Bastanchury Rd	24. Malvern Ave at Euclid St
OVL OVL OVL		F	OVL		OVL	OVL	
25. Chapman Ave at Harbor Blvd	26. Chapman Ave at Lemon St	27. Chapman Ave at Berkeley Ave	28. Chapman Ave at Raymond Ave	29. Chapman Ave at Acacia Ave	30. Chapman Ave at State College Blvd	31. Chapman Ave at Commonwealth Ave	32. Chapman Ave at Placentia Ave
		OVL			OVL	D	OVL
33. Nutwood Ave at State College Blvd	34. Nutwood Ave at Commonwealth Ave	35. Nutwood Ave at Placentia Ave	36. Commonwealth Ave at Dale St	37. Commonwealth Ave at Magnolia Ave	38. Commonwealth Ave at Gilbert St	39. Commonwealth Ave Brookhurst Rd	40. Commonwealth Ave at Euclid St
OVL			D	D OVL	OVL OVL		
41. Commonwealth Ave at Highland Ave	42. Commonwealth Ave at Harbor Blvd	43. Commonwealth Ave at Lemon St	44. Commonwealth Ave at Raymond Ave	45. Commonwealth Ave at Acacia Ave	46. Commonwealth Ave at State College Blvd	47. Valencia Dr at Magnolia Ave	48. Valencia Dr at Brookhurst Rd
D D						D D	



LEGEND:

- (X) Fullerton Intersections
- [X] Non-Fullerton Intersections
- F Free Right-Turn Lane
- OVL Right-Turn Overlap
- [I] Signalized
- —— City Boundary
- D Defacto Right Turn Lane

NOT TO SCALE

FIGURE 5
EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

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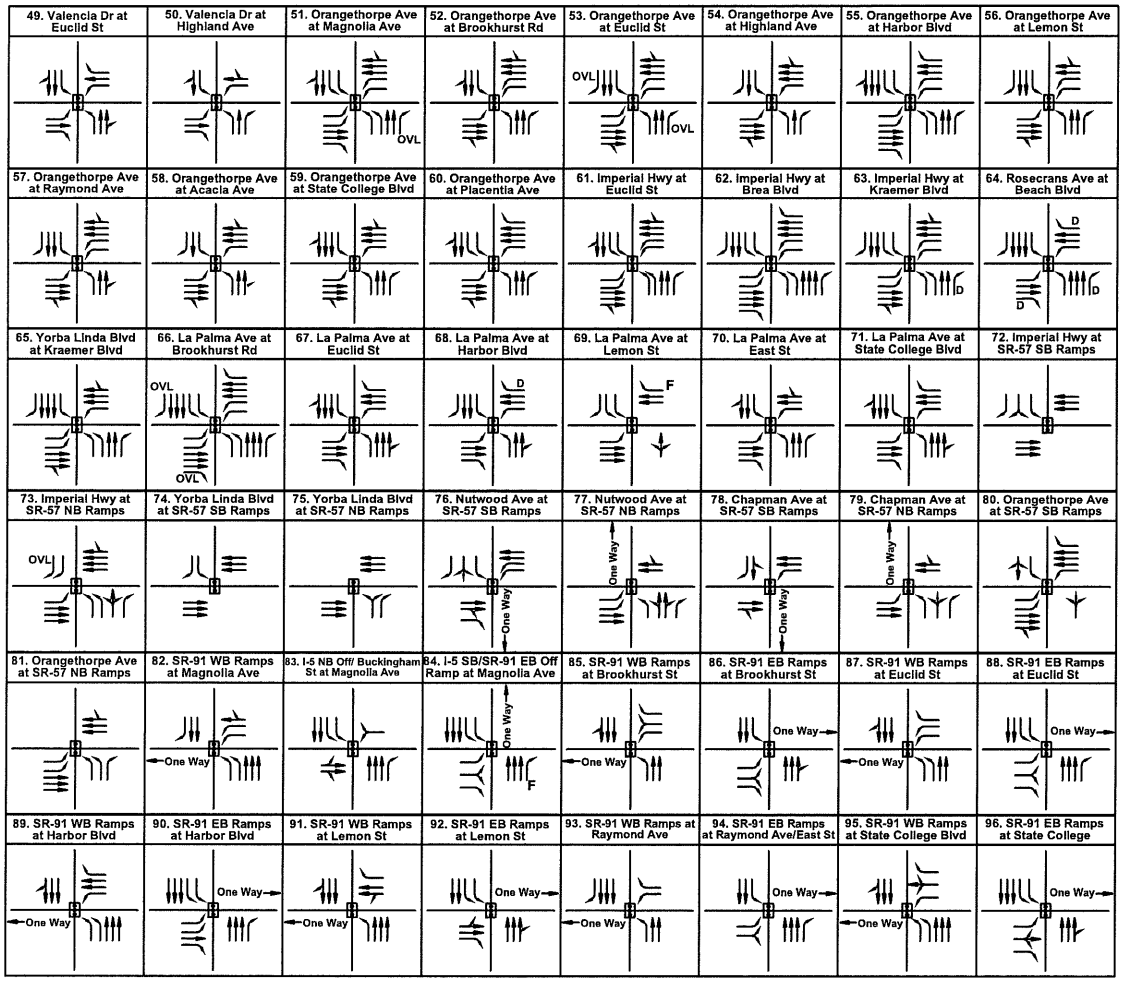

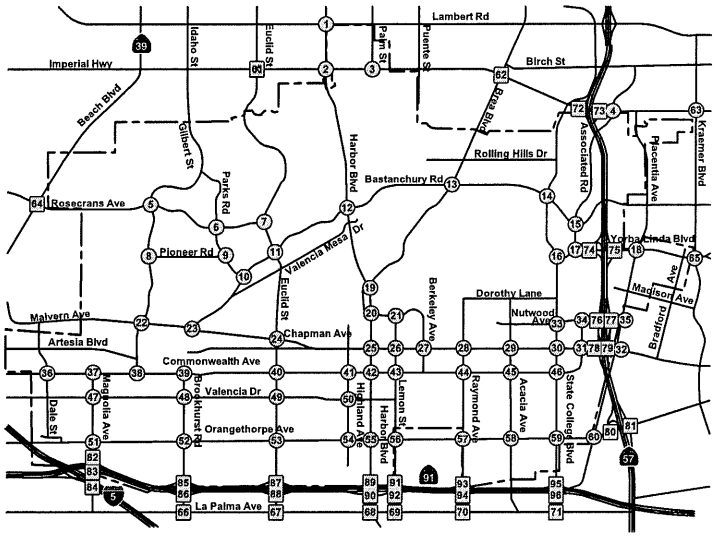

LEGEND:

- Ⓧ Fullerton Intersections
- [X] Non-Fullerton Intersections
- F Free Right-Turn Lane
- OVL Right-Turn Overlap
- [I] Signalized
- —·— City Boundary
- D Defacto Right Turn Lane

NOT TO SCALE

FIGURE 5
EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL (CONTINUED)

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TABLE 3
SUMMARY OF PEAK HOUR INTERSECTION OPERATIONS
EXISTING CONDITIONS

Intersection Number	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Lambert / Harbor Blvd	S	35.0	C	40.0	D
2	Imperial Hwy / Harbor Blvd	S	49.0	D	50.0	D
3	Imperial Hwy / Palm Street	S	24.0	C	29.0	C
4	Imperial Hwy / Associated Rd	S	37.0	D	49.0	D
5	Rosecrans / Gilbert	S	40.0	D	33.0	C
6	Rosecrans / Parks Drive	S	18.0	B	11.0	B
7	Rosecrans / Euclid Street	S	24.0	C	20.0	B
8	Pioneer / Gilbert	S	14.0	B	14.0	B
9	Pioneer / Parks Drive	S	16.0	B	13.0	B
10	Bastanchury / Parks Drive	S	22.0	C	11.0	B
11	Bastanchury / Euclid Street	S	34.0	C	38.0	D
12	Bastanchury / Harbor Blvd	S	39.0	D	36.0	D
13	Bastanchury / Brea Blvd	S	35.0	C	35.0	C
14	Bastanchury / State College	S	33.0	C	36.0	D
15	Bastanchury / Associated Rd	S	38.0	D	34.0	C
16	Yorba Linda Blvd / State College	S	35.0	C	39.0	D
17	Yorba Linda Blvd / Associated Rd	S	30.0	C	28.0	C
18	Yorba Linda Blvd / Placentia	S	40.0	D	77.0	E
19	Brea Blvd / Harbor Blvd	S	28.0	C	30.0	C
20	Berkeley / Harbor Blvd	S	25.0	C	25.0	C
21	Berkeley / Lemon Street	S	29.0	C	30.0	C
22	Malvern / Gilbert	S	44.0	D	37.0	D
23	Malvern / Bastanchury	S	28.0	C	28.0	C
24	Malvern / Euclid Street	S	35.0	C	35.0	C
25	Chapman Ave / Harbor	S	30.0	C	32.0	C
26	Chapman Ave / Lemon	S	26.0	C	29.0	C
27	Chapman Ave / Berkeley	S	16.0	B	16.0	B
28	Chapman Ave / Raymond	S	29.0	C	30.0	C
29	Chapman Ave / Acacia	S	13.0	B	15.0	B
30	Chapman Ave / State College	S	38.0	D	41.0	D
31	Chapman Ave / Commonwealth	S	18.0	B	24.0	C
32	Chapman Ave / Placentia	S	31.0	C	36.0	D
33	Nutwood / State College	S	32.0	C	34.0	C
34	Nutwood / Commonwealth	S	16.0	B	11.0	B
35	Nutwood / Placentia	S	19.0	B	27.0	C
36	Commonwealth / Dale Street	S	17.0	B	16.0	B
37	Commonwealth / Magnolia	S	21.0	C	23.0	C
38	Commonwealth / Gilbert	S	41.0	D	38.0	D
39	Commonwealth / Brookhurst	S	28.0	C	27.0	C
40	Commonwealth / Euclid Street	S	28.0	C	27.0	C
41	Commonwealth / Highland	S	16.0	B	17.0	B
42	Commonwealth / Harbor Boulevard	S	28.0	C	28.0	C
43	Commonwealth / Lemon	S	28.0	C	29.0	C
44	Commonwealth / Raymond	S	27.0	C	28.0	C
45	Commonwealth / Acacia	S	14.0	B	14.0	B
46	Commonwealth / State College	S	23.0	C	28.0	C
47	Valencia / Magnolia	S	13.0	B	14.0	B
48	Valencia / Brookhurst	S	24.0	C	20.0	B
49	Valencia / Euclid Street	S	33.0	C	28.0	C
50	Valencia / Highland	S	16.0	B	17.0	B

TABLE 3
SUMMARY OF PEAK HOUR INTERSECTION OPERATIONS
EXISTING CONDITIONS

Intersection Number	Intersection		Control	AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
51	Orangethorpe	/ Magnolia	S	34.0	C	33.0	C
52	Orangethorpe	/ Brookhurst	S	28.0	C	31.0	C
53	Orangethorpe	/ Euclid Street	S	31.0	C	33.0	C
54	Orangethorpe	/ Highland	S	21.0	C	21.0	C
55	Orangethorpe	/ Harbor	S	29.0	C	33.0	C
56	Orangethorpe	/ Lemon	S	26.0	C	32.0	C
57	Orangethorpe	/ Raymond	S	29.0	C	32.0	C
58	Orangethorpe	/ Acacia	S	11.0	B	13.0	B
59	Orangethorpe	/ State College	S	40.0	D	29.0	C
60	Orangethorpe	/ Placentia	S	33.0	C	34.0	C
61	Imperial Hwy	/ Euclid Street	S	43.0	D	43.0	D
62	Imperial Hwy	/ Brea Blvd	S	41.0	D	43.0	D
63	Imperial Hwy	/ Kraemer Blvd	S	40.0	D	41.0	D
64	Rosecrans	/ Beach Blvd	S	46.0	D	46.0	D
65	Yorba Linda Blvd	/ Kraemer Blvd	S	35.0	C	45.0	D
66	La Palma Avenue	/ Brookhurst Street	S	30.0	C	34.0	C
67	La Palma Avenue	/ Euclid Street	S	42.0	D	46.0	D
68	La Palma Avenue	/ Harbor Boulevard	S	32.0	C	41.0	D
69	La Palma Avenue	/ Lemon Street	S	34.0	C	43.0	D
70	La Palma Avenue	/ Raymond Ave/East St	S	29.0	C	33.0	C
71	La Palma Avenue	/ State College	S	46.0	D	72.0	E
72	Imperial Hwy	/ 57 SB Ramps	S	21.0	C	21.0	C
73	Imperial Hwy	/ 57 NB Ramps	S	26.0	C	29.0	C
74	Yorba Linda Blvd	/ 57 SB Ramps	S	19.0	B	28.0	C
75	Yorba Linda Blvd	/ 57 NB Ramps	S	21.0	C	23.0	C
76	Nutwood	/ 57 SB Ramps	S	27.0	C	25.0	C
77	Nutwood	/ 57 NB Ramps	S	27.0	C	23.0	C
78	Chapman Ave	/ 57 SB Ramps	S	19.0	B	25.0	C
79	Chapman Ave	/ 57 NB Ramps	S	24.0	C	28.0	C
80	Orangethorpe	/ 57 SB Ramps	S	27.0	C	27.0	C
81	Orangethorpe	/ 57 NB Ramps	S	22.0	C	25.0	C
82	91 WB Ramps	/ Magnolia	S	19.0	B	16.0	B
83	5 NB Off/Buckingham	/ Magnolia	S	30.0	C	33.0	C
84	5 SB/91EB Off Ramp	/ Magnolia	S	22.0	C	30.0	C
85	91 WB Ramps	/ Brookhurst	S	17.0	B	20.0	B
86	91 EB Ramps	/ Brookhurst	S	21.0	C	19.0	B
87	91 WB Ramps	/ Euclid	S	22.0	C	24.0	C
88	91 EB Ramps	/ Euclid	S	17.0	B	20.0	B
89	91 WB Ramps	/ Harbor Blvd	S	16.0	B	15.0	B
90	91 EB Ramps	/ Harbor Blvd	S	22.0	C	21.0	C
91	91 WB Ramps	/ Lemon Street	S	22.0	C	23.0	C
92	91 EB Ramps	/ Lemon Street	S	25.0	C	26.0	C
93	91 WB Ramps	/ Raymond	S	20.0	B	25.0	C
94	91 EB Ramps	/ Raymond	S	37.0	D	31.0	C
95	91 WB Ramps	/ State College Blvd	S	23.0	C	20.0	B
96	91 EB Ramps	/ State College Blvd	S	24.0	C	23.0	C

S = Signalized, U = Unsignalized
Intersection delay is expressed in average seconds of delay per vehicle during the peak hour

FORECAST METHODOLOGY

Analysis of projected traffic conditions at build-out of the City was conducted to determine whether or not the City's planned circulation system can accommodate the future traffic demands of build-out of the city, including the land use changes proposed by this General Plan Update. For this study, build-out assumes that the City will build out to its General Plan potential and, in addition, that the proposed land use intensity for the Focus Areas are realized. Study intersection analysis for the Build-out conditions is conducted using existing lane configurations in order to determine the necessary intersection improvements to accommodate trips generated from the General Plan Focus Areas, independent of previous study recommendations.

Baseline General Plan forecasts were derived from the City's traffic analysis software (Traffix), which is maintained by Albert Grover and Associates (AGA). At most arterial intersections, future Build-out Year 2030 traffic volumes include an ambient growth factor of 10% for through movements and 5% for turning movements from the base year 2009 traffic volumes. There are some exceptions, such as at freeway ramps, T-intersections, and in the industrial areas of the City. New trips generated by potential development in the Focus Areas are then added to the base volumes, as described below.

Focus Area Trip Generation

As described in the Land Use section of this Draft Environmental Impact Report (DEIR), through the General Plan Update visioning process, changes in land use mix and density were identified for twelve Focus Areas throughout the City. The Focus Areas are depicted on **Figure 6**. The proposed changes in land use mix in each Focus Area include a combination of a reduction of some land uses, the conversion of one land use from one use to another, some intensification of density for some land uses, and in some cases, a re-designation of land use type. The proposed changes would result in changes in land use intensities and land use mix as described in the Project Description and Land Use sections.

For the analysis of future traffic conditions, each Focus Area is broken into a number of sub-areas. Each sub-area was quantified in terms of its proposed future land use, including the land use type (residential, retail, office, industrial, etc.) and the quantity of those land uses (dwelling units, thousand square feet, etc.). Sub-areas were further divided or combined into Traffic Analysis Zones (TAZ) as appropriate.

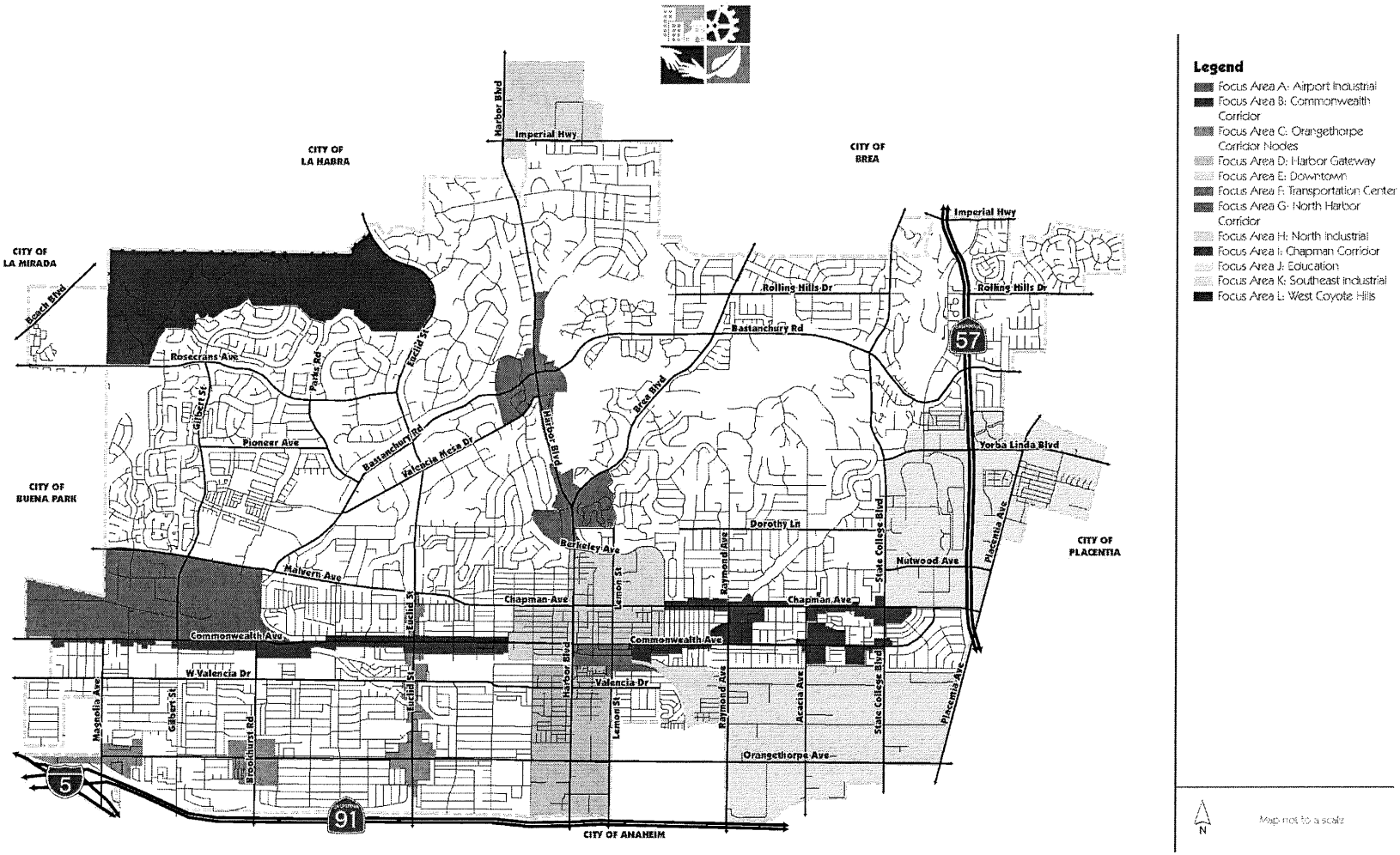

Exhibit 1: Focus Areas

FIGURE 6
FOCUS AREAS

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Kimley–Horn and Associates, Inc.

The trip-making potential for this proposed land use intensity potential is quantified by TAZ, sub-area, and Focus Area, first by applying standard trip generation rates for each land use, and then applying appropriate factors to account for pass-by potential, and for the mixed-use nature of the proposed land uses. With regard to trip-generating potential, one characteristic of multi-use developments is the potential for beneficial interactions among site uses in terms of walk/bike trips or shared vehicular trips between land uses. These interactions represent the potential for a reduction in the number of new trips assumed for the new development.

For example, residents of the proposed residential developments may also patronize the proposed new commercial development. Vehicular trips between the residential and commercial zones could be contained within the project area, and would not contribute to traffic growth at off-site intersections. Walking and biking trips between uses would represent elimination of a vehicular trip altogether. Shuttle activity between educational institutions and the commercial centers would further reduce vehicular trips. This potential for reduction in vehicular trips is known as internal capture. As a result of these factors, the total inbound and outbound vehicular trips for the project may be reduced. Varying internal capture factors were applied to the different Focus Areas, depending on the mix, proximity, and quantity of complementary uses proposed.

It is also recognized that not all trips into and out of the proposed project will be "new" trips on the roadway system in the vicinity of the proposed project. Some trips to the project area will consist of "pass-by" trips -- motorists who are already traveling on the surrounding roadways from one place to another, and who stop at another land use on their way. Common pass-by trips for a commercial center would be individuals who stop to shop or run errands on their way to or from work or school.

The number of trips that could be expected to be generated by the potential development identified in the Focus Areas was calculated and is summarized in detail in the Appendices to this report. In total, the proposed land use mix for the Focus Areas has the potential to generate approximately 16,493 new trips city-wide in the morning peak hour, and approximately 20,530 new trips in the evening peak hour. A summary of the project trips by Focus Area is provided on **Table 4**.

The traffic analysis is intended to provide an evaluation of the traffic impacts associated with build-out of the proposed land uses. Build-out land uses were grouped by Focus Area, and sub-area, and aggregated into Traffic Analysis Zones. The trip distribution assumptions for each TAZ include a combination of assignments to multiple destinations within the city and destinations external to the city.

TABLE 4
SUMMARY OF PEAK HOUR TRIP GENERATION BY FOCUS AREA

Focus Area	Land Use	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
West Coyote Hills	Residential	7,273	143	428	570	484	284	768
	Commercial	2,918	41	27	68	124	129	253
	Church	-93	-4	-2	-6	-3	-3	-6
	Govt Facilities	132	16	2	19	3	15	18
	Internal Cap.	-512	-10	-23	-33	-30	-21	-52
	Pass-by					-42	-44	-86
	Total	**9,718**	**186**	**432**	**618**	**536**	**360**	**895**
Transportation Center	Residential	10,374	159	636	796	629	339	967
	Commercial	9,447	134	86	220	402	419	821
	Office	1,101	136	19	155	25	124	149
	Internal Cap.	-2,511	-51	-89	-141	-127	-106	-232
	Pass-by					-137	-142	-279
	Total	**18,411**	**378**	**652**	**1,030**	**792**	**634**	**1,426**
Airport Industrial	Residential	584	10	36	45	35	19	55
	Commercial	-1,525	-21	-13	-36	-65	-68	-133
	Office	2,491	308	42	351	58	280	337
	Industrial	425	50	8	56	7	52	59
	Internal Cap.	-263	-13	-6	-19	-11	-17	-27
	Pass-by	0	0	0	0	22	23	45
	Total	**1,712**	**334**	**67**	**397**	**46**	**289**	**336**
Civic Center	Residential	1,945	30	120	150	118	65	181
	Commercial	11,177	158	102	260	477	496	971
	Office	2,220	274	37	312	52	249	300
	Industrial	-100	-12	-2	-13	-2	-12	-14
	Sub-Total	15,242	450	257	709	645	798	1,438
	Internal Cap.	-744	-22	-13	-32	-32	-39	-70
	Pass-by	0	0	0	0	-161	-168	-330
	Total	**14,498**	**428**	**244**	**677**	**452**	**591**	**1,038**
Commonwealth Corridor	Residential	3,399	55	211	259	209	113	316
	Commercial	1,876	26	16	42	81	82	163
	Office	4,656	577	81	655	107	524	630
	Industrial	-358	-42	-5	-47	-6	-44	-50
	Govt Facilities	162	21	2	23	3	18	21
	Sub-Total	9,735	637	305	932	394	693	1,080
	Internal Cap.	-469	-23	-9	-32	-19	-29	-48
	Pass-by	0	0	0	0	-26	-27	-56
	Total	**9,266**	**614**	**296**	**900**	**349**	**637**	**976**
Downtown	Residential	6,277	97	384	481	383	209	590
	Commercial	-231	-3	-1	-5	-9	-10	-21
	Office	2,570	317	43	362	60	288	349
	Industrial	-262	-30	-4	-35	-4	-32	-37
	Education	9,487	670	167	837	251	586	837
	Govt Facilities	39	5	1	6	1	4	5
	Sub-Total	17,880	1,056	590	1,646	682	1,045	1,723
	Internal Cap.	-491	-7	-14	-22	-24	-20	-43
	Pass-by	0	0	0	0	3	3	7
	Total	**17,389**	**1,049**	**576**	**1,624**	**661**	**1,028**	**1,687**

TABLE 4
SUMMARY OF PEAK HOUR TRIP GENERATION BY FOCUS AREA

Focus Area	Land Use	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Education	Residential	8,333	129	510	640	507	273	783
	Commercial	16,711	238	152	390	710	740	1,451
	Office	7,612	943	129	1,070	175	855	1,030
	Sub-Total	32,656	1,310	791	2,100	1,392	1,868	3,264
	Internal Cap.	-2,902	-102	-73	-174	-127	-156	-284
	Pass-by	0	0	0	0	-241	-252	-492
	Total	**29,754**	**1,208**	**718**	**1,926**	**1,024**	**1,460**	**2,488**
Harbor Gateway	Residential	17,014	262	1,044	1,306	1,032	558	1,589
	Commercial	29,892	425	272	696	1,271	1,326	2,597
	Office	8,167	1,013	138	1,150	188	917	1,104
	Industrial	17	2	1	3	1	3	2
	Sub-Total	55,090	1,702	1,455	3,155	2,492	2,804	5,292
	Internal Cap.	-9,861	-310	-230	-538	-435	-511	-947
	Pass-by	0	0	0	0	-432	-450	-882
	Total	**45,229**	**1,392**	**1,225**	**2,617**	**1,625**	**1,843**	**3,463**
North Harbor	Residential	1,598	24	99	124	97	53	149
	Commercial	5,836	83	54	136	248	258	507
	Office	8,117	1,007	137	1,143	187	912	1,100
	Sub-Total	15,551	1,114	290	1,403	532	1,223	1,756
	Internal Cap.	-1,353	-103	-27	-131	-47	-111	-156
	Pass-by	0	0	0	0	-85	-88	-173
	Total	**14,198**	**1,011**	**263**	**1,272**	**400**	**1,024**	**1,427**
North Industrial	Residential	7,592	117	465	583	459	248	707
	Commercial	15,579	222	142	363	664	690	1,354
	Office	8,923	1,105	152	1,256	206	1,003	1,208
	Industrial	1,264	147	19	167	22	155	175
	Sub-Total	33,358	1,591	778	2,369	1,351	2,096	3,444
	Internal Cap.	-6,113	-226	-132	-359	-258	-342	-601
	Pass-by	0	0	0	0	-226	-235	-460
	Total	**27,245**	**1,365**	**646**	**2,010**	**867**	**1,519**	**2,383**
Orangethorpe Corridor Nodes	Residential	4,652	72	287	359	285	153	436
	Commercial	23,233	332	212	543	991	1,031	2,020
	Office	2,280	285	41	322	54	258	309
	Sub-Total	30,165	689	540	1,224	1,330	1,442	2,765
	Internal Cap.	-2,747	-69	-55	-123	-124	-134	-255
	Pass-by	0	0	0	0	-336	-351	-688
	Total	**27,418**	**620**	**485**	**1,101**	**870**	**957**	**1,822**
Southeast Industrial	Residential	1,337	20	84	102	82	44	125
	Commercial	5,128	74	45	118	217	228	446
	Office	-120	-14	-2	-15	-3	-14	-15
	Industrial	17,747	2,062	280	2,342	300	2,172	2,470
	Sub-Total	24,092	2,142	407	2,547	596	2,430	3,026
	Internal Cap.	-2,361	-188	-38	-226	-64	-221	-285
	Pass-by	0	0	0	0	-74	-78	-152
	Total	**21,731**	**1,954**	**369**	**2,321**	**458**	**2,131**	**2,589**
TOTAL		**236,569**	**10,539**	**5,973**	**16,493**	**8,080**	**12,473**	**20,530**

ANALYSIS OF BUILD-OUT CONDITIONS

The additional trips that would be generated by build-out of the proposed land uses in the Focus Areas were estimated and distributed on the surrounding road network as described earlier in the report. Interaction between complementary land uses within the city, and pass-by assumptions were taken into account in the distribution and assignment of traffic.

Build-out Traffic Conditions at Intersections

Intersection analysis was conducted for build-out conditions, and the Level of Service was determined for each study intersection. Analysis was conducted using Build-out forecast traffic volumes with existing lane configuration. The results of the HCM analysis are presented in **Table 5**. Intersection analysis worksheets for the Build-out Condition are provided in ***Appendix C***. The analysis indicates that the following 35 intersections would operate at an unacceptable Level of Service (LOS F for CMP intersections, LOS E or worse for all other intersections) for one or both analysis time periods:

Int. #	Deficient Intersection	Deficient Peak Hour(s)
1	Lambert Road at Harbor Boulevard	PM Peak Hour
2	Imperial Highway at Harbor Boulevard	AM and PM Peak Hours
3	Imperial Highway at Palm Street	AM and PM Peak Hours
5	Rosecrans Avenue at Gilbert Street	AM Peak Hour
12	Bastanchury Road at Harbor Boulevard	AM and PM Peak Hours
14	Bastanchury Road at State College Boulevard	PM Peak Hour
16	Yorba Linda Boulevard at State College Boulevard	PM Peak Hour
18	Yorba Linda Boulevard at Placentia Avenue	AM and PM Peak Hours
19	Brea Blvd/West Valley View Dr at Harbor Boulevard	AM and PM Peak Hours
20	Berkeley Avenue at Harbor Boulevard	PM Peak Hour
22	Malvern Avenue at Gilbert Street	AM and PM Peak Hours
23	Malvern Avenue at Bastanchury Road/Bridgeport Circle	PM Peak Hour
24	Malvern Avenue at Euclid Street	AM and PM Peak Hours
25	Chapman Avenue at Harbor Boulevard	AM and PM Peak Hours
28	Chapman Avenue at Raymond Avenue	AM and PM Peak Hours
30	Chapman Avenue at State College Boulevard	AM and PM Peak Hours
31	Chapman Avenue at Commonwealth Avenue	AM and PM Peak Hours
33	Nutwood Avenue at State College Boulevard	AM and PM Peak Hours
38	Commonwealth Avenue at Gilbert Street	PM Peak Hour
40	Commonwealth Avenue at Euclid Street	AM and PM Peak Hours
42	Commonwealth Avenue at Harbor Boulevard	AM and PM Peak Hours
46	Commonwealth Avenue at State College Boulevard	PM Peak Hour
48	Valencia Drive at Brookhurst Road	PM Peak Hour
49	Valencia Drive at Euclid Street	AM Peak Hour
55	Orangethorpe Avenue at Harbor Boulevard	AM and PM Peak Hours

56	Orangethorpe Avenue at Lemon Street	PM Peak Hour
59	Orangethorpe Avenue at State College Boulevard	AM Peak Hour
62	Imperial Highway at Brea Boulevard	AM and PM Peak Hours
69	La Palma Avenue at Lemon Street	PM Peak Hour
70	La Palma Avenue at East Street/Raymond Avenue	PM Peak Hour
71	La Palma Avenue at State College Boulevard	PM Peak Hour
78	Chapman Avenue at SR-57 SB Ramps	PM Peak Hour
79	Chapman Avenue at SR-57 NB Ramps	AM and PM Peak Hours
91	SR-91 WB Ramps at Lemon Street	PM Peak Hour
93	SR-91 WB Ramps at Raymond Avenue	PM Peak Hour

It should be noted that the results of the Build-out analysis are based on a traditional traffic volume "build-up method," in which a straight-line traffic growth in automobile traffic and the auto-related trips associated with future development are added to existing traffic. The Institute of Transportation Engineers (ITE) Trip Generation rates are based on traffic surveys of land uses across the country, which have been conducted at a time when the automobile is the predominant mode of travel. The Traffix analysis software does not reflect the potential traffic benefits of the emerging sustainability mentality and a society trending toward multi-modal solutions, such as enhanced pedestrian, bicycle, and transit; improved connectivity between rail or transit centers and target destinations; shorter commute trips; an aging population with reduced driving habits; and other emerging trends. The traffic forecasts, therefore, provide a conservative, worst-case estimate of future traffic volumes, based on traditional automobile-focused assumptions.

The traditional approach to mitigating deficient LOS conditions is to provide additional intersection capacity (i.e, intersection widening, additional lanes), which could, in turn, have right-of-way impacts at some locations. Fullerton is a relatively built out City with mature land uses and an established transportation system. New roadways or major widening projects are not feasible or preferred. Further, it is not possible to accurately predict the exact improvements required at each intersection in the long-term, as the type of development, timing of development, and conditions at the time in which the development would occur are not currently known. The current trend toward alternative travel modes and away from the single-occupant vehicle may result in some cases where a better LOS is achieved and less mitigation is needed. The Fullerton Plan supports analyzing and evaluating urban streets using an integrated approach that considers the points of view of automobile drivers, transit passengers, bicyclists and pedestrians rather than auto-centric thresholds which conflict with other policies of The Fullerton Plan – including better environments for walking and bicycling, safer streets, increased transit use, cost-effective infrastructure investments, reduced greenhouse gas emissions, and the preservation of open space (Policy P5.12).

Thus, as future planning efforts occur within the Focus Areas, detailed multi-modal analysis would be conducted in order to determine specific impacts associated with proposed development and where mitigation is found to be needed, alternative mitigation in lieu of capacity improvements would be encouraged. Such mitigation could include providing or contributing to a circulator shuttle or transit system between activity centers and rail or transit centers; improved walking and biking facilities; and encouraging mixed-use and higher-density developments in order to facilitate on-site trip purpose capture. Such measures would have the dual benefit of avoiding or reducing right-of-way impacts, and at the same time reducing the dependence on the automobile, which would reduce traffic impacts and further the vision of The Fullerton Plan. However, impacts to the 35 identified intersections would remain significant and unavoidable.

As mentioned earlier, Cities are obligated to maintain minimum Level of Service standards (LOS E or better) at CMP intersections, in order to remain eligible for funding for transportation improvements. Within the defined CMP highway network, no intersection may be allowed to deteriorate to a condition worse than LOS E, or the baseline LOS if worse than LOS E, without mitigation being prescribed in an acceptable deficiency plan. All CMP intersections in the study area are currently operating at an acceptable Level of Service. The Build-out analysis indicates that the Level of Service at some CMP intersections may deteriorate to below LOS E in one or both peak hours. The operation of all CMP intersections will be monitored through the biennial reporting process, to determine whether or not the forecasted conditions will actually occur. V/C ratio increases beyond 0.10 above the base condition are considered to not comply with CMP LOS objectives and shall require mitigation or a deficiency plan.

TABLE 5
SUMMARY OF PEAK HOUR INTERSECTION OPERATIONS
BUILDOUT CONDITIONS

Intersection Number	Intersection	Jurisdiction	Control	AM Peak Hour			PM Peak Hour		
				ICU	Delay	LOS	ICU	Delay	LOS
1	Lambert Road / Harbor Boulevard	Fullerton	S	0.93	50.0	D	1.07	79.0	F
2	Imperial Highway / Harbor Boulevard	Fullerton	S	1.05	61.0	F	0.96	56.0	E
3	Imperial Highway / Palm Street	Fullerton	S	1.02	50.0	F	1.11	74.0	F
4	Imperial Highway / Associated Rd	Fullerton	S	0.75	37.0	D	0.93	48.0	D
5	Rosecrans Avenue / Gilbert Street	Fullerton	S	1.00	67.0	F	0.93	44.0	D
6	Rosecrans Avenue / Parks Drive	Fullerton	S	0.86	21.0	C	0.33	13.0	B
7	Rosecrans Avenue / Euclid Street	Fullerton	S	0.80	26.0	C	0.56	20.0	B
8	Pioneer Avenue / Gilbert Street	Fullerton	S	0.55	22.0	C	0.60	24.0	C
9	Pioneer Avenue / Parks Drive	Fullerton	S	0.47	16.0	B	0.18	13.0	B
10	Bastanchury Road / Parks Drive	Fullerton	S	0.53	23.0	C	0.29	12.0	B
11	Bastanchury Road / Euclid Street	Fullerton	S	0.79	40.0	D	0.92	48.0	D
12	Bastanchury Road / Harbor Boulevard	Fullerton	S	1.08	97.0	F	1.04	84.0	F
13	Bastanchury Road / Brea Boulevard	Fullerton	S	0.83	39.0	D	0.86	39.0	D
14	Bastanchury Road / State College Blvd	Fullerton	S	0.73	33.0	C	0.85	58.0	E
15	Bastanchury Road / Associated Road	Fullerton	S	0.99	53.0	D	0.81	39.0	D
16	Yorba Linda Blvd / State College Blvd	Fullerton	S	0.76	39.0	D	1.00	85.0	F
17	Yorba Linda Blvd / Associated Road	Fullerton	S	0.80	38.0	D	0.89	38.0	D
18	Yorba Linda Blvd / Placentia Avenue	Fullerton	S	0.96	59.0	E	1.25	128.0	F
19	Brea Boulevard / Harbor Boulevard	Fullerton	S	0.99	69.0	E	1.08	88.0	F
20	Berkeley Avenue / Harbor Boulevard	Fullerton	S	0.85	44.0	D	1.02	90.0	F
21	Berkeley Avenue / Lemon Street	Fullerton	S	0.60	32.0	C	0.63	32.0	C
22	Malvern Avenue / Gilbert Street	Fullerton	S	1.12	89.0	F	1.00	56.0	F
23	Malvern Avenue / Bastanchury Road	Fullerton	S	0.87	47.0	D	0.92	63.0	E
24	Malvern Avenue / Euclid Street	Fullerton	S	1.06	71.0	F	0.96	58.0	E
25	Chapman Avenue / Harbor Boulevard	Fullerton	S	1.00	58.0	F	1.16	103.0	F
26	Chapman Avenue / Lemon Street	Fullerton	S	0.62	29.0	C	0.74	32.0	C
27	Chapman Avenue / Berkeley Avenue	Fullerton	S	0.51	17.0	B	0.68	18.0	B
28	Chapman Avenue / Raymond Ave	Fullerton	S	0.91	71.0	E	0.95	75.0	E
29	Chapman Avenue / Acacia Avenue	Fullerton	S	0.58	16.0	B	0.71	21.0	C
30	Chapman Avenue / State College Blvd	Fullerton	S	1.11	99.0	F	1.28	145.0	F
31	Chapman Avenue / Commonwealth Ave	Fullerton	S	1.08	59.0	F	1.36	166.0	F
32	Chapman Avenue / Placentia Avenue	Fullerton	S	0.83	39.0	D	0.90	47.0	D
33	Nutwood Avenue / State College Blvd	Fullerton	S	1.00	43.0	F	1.02	48.0	F
34	Nutwood Avenue / Commonwealth Ave	Fullerton	S	0.28	14.0	B	0.33	14.0	B
35	Nutwood Avenue / Placentia Avenue	Fullerton	S	0.84	22.0	C	0.86	28.0	C
36	Commonwealth Ave / Dale Street	Fullerton	S	0.48	18.0	B	0.48	15.0	B
37	Commonwealth Ave / Magnolia Avenue	Fullerton	S	0.70	25.0	C	0.76	26.0	C
38	Commonwealth Ave / Gilbert Street	Fullerton	S	0.65	44.0	D	1.02	73.0	F
39	Commonwealth Ave / Brookhurst Road	Fullerton	S	0.70	30.0	C	0.69	29.0	C
40	Commonwealth Ave / Euclid Street	Fullerton	S	1.00	54.0	F	1.01	61.0	F
41	Commonwealth Ave / Highland Ave	Fullerton	S	0.55	17.0	B	0.91	20.0	B
42	Commonwealth Ave / Harbor Boulevard	Fullerton	S	1.01	52.0	F	1.27	127.0	F
43	Commonwealth Ave / Lemon Street	Fullerton	S	0.87	36.0	D	0.89	42.0	D
44	Commonwealth Ave / Raymond Ave	Fullerton	S	0.81	34.0	C	0.94	43.0	D
45	Commonwealth Ave / Acacia Avenue	Fullerton	S	0.37	14.0	B	0.55	15.0	B
46	Commonwealth Ave / State College Blvd	Fullerton	S	0.85	29.0	C	0.94	61.0	E
47	Valencia Drive / Magnolia Avenue	Fullerton	S	0.72	15.0	B	0.97	22.0	C
48	Valencia Drive / Brookhurst Road	Fullerton	S	0.61	26.0	C	0.90	74.0	E
49	Valencia Drive / Euclid Street	Fullerton	S	0.96	71.0	E	0.95	49.0	D
50	Valencia Drive / Highland Ave	Fullerton	S	0.46	18.0	B	0.55	19.0	B

TABLE 5
SUMMARY OF PEAK HOUR INTERSECTION OPERATIONS
BUILDOUT CONDITIONS

Intersection Number	Intersection	Jurisdiction	Control	AM Peak Hour			PM Peak Hour		
				ICU	Delay	LOS	ICU	Delay	LOS
51	Orangethorpe Ave / Magnolia Avenue	Fullerton	S	0.90	39.0	D	0.93	44.0	D
52	Orangethorpe Ave / Brookhurst Road	Fullerton	S	0.79	32.0	C	0.72	32.0	C
53	Orangethorpe Ave / Euclid Street	Fullerton	S	0.91	40.0	D	0.94	51.0	D
54	Orangethorpe Ave / Highland Ave	Fullerton	S	0.58	23.0	C	0.55	16.0	B
55	Orangethorpe Ave / Harbor Boulevard	Fullerton	S	0.87	56.0	E	1.17	95.0	F
56	Orangethorpe Ave / Lemon Street	Fullerton	S	0.91	42.0	D	1.24	120.0	F
57	Orangethorpe Ave / Raymond Ave	Fullerton	S	0.71	34.0	C	0.87	41.0	D
58	Orangethorpe Ave / Acacia Avenue	Fullerton	S	0.65	12.0	B	0.57	15.0	B
59	Orangethorpe Ave / State College Blvd	Fullerton	S	1.34	150.0	F	0.95	46.0	D
60	Orangethorpe Ave / Placentia Avenue	Fullerton	S	0.76	38.0	D	0.75	40.0	D
61	Imperial Highway / Euclid Street	La Habra	S	0.87	42.0	D	0.79	42.0	D
62	Imperial Highway / Brea Boulevard	Brea	S	0.91	64.0	E	0.94	58.0	E
63	Imperial Highway / Kraemer Boulevard	Brea	S	0.82	43.0	D	0.86	45.0	D
64	Rosecrans Avenue / Beach Boulevard	La Mirada	S	0.84	51.0	D	0.91	53.0	D
65	Yorba Linda Blvd / Kraemer Blvd	Placentia	S	0.73	37.0	D	0.97	46.0	D
66	La Palma Avenue / Brookhurst Street	Anaheim	S	0.66	37.0	D	0.77	42.0	D
67	La Palma Avenue / Euclid Street	Anaheim	S	0.89	46.0	D	0.92	52.0	D
68	La Palma Avenue / Harbor Boulevard	Anaheim	S	0.62	33.0	C	0.97	52.0	D
69	La Palma Avenue / Lemon Street	Anaheim	S	0.84	41.0	D	1.05	66.0	F
70	La Palma Avenue / Raymond Ave/East St	Anaheim	S	0.79	48.0	D	0.92	59.0	E
71	La Palma Avenue / State College Blvd	Anaheim	S	0.87	49.0	D	1.12	96.0	F
72	Imperial Highway / 57 SB Ramps	Caltrans	S	0.74	23.0	C	0.72	22.0	C
73	Imperial Highway / 57 NB Ramps	Caltrans	S	0.80	31.0	C	0.97	32.0	C
74	Yorba Linda Blvd / 57 SB Ramps	Caltrans	S	0.59	20.0	B	0.89	33.0	C
75	Yorba Linda Blvd / 57 NB Ramps	Caltrans	S	0.68	22.0	C	0.76	25.0	C
76	Nutwood Avenue / 57 SB Ramps	Caltrans	S	0.54	27.0	C	0.72	29.0	C
77	Nutwood Avenue / 57 NB Ramps	Caltrans	S	0.82	32.0	C	0.69	26.0	C
78	Chapman Avenue / 57 SB Ramps	Caltrans	S	0.93	29.0	C	1.25	105.0	F
79	Chapman Avenue / 57 NB Ramps	Caltrans	S	1.01	50.0	F	1.25	114.0	F
80	Orangethorpe Ave / 57 SB Ramps	Caltrans	S	0.64	30.0	C	0.66	33.0	C
81	Orangethorpe Ave / 57 NB Ramps	Caltrans	S	0.67	23.0	C	0.90	31.0	C
82	91 WB Ramps / Magnolia Avenue	Caltrans	S	0.73	20.0	B	0.66	17.0	B
83	5 NB Off/Buckingham / Magnolia Avenue	Caltrans	S	0.93	36.0	D	0.98	44.0	D
84	5 SB/91EB Off Ramp / Magnolia Avenue	Caltrans	S	0.66	22.0	C	0.95	37.0	D
85	91 WB Ramps / Brookhurst Road	Caltrans	S	0.51	20.0	B	0.63	23.0	C
86	91 EB Ramps / Brookhurst Road	Caltrans	S	0.76	26.0	C	0.88	39.0	D
87	91 WB Ramps / Euclid Street	Caltrans	S	0.80	23.0	C	0.97	37.0	D
88	91 EB Ramps / Euclid Street	Caltrans	S	0.60	18.0	B	0.66	22.0	C
89	91 WB Ramps / Harbor Boulevard	Caltrans	S	0.68	19.0	B	0.75	20.0	B
90	91 EB Ramps / Harbor Boulevard	Caltrans	S	0.65	25.0	C	0.72	25.0	C
91	91 WB Ramps / Lemon Street	Caltrans	S	0.89	31.0	C	1.11	72.0	F
92	91 EB Ramps / Lemon Street	Caltrans	S	0.78	30.0	C	0.92	35.0	C
93	91 WB Ramps / Raymond Avenue	Caltrans	S	0.73	26.0	C	1.01	33.0	F
94	91 EB Ramps / Raymond Avenue	Caltrans	S	0.89	37.0	D	0.78	32.0	C
95	91 WB Ramps / State College Blvd	Caltrans	S	0.69	23.0	C	0.94	25.0	C
96	91 EB Ramps / State College Blvd	Caltrans	S	0.65	26.0	C	0.69	24.0	C

S = Signalized, U = Unsignalized
Intersection delay is expressed in average seconds of delay per vehicle during the peak hour

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Harbor Blvd DATE: 01/11/2007 LOCATION: City of Puente Hills

E-W STREET: Lambert Blvd DAY: THURSDAY PROJECT# 07-2009-026

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	2	0	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	19	109	23	51	222	36	28	187	22	34	242	33	1006
7:15 AM	16	101	23	47	174	21	20	231	24	23	225	24	929
7:30 AM	22	131	39	37	225	25	26	243	38	53	236	31	1106
7:45 AM	18	138	42	41	218	29	30	255	33	39	244	41	1128
8:00 AM	20	129	53	54	195	34	35	264	22	47	269	37	1159
8:15 AM	21	135	33	53	197	38	38	264	28	52	252	62	1173
8:30 AM	24	143	44	48	205	33	42	269	36	56	256	54	1210
8:45 AM	23	131	27	31	189	27	39	271	32	58	251	57	1136
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 163	NT 1017	NR 284	SL 362	ST 1625	SR 243	EL 258	ET 1984	ER 235	WL 362	WT 1975	WR 339	TOTAL 8847

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	88	538	157	186	786	132	154	1068	118	213	1028	210	4678
PEAK HR. FACTOR:		0.928			0.958			0.965			0.991		0.967

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Harbor Blvd DATE: 01/11/2007 LOCATION: City of Puente Hills

E-W STREET: Lambert Blvd DAY: THURSDAY PROJECT# 07-2009-026

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	2	0	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	23	194	39	36	140	20	55	141	18	38	180	51	935
4:15 PM	34	223	51	45	175	41	72	240	33	49	265	71	1299
4:30 PM	40	194	36	44	161	41	66	238	31	54	276	77	1258
4:45 PM	39	230	47	54	179	52	55	260	38	50	336	73	1413
5:00 PM	39	224	54	46	157	55	55	293	39	52	346	71	1431
5:15 PM	41	253	39	35	182	40	56	281	44	52	322	77	1422
5:30 PM	48	228	33	44	174	46	67	269	23	45	309	68	1354
5:45 PM	40	242	17	38	192	37	68	308	22	45	295	68	1372
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 304	NT 1788	NR 316	SL 342	ST 1360	SR 332	EL 494	ET 2030	ER 248	WL 385	WT 2329	WR 556	TOTAL 10484

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	167	935	173	179	692	193	233	1103	144	199	1313	289	5620
PEAK HR. FACTOR:		0.957			0.933			0.956			0.960		0.982

CONTROL: SIGNALIZED

Intersection Turning Movement

2

Prepared by:

National Data & Surveying Services

N-S STREET: Harbor Blvd DATE: 11/10/2009 LOCATION: City of Fullerton

E-W STREET: Imperial Hwy DAY: TUESDAY PROJECT# 09-5383-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	2	1	1	2	1	1	3	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	55	128	28	34	188	41	20	231	87	42	207	13	1074
7:15 AM	67	101	58	23	224	73	25	301	123	59	362	14	1430
7:30 AM	73	120	67	46	249	79	38	237	127	51	286	21	1394
7:45 AM	70	118	71	38	252	64	33	279	130	51	246	23	1375
8:00 AM	80	108	59	30	179	66	46	254	104	60	273	42	1301
8:15 AM	65	104	48	44	219	62	32	270	116	58	233	27	1278
8:30 AM	48	131	58	36	216	55	41	267	90	54	189	28	1213
8:45 AM	51	97	60	43	161	47	40	229	85	56	202	37	1108
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 509	NT 907	NR 449	SL 294	ST 1688	SR 487	EL 275	ET 2068	ER 862	WL 431	WT 1998	WR 205	TOTAL 10173

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	290	447	255	137	904	282	142	1071	484	221	1167	100	5500
PEAK HR. FACTOR:		0.954			0.884			0.945			0.855		0.962

CONTROL: Signalized

Intersection Turning Movement

2

Prepared by:

National Data & Surveying Services

N-S STREET: Harbor Blvd DATE: 11/10/2009 LOCATION: City of Fullerton

E-W STREET: Imperial Hwy DAY: TUESDAY PROJECT# 09-5383-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	2	1	1	2	1	1	3	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	93	207	22	48	197	59	39	233	85	62	281	46	1372
4:15 PM	105	182	40	43	156	52	61	293	69	71	336	40	1448
4:30 PM	109	224	24	37	169	46	60	260	80	62	311	34	1416
4:45 PM	108	190	28	52	153	46	60	311	71	58	374	41	1492
5:00 PM	118	226	24	40	175	61	64	318	69	65	314	42	1516
5:15 PM	97	185	21	60	166	56	69	318	85	57	349	50	1513
5:30 PM	103	204	19	48	154	42	59	281	79	57	311	53	1410
5:45 PM	98	194	21	64	150	51	72	322	71	60	280	33	1416
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	831	1612	199	392	1320	413	484	2336	609	492	2556	339	11583
PEAK VOLUMES =	432	825	97	189	663	209	253	1207	305	242	1348	167	5937
PEAK HR. FACTOR:		0.920			0.941			0.935			0.929		0.979

PM Peak Hr Begins at: 430 PM

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

3

N-S STREET: Palm St | DATE: 10/16/2007 | LOCATION: City of Fullerton

E-W STREET: Imperial Hwy | DAY: TUESDAY | PROJECT# 07-1264-052

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	1	1	1	2	1	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	1	4	18	0	38	32	228	1	1	309	26	659
7:15 AM	2	5	4	39	1	33	68	296	0	1	363	41	853
7:30 AM	1	2	0	26	1	88	46	308	3	0	391	40	906
7:45 AM	0	1	7	30	1	48	43	365	2	0	421	42	960
8:00 AM	2	4	5	27	0	34	36	334	0	1	398	50	891
8:15 AM	3	0	5	28	3	40	25	341	0	2	384	47	878
8:30 AM	4	4	5	33	1	39	31	348	1	0	335	37	838
8:45 AM	1	0	2	19	3	30	26	314	2	2	355	29	783
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	14	17	32	220	10	350	307	2534	9	7	2956	312	6768

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	6	7	17	111	5	210	150	1348	5	3	1594	179	3635
PEAK HR. FACTOR:		0.682			0.709			0.916			0.959		0.947

CONTROL: Signalized;

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Palm St | DATE: 10/16/2007 | LOCATION: City of Fullerton

E-W STREET: Imperial Hwy | DAY: TUESDAY | PROJECT# 07-1264-052

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	1	1	1	2	1	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	1	1	45	2	28	27	390	1	3	326	26	851
4:15 PM	0	1	2	62	4	34	46	448	2	1	364	40	1004
4:30 PM	0	4	1	76	1	39	34	474	1	1	432	42	1105
4:45 PM	0	1	0	70	3	45	50	455	4	4	367	41	1040
5:00 PM	0	0	4	95	3	40	45	474	2	6	455	32	1156
5:15 PM	0	5	3	72	6	43	65	462	2	1	388	44	1091
5:30 PM	0	3	0	62	5	44	37	456	1	1	416	33	1058
5:45 PM	0	0	0	64	2	30	60	440	1	4	385	46	1032
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	1	15	11	546	26	303	364	3599	14	21	3133	304	8337

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	10	8	313	13	167	194	1865	9	12	1642	159	4392
PEAK HR. FACTOR:		0.563			0.893			0.977			0.919		0.950

CONTROL: Signalized;

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Associate Rd DATE: 11/10/2009 LOCATION: City of Fullerton

E-W STREET: Imperial Hwy DAY: TUESDAY PROJECT# 09-5383-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	3	0	1	3	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	40	27	9	13	37	30	26	257	13	13	326	6	797
7:15 AM	65	33	10	7	60	32	54	337	31	16	381	10	1036
7:30 AM	39	49	15	17	66	32	41	396	25	7	277	9	973
7:45 AM	52	54	19	20	84	37	67	478	24	16	412	22	1285
8:00 AM	29	40	17	12	58	37	34	440	18	11	310	7	1013
8:15 AM	36	54	16	21	67	41	41	422	18	15	302	14	1047
8:30 AM	30	20	9	17	47	34	33	424	19	12	307	7	959
8:45 AM	47	34	20	23	40	36	55	395	13	13	280	16	972
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 338	NT 311	NR 115	SL 130	ST 459	SR 279	EL 351	ET 3149	ER 161	WL 103	WT 2595	WR 91	TOTAL 8082

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	156	197	67	70	275	147	183	1736	85	49	1301	52	4318
PEAK HR. FACTOR:		0.840			0.872			0.880			0.779		0.840

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Associate Rd DATE: 11/10/2009 LOCATION: City of Fullerton

E-W STREET: Imperial Hwy DAY: TUESDAY PROJECT# 09-5383-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	3	0	1	3	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	49	52	17	31	41	55	41	346	28	34	372	21	1087
4:15 PM	27	75	18	37	48	53	39	372	31	22	446	27	1195
4:30 PM	50	76	21	21	55	37	38	334	37	37	427	28	1161
4:45 PM	37	64	17	43	72	55	46	393	43	32	492	22	1316
5:00 PM	48	74	21	48	69	69	40	335	38	26	453	18	1239
5:15 PM	47	71	19	38	54	67	58	394	47	41	456	31	1323
5:30 PM	56	90	17	34	36	32	50	356	45	31	455	31	1233
5:45 PM	48	83	22	34	59	40	51	386	46	29	414	27	1239
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 362	NT 585	NR 152	SL 286	ST 434	SR 408	EL 363	ET 2916	ER 315	WL 252	WT 3515	WR 205	TOTAL 9793

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	188	299	74	163	231	223	194	1478	173	130	1856	102	5111
PEAK HR. FACTOR:		0.860			0.829			0.924			0.956		0.966

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Gilbert DATE: 10/16/2007 LOCATION: City of Fullerton

E-W STREET: Rosecrans DAY: TUESDAY PROJECT# 07-1264-047

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	1	2	1	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	23	43	5	5	241	37	10	176	38	10	104	5	697
7:15 AM	65	54	8	9	265	42	22	194	57	9	107	8	840
7:30 AM	133	99	11	9	245	40	11	172	53	13	115	10	911
7:45 AM	111	96	10	15	238	41	26	156	27	5	114	3	842
8:00 AM	63	69	9	17	246	45	27	128	36	13	77	5	735
8:15 AM	74	69	10	14	205	34	18	158	28	7	79	5	701
8:30 AM	46	76	6	13	236	42	22	140	41	8	79	5	714
8:45 AM	58	76	9	15	176	29	17	123	31	5	63	4	606
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 573	NT 582	NR 68	SL 97	ST 1852	SR 310	EL 153	ET 1247	ER 311	WL 70	WT 738	WR 45	TOTAL 6046

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	372	318	38	50	994	168	86	650	173	40	413	26	3328
PEAK HR. FACTOR:		0.749			0.959			0.832			0.868		0.913

CONTROL: SIGNALIZED

Intersection Turning Movement

5

Prepared by:

National Data & Surveying Services

N-S STREET: Gilbert | DATE: 10/16/2007 | LOCATION: City of Fullerton

E-W STREET: Rosecrans | DAY: TUESDAY | PROJECT# 07-1264-047

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	1	2	1	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	47	187	9	6	116	23	25	100	30	8	94	5	650
4:15 PM	59	235	14	13	146	24	42	109	37	10	115	10	814
4:30 PM	54	193	18	11	132	21	56	132	34	12	136	9	808
4:45 PM	96	245	13	6	175	29	47	137	36	17	145	18	964
5:00 PM	101	276	12	10	184	22	49	160	35	16	131	6	1002
5:15 PM	96	292	11	15	177	21	54	177	30	21	137	1	1032
5:30 PM	84	231	9	16	164	18	56	140	26	14	127	4	889
5:45 PM	62	212	5	18	155	9	58	133	29	6	116	5	808
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 599	NT 1871	NR 91	SL 95	ST 1249	SR 167	EL 387	ET 1088	ER 257	WL 104	WT 1001	WR 58	TOTAL 6967

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	377	1044	45	47	700	90	206	614	127	68	540	29	3887
PEAK HR. FACTOR:		0.919			0.969			0.907			0.885		0.942

CONTROL: SIGNALIZED

Intersection Turning Movement

6

Prepared by:

National Data & Surveying Services

N-S STREET: Parks Dr | DATE: 10/11/2007 | LOCATION: City of Fullerton

E-W STREET: Rosecrans | DAY: THURSDAY | PROJECT# 07-1264-049

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	10	20	18	20	24	4	2	101	14	31	94	6	344
7:15 AM	31	17	29	39	89	8	3	111	100	56	133	17	633
7:30 AM	27	61	46	29	45	8	1	166	74	34	116	26	633
7:45 AM	6	18	18	28	13	3	1	193	5	12	84	14	395
8:00 AM	7	21	25	47	19	4	2	218	9	10	86	17	465
8:15 AM	7	16	13	32	14	11	3	177	5	13	97	16	404
8:30 AM	5	25	17	34	25	1	6	149	8	10	93	17	390
8:45 AM	6	18	16	22	9	3	1	109	4	7	71	8	274
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	99	196	182	251	238	42	19	1224	219	173	774	121	3538
AM Peak Hr Begins at:		715 AM											
PEAK VOLUMES =	71	117	118	143	166	23	7	688	188	112	419	74	2126
PEAK HR. FACTOR:		0.571			0.610			0.916			0.734		0.840

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Parks Dr DATE: 10/11/2007 LOCATION: City of Fullerton

E-W STREET: Rosecrans DAY: THURSDAY PROJECT# 07-1264-049

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	11	12	16	15	5	2	1	150	9	12	122	15	370
4:15 PM	7	15	11	16	10	5	1	150	6	11	140	20	392
4:30 PM	5	10	7	12	8	4	2	149	7	10	166	18	398
4:45 PM	4	18	26	14	11	0	0	145	7	13	135	21	394
5:00 PM	14	15	16	10	12	6	1	132	6	19	153	16	400
5:15 PM	15	19	20	18	11	7	3	162	9	9	162	28	463
5:30 PM	10	19	33	15	11	1	2	166	5	12	147	16	437
5:45 PM	3	19	37	16	13	5	6	160	11	19	130	20	439
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	69	127	166	116	81	30	16	1214	60	105	1155	154	3293

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	42	72	106	59	47	19	12	620	31	59	592	80	1739
PEAK HR. FACTOR:		0.887			0.868			0.936			0.918		0.939

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Euclid St DATE: 11/10/2009 LOCATION: City of Fullerton

E-W STREET: Rosecrans DAY: TUESDAY PROJECT# 09-5383-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	0	2	1	2	0	2	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	62	70			223	37	22		126				540
7:15 AM	90	76			273	55	46		251				791
7:30 AM	94	87			284	44	68		262				839
7:45 AM	97	100			254	21	37		182				691
8:00 AM	102	98			200	35	32		202				669
8:15 AM	109	86			182	25	47		211				660
8:30 AM	78	90			181	26	30		120				525
8:45 AM	66	95			175	17	30		118				501
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	698	702	0	0	1772	260	312	0	1472	0	0	0	5216
PEAK VOLUMES =	383	361	0	0	1011	155	183	0	897	0	0	0	2990
PEAK HR. FACTOR:		0.930			0.889			0.818			0.000		0.891

AM Peak Hr Begins at: 715 AM

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Euclid St DATE: 11/10/2009 LOCATION: City of Fullerton

E-W STREET: Rosecrans DAY: TUESDAY PROJECT# 09-5383-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	0	2	1	2	0	2	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	155	208			135	30	54		121				703
4:15 PM	151	223			152	29	43		117				715
4:30 PM	155	214			143	48	59		123				742
4:45 PM	169	225			151	40	58		121				764
5:00 PM	155	259			166	36	55		111				782
5:15 PM	200	216			142	27	55		140				780
5:30 PM	159	216			149	39	61		112				736
5:45 PM	142	228			143	43	54		114				724
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 1286	NT 1789	NR 0	SL 0	ST 1181	SR 292	EL 439	ET 0	ER 959	WL 0	WT 0	WR 0	TOTAL 5946
PEAK VOLUMES =	679	914	0	0	602	151	227	0	495	0	0	0	3068
PEAK HR. FACTOR:		0.957			0.932			0.926			0.000		0.981

PM Peak Hr Begins at: 430 PM

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Gilbert DATE: 10/16/2007 LOCATION: City of Fullerton

E-W STREET: Pioneer DAY: TUESDAY PROJECT# 07-1264-060

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	.5	.5	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	118	16	5	211	1	1	6	9	15	4	12	400
7:15 AM	3	142	10	7	245	2	1	8	14	16	6	19	473
7:30 AM	4	169	19	10	293	3	2	6	12	20	9	24	571
7:45 AM	7	165	17	7	307	1	0	5	13	9	7	22	560
8:00 AM	2	151	18	12	311	1	3	8	12	13	2	18	551
8:15 AM	7	137	8	10	291	1	3	12	14	17	3	13	516
8:30 AM	4	123	13	12	267	2	2	14	9	19	10	15	490
8:45 AM	3	111	9	12	239	1	0	14	8	17	12	7	433
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	32	1116	110	75	2164	12	12	73	91	126	53	130	3994

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	20	622	62	39	1202	6	8	31	51	59	21	77	2198
PEAK HR. FACTOR:		0.917			0.962			0.776			0.741		0.962

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Gilbert DATE: 10/16/2007 LOCATION: City of Fullerton

E-W STREET: Pioneer DAY: TUESDAY PROJECT# 07-1264-060

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	.5	.5	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	17	227	17	18	135	0	4	6	7	12	7	22	472
4:15 PM	10	251	9	13	168	2	2	7	12	11	13	23	521
4:30 PM	16	286	8	9	172	0	1	1	9	21	11	19	553
4:45 PM	19	308	10	10	189	1	2	2	16	19	8	22	606
5:00 PM	21	299	14	19	191	4	4	4	13	12	7	18	606
5:15 PM	16	319	8	10	235	0	3	2	10	11	2	13	629
5:30 PM	10	359	2	9	227	7	4	10	7	9	8	11	663
5:45 PM	8	374	1	6	197	2	3	8	6	7	2	9	623
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	117	2423	69	94	1514	16	23	40	80	102	58	137	4673

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	55	1351	25	44	850	13	14	24	36	39	19	51	2521
PEAK HR. FACTOR:		0.934			0.926			0.881			0.736		0.951

CONTROL: SIGNALIZED

Intersection Turning Movement

9

Prepared by:

National Data & Surveying Services

N-S STREET: Parks Dr DATE: 10/11/2007 LOCATION: City of Fullerton

E-W STREET: Pioneer DAY: THURSDAY PROJECT# 07-1264-050

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	1	1	0	1	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	18	43			48	19	17		19				164
7:15 AM	20	115			107	94	71		46				453
7:30 AM	21	79			97	60	73		62				392
7:45 AM	10	15			30	12	10		44				121
8:00 AM	14	21			40	9	11		37				132
8:15 AM	18	22			41	13	4		43				141
8:30 AM	18	14			38	21	13		32				136
8:45 AM	6	11			26	10	7		16				76
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	125	320	0	0	427	238	206	0	299	0	0	0	1615

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	69	252	0	0	282	185	171	0	171	0	0	0	1130
PEAK HR. FACTOR:		0.594			0.581			0.633			0.000		0.624

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Parks Dr | DATE: 10/11/2007 | LOCATION: City of Fullerton

E-W STREET: Pioneer | DAY: THURSDAY | PROJECT# 07-1264-050

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	1	1	0	1	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	17	31			23	7	17		11				106
4:15 PM	11	36			15	12	11		10				95
4:30 PM	16	23			20	9	10		17				95
4:45 PM	13	31			20	13	21		10				108
5:00 PM	14	44			24	14	16		22				134
5:15 PM	16	50			29	14	15		24				148
5:30 PM	23	36			18	11	27		19				134
5:45 PM	20	26			18	21	27		18				130
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	130	277	0	0	167	101	144	0	131	0	0	0	950

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	73	156	0	0	89	60	85	0	83	0	0	0	546
PEAK HR. FACTOR:		0.867			0.866			0.913			0.000		0.922

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Parks Dr | DATE: 10/11/2007 | LOCATION: City of Fullerton

E-W STREET: Bastanchury | DAY: THURSDAY | PROJECT# 07-1264-040

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	1	2	0	1	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	27	79			122	35	31		43				337
7:15 AM	77	89			174	57	60		70				527
7:30 AM	57	136			175	39	108		83				598
7:45 AM	31	96			140	22	61		16				366
8:00 AM	20	104			149	21	55		13				362
8:15 AM	14	110			171	24	65		17				401
8:30 AM	2	107			129	24	37		35				334
8:45 AM	11	70			110	16	37		16				260
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	239	791	0	0	1170	238	454	0	293	0	0	0	3185

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	185	425	0	0	638	139	284	0	182	0	0	0	1853
PEAK HR. FACTOR:		0.790			0.841			0.610			0.000		0.775

CONTROL: Signalized

Intersection Turning Movement

10

Prepared by:

National Data & Surveying Services

N-S STREET: Parks Dr | DATE: 10/11/2007 | LOCATION: City of Fullerton

E-W STREET: Bastanchury | DAY: THURSDAY | PROJECT# 07-1264-040

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	1	2	0	1	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	8	133			124	15	12		10				302
4:15 PM	9	140			122	30	35		11				347
4:30 PM	10	168			113	28	19		9				347
4:45 PM	9	162			137	40	22		8				378
5:00 PM	16	170			142	48	27		19				422
5:15 PM	19	155			177	40	35		13				439
5:30 PM	7	148			131	43	37		12				378
5:45 PM	16	141			139	47	27		28				398
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 94	NT 1217	NR 0	SL 0	ST 1085	SR 291	EL 214	ET 0	ER 110	WL 0	WT 0	WR 0	TOTAL 3011

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	58	614	0	0	589	178	126	0	72	0	0	0	1637
PEAK HR. FACTOR:		0.903			0.884			0.900			0.000		0.932

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

11

N-S STREET: Euclid St | DATE: 04/14/2009 | LOCATION: City of Fullerton

E-W STREET: Bastanchury Rd | DAY: TUESDAY | PROJECT# 09-5383-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	1	2	2	1	2	3	0	2	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	12	86	43	55	223	13	3	71	5	31	122	60	724
7:15 AM	26	90	55	111	312	29	11	103	12	31	209	50	1039
7:30 AM	21	80	71	172	307	58	12	172	22	36	204	62	1217
7:45 AM	12	129	96	178	303	27	9	180	24	29	195	41	1223
8:00 AM	6	95	69	134	231	24	11	136	14	41	165	63	989
8:15 AM	13	108	86	136	222	26	10	125	15	44	150	67	1002
8:30 AM	9	116	61	94	224	22	6	92	16	28	129	50	847
8:45 AM	6	116	50	100	214	18	8	108	12	43	117	39	831
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	105	820	531	980	2036	217	70	987	120	283	1291	432	7872

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	65	394	291	595	1153	138	43	591	72	137	773	216	4468
PEAK HR. FACTOR:		0.791			0.878			0.829			0.932		0.913

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Euclid St DATE: 04/14/2009 LOCATION: City of Fullerton

E-W STREET: Bastanchury Rd DAY: TUESDAY PROJECT# 09-5383-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	1	2	2	1	2	3	0	2	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	14	207	47	90	142	24	21	150	9	60	123	121	1008
4:15 PM	14	207	59	79	164	17	30	200	19	56	138	128	1111
4:30 PM	13	220	60	79	164	16	42	156	17	56	127	117	1067
4:45 PM	22	273	71	90	195	12	26	188	8	64	160	130	1239
5:00 PM	17	223	57	99	153	19	23	178	9	84	132	126	1120
5:15 PM	15	242	52	71	183	20	25	218	8	64	162	165	1225
5:30 PM	16	259	62	85	193	21	31	200	15	53	176	136	1247
5:45 PM	5	282	70	107	160	15	13	158	13	60	160	111	1154
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 116	NT 1913	NR 478	SL 700	ST 1354	SR 144	EL 211	ET 1448	ER 98	WL 497	WT 1178	WR 1034	TOTAL 9171

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	70	997	242	345	724	72	105	784	40	265	630	557	4831
PEAK HR. FACTOR:		0.894			0.954			0.925			0.928		0.969

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

12

N-S STREET: Harbor Blvd DATE: 04/15/2009 LOCATION: City of Fullerton

E-W STREET: Bastanchury Rd DAY: WEDNESDAY PROJECT# 09-5383-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2.5	0.5	2	3	0	1	2.5	0.5	2	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	23	109	15	72	220	37	46	115	23	39	207	56	962
7:15 AM	30	110	19	64	269	45	56	156	35	38	245	51	1118
7:30 AM	21	132	32	126	242	42	43	257	30	44	256	49	1274
7:45 AM	26	147	35	104	282	50	71	316	62	62	276	83	1514
8:00 AM	33	169	26	66	240	42	66	185	36	63	265	70	1261
8:15 AM	30	155	22	64	227	39	56	204	33	50	243	56	1179
8:30 AM	18	122	23	60	259	33	45	199	85	52	179	51	1126
8:45 AM	28	148	26	69	252	44	50	199	54	62	164	51	1147
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 209	NT 1092	NR 198	SL 625	ST 1991	SR 332	EL 433	ET 1631	ER 358	WL 410	WT 1835	WR 467	TOTAL 9581
PEAK VOLUMES =	110	603	115	360	991	173	236	962	161	219	1040	258	5228
PEAK HR. FACTOR:		0.908			0.874			0.757			0.901		0.863

AM Peak Hr Begins at: 730 AM

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

12

N-S STREET: Harbor Blvd DATE: 04/15/2009 LOCATION: City of Fullerton

E-W STREET: Bastanchury Rd DAY: WEDNESDAY PROJECT# 09-5383-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2.5	0.5	2	3	0	1	2.5	0.5	2	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	58	239	63	71	227	61	67	212	45	50	218	94	1405
4:15 PM	64	217	58	69	229	60	65	265	45	42	231	72	1417
4:30 PM	54	252	51	68	223	44	65	248	32	47	211	73	1368
4:45 PM	57	265	48	72	267	54	62	226	68	35	230	73	1457
5:00 PM	54	267	54	109	224	44	61	290	38	52	207	65	1465
5:15 PM	65	280	55	79	263	64	61	293	28	41	258	65	1552
5:30 PM	54	270	75	83	225	50	63	306	32	46	252	77	1533
5:45 PM	49	275	47	67	232	43	66	260	26	32	208	60	1365
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 455	NT 2065	NR 451	SL 618	ST 1890	SR 420	EL 510	ET 2100	ER 314	WL 345	WT 1815	WR 579	TOTAL 11562

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	230	1082	232	343	979	212	247	1115	166	174	947	280	6007
PEAK HR. FACTOR:		0.965			0.945			0.953			0.934		0.968

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

13

N-S STREET: Brea Blvd DATE: 04/14/2009 LOCATION: City of Fullerton

E-W STREET: Bastanchury Rd DAY: TUESDAY PROJECT# 09-5383-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2.5	0.5	2	2	1	2	3	1	2	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	23	59	29	32	148	51	32	134	7	48	204	60	827
7:15 AM	22	69	40	48	179	77	47	166	9	66	272	25	1020
7:30 AM	46	128	24	63	183	88	51	274	26	85	267	19	1254
7:45 AM	44	150	44	69	227	93	86	357	43	89	263	29	1494
8:00 AM	20	90	51	45	177	84	65	249	29	83	254	26	1173
8:15 AM	17	84	42	40	119	58	78	223	11	86	208	27	993
8:30 AM	7	57	38	39	159	57	70	210	8	81	195	20	941
8:45 AM	7	74	24	43	146	54	78	241	10	71	197	22	967
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 186	NT 711	NR 292	SL 379	ST 1338	SR 562	EL 507	ET 1854	ER 143	WL 609	WT 1860	WR 228	TOTAL 8669

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	132	437	159	225	766	342	249	1046	107	323	1056	99	4941
PEAK HR. FACTOR:		0.765			0.857			0.721			0.970		0.827

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

13

N-S STREET: Brea Blvd DATE: 04/14/2009 LOCATION: City of Fullerton

E-W STREET: Bastanchury Rd DAY: TUESDAY PROJECT# 09-5383-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2.5	0.5	2	2	1	2	3	1	2	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	24	144	73	35	139	69	90	233	19	64	258	86	1234
4:15 PM	24	152	48	46	124	69	111	277	21	87	263	58	1280
4:30 PM	20	153	66	36	128	56	118	237	11	73	232	62	1192
4:45 PM	21	167	71	40	155	45	109	263	15	87	252	54	1279
5:00 PM	21	141	76	34	141	75	119	271	10	86	237	60	1271
5:15 PM	19	189	73	44	143	60	127	292	26	85	288	72	1418
5:30 PM	24	184	85	33	114	61	133	264	23	108	220	52	1301
5:45 PM	15	150	77	43	128	74	128	263	10	87	249	72	1296
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 168	NT 1280	NR 569	SL 311	ST 1072	SR 509	EL 935	ET 2100	ER 135	WL 677	WT 1999	WR 516	TOTAL 10271

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	79	664	311	154	526	270	507	1090	69	366	994	256	5286
PEAK HR. FACTOR:		0.899			0.950			0.936			0.908		0.932

CONTROL: Signalized

N-S STREET: State College Blvd DATE: 10/8/2008 LOCATION: City of Fullerton

E-W STREET: Bastanchury Rd DAY: WEDNESDAY PROJECT# 08-1236-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	3	1	2	2	1	2	3	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	63	24	3	10	70	28	35	88	102	5	175	8	611
7:15 AM	89	42	4	11	103	37	54	101	160	4	200	6	811
7:30 AM	101	58	4	19	101	43	42	166	205	12	264	14	1029
7:45 AM	136	83	8	19	187	43	46	164	202	2	252	23	1165
8:00 AM	87	48	2	11	236	11	23	86	122	4	126	9	765
8:15 AM	117	54	8	18	227	24	53	148	180	9	245	14	1097
8:30 AM	75	63	4	14	252	20	41	103	125	5	182	19	903
8:45 AM	107	66	3	16	282	29	39	131	112	4	212	15	1016
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 775	NT 438	NR 36	SL 118	ST 1458	SR 235	EL 333	ET 987	ER 1208	WL 45	WT 1656	WR 108	TOTAL 7397

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	441	243	22	67	751	121	164	564	709	27	887	60	4056
PEAK HR. FACTOR:		0.778			0.873			0.870			0.840		0.870

CONTROL: Signalized

N-S STREET: State College Blvd DATE: 10/8/2008 LOCATION: City of Fullerton

E-W STREET: Bastanchury Rd DAY: WEDNESDAY PROJECT# 08-1236-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	3	1	2	2	1	2	3	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	106	265	13	17	125	43	40	207	44	5	195	33	1093
4:15 PM	138	290	14	30	152	62	63	255	79	5	211	44	1343
4:30 PM	163	238	14	30	104	58	58	247	94	8	234	46	1294
4:45 PM	176	284	9	38	127	83	61	250	110	8	226	60	1432
5:00 PM	182	277	8	31	164	47	72	288	107	8	229	57	1470
5:15 PM	148	256	8	32	127	53	84	308	100	9	245	59	1429
5:30 PM	151	252	12	33	135	60	65	250	100	5	245	55	1363
5:45 PM	117	260	15	23	105	49	52	181	58	7	155	46	1068
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	1181	2122	93	234	1039	455	495	1986	692	55	1740	400	10492
PEAK VOLUMES =	657	1069	37	134	553	243	282	1096	417	30	945	231	5694
PEAK HR. FACTOR:		0.940			0.938			0.912			0.963		0.968

PM Peak Hr Begins at: 445 PM

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

15

N-S STREET: Associated Rd | DATE: 10/11/2007 | LOCATION: City of Fullerton

E-W STREET: Bastanchury | DAY: THURSDAY | PROJECT# 07-1264-044

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	1	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	38	19	8	10	78	21	8	77	65	48	125	5	502
7:15 AM	40	24	13	11	94	21	22	101	66	50	171	8	621
7:30 AM	54	30	7	14	143	24	30	105	95	48	141	5	696
7:45 AM	50	32	18	11	134	23	30	135	93	61	190	8	785
8:00 AM	58	24	13	11	96	16	31	110	104	52	168	10	693
8:15 AM	44	27	13	9	89	26	36	105	82	36	159	1	627
8:30 AM	60	28	10	3	123	24	24	70	61	48	169	6	626
8:45 AM	57	33	18	6	94	21	17	115	68	37	161	9	636
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	401	217	100	75	851	176	198	818	634	380	1284	52	5186

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	206	113	51	45	462	89	127	455	374	197	658	24	2801
PEAK HR. FACTOR:		0.925			0.823			0.926			0.848		0.892

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

15

N-S STREET: Associated Rd | DATE: 10/11/2007 | LOCATION: City of Fullerton

E-W STREET: Bastanchury | DAY: THURSDAY | PROJECT# 07-1264-044

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	1	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	66	78	16	16	54	37	27	159	44	21	139	18	675
4:15 PM	58	65	24	10	47	21	27	165	49	17	170	13	666
4:30 PM	71	80	15	8	70	26	36	180	51	19	160	15	731
4:45 PM	81	98	19	18	79	51	26	197	56	12	157	13	807
5:00 PM	71	101	26	9	82	44	33	172	74	27	157	14	810
5:15 PM	89	105	24	7	62	36	42	193	62	27	188	20	855
5:30 PM	87	101	18	14	56	35	38	207	60	36	181	19	852
5:45 PM	79	83	23	14	68	26	34	167	59	31	139	18	741
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 602	NT 711	NR 165	SL 96	ST 518	SR 276	EL 263	ET 1440	ER 455	WL 190	WT 1291	WR 130	TOTAL 6137

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	328	405	87	48	279	166	139	769	252	102	683	66	3324
PEAK HR. FACTOR:		0.940			0.833			0.951			0.901		0.972

CONTROL: Signalized

N-S STREET: State College Blvd DATE: 10/9/2008 LOCATION: City of Fullerton

E-W STREET: Yorba Linda Blvd DAY: THURSDAY PROJECT# 08-1236-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	2	3	0	.5	2	.5	2.5	.5	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	64	63	54	211	15	5	48	6	121	48	25	665
7:15 AM	2	79	81	112	236	24	12	54	7	137	65	30	839
7:30 AM	8	144	62	126	271	36	24	99	13	145	53	25	1006
7:45 AM	9	153	101	95	313	25	19	110	15	172	52	33	1097
8:00 AM	8	142	135	78	269	12	9	81	10	159	45	22	970
8:15 AM	4	116	81	62	215	12	11	67	6	141	32	29	776
8:30 AM	6	113	68	56	209	8	8	59	3	102	59	30	721
8:45 AM	2	104	63	52	165	7	10	46	5	109	51	24	638
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	44	915	654	635	1889	139	98	564	65	1086	405	218	6712

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	27	518	379	411	1089	97	64	344	45	613	215	110	3912
PEAK HR. FACTOR:		0.811			0.922			0.786			0.912		0.892

CONTROL: Signalized

N-S STREET: State College Blvd DATE: 10/9/2008 LOCATION: City of Fullerton

E-W STREET: Yorba Linda Blvd DAY: THURSDAY PROJECT# 08-1236-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	2	3	0	.5	2	.5	2.5	.5	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	291	148	33	144	7	17	28	5	119	19	76	893
4:15 PM	15	317	153	39	163	12	13	33	7	121	23	85	981
4:30 PM	11	324	166	42	185	17	15	41	2	154	36	109	1102
4:45 PM	9	369	171	38	181	18	36	37	9	152	33	86	1139
5:00 PM	7	376	167	52	177	22	23	45	11	169	24	78	1151
5:15 PM	11	383	178	50	158	14	32	39	6	184	30	63	1148
5:30 PM	9	323	187	45	169	17	16	42	7	195	21	91	1122
5:45 PM	7	289	169	38	168	10	10	39	5	195	23	91	1044
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 75	NT 2672	NR 1339	SL 337	ST 1345	SR 117	EL 162	ET 304	ER 52	WL 1289	WT 209	WR 679	TOTAL 8580

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	36	1451	703	185	685	71	107	163	33	700	108	318	4560
PEAK HR. FACTOR:		0.957			0.937			0.924			0.917		0.990

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

17

N-S STREET: Associated Rd | DATE: 10/16/2007 | LOCATION: City of Fullerton

E-W STREET: Yorba Linda Blvd | DAY: TUESDAY | PROJECT# 07-1264-033

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	.5	.5	1	1	3	0	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	4	13	136	16	27	47	93	17	20	245	12	631
7:15 AM	2	2	9	173	11	33	64	105	11	26	278	34	748
7:30 AM	8	6	15	205	24	29	73	117	16	32	251	28	804
7:45 AM	13	8	17	196	34	42	92	122	13	50	265	32	884
8:00 AM	9	4	10	186	40	48	63	136	17	47	338	20	918
8:15 AM	6	3	15	188	32	24	51	125	16	52	326	18	856
8:30 AM	3	2	9	177	25	29	58	114	11	39	314	22	803
8:45 AM	4	1	11	160	20	27	42	108	9	45	286	12	725
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 46	NT 30	NR 99	SL 1421	ST 202	SR 259	EL 490	ET 920	ER 110	WL 311	WT 2303	WR 178	TOTAL 6369

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	36	21	57	775	130	143	279	500	62	181	1180	98	3462
PEAK HR. FACTOR:		0.750			0.956			0.926			0.901		0.943

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

17

N-S STREET: Associated Rd DATE: 10/16/2007 LOCATION: City of Fullerton

E-W STREET: Yorba Linda Blvd DAY: TUESDAY PROJECT# 07-1264-033

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	.5	.5	1	1	3	0	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	5	11	24	129	5	9	53	151	3	14	182	112	698
4:15 PM	5	4	19	134	2	12	40	168	12	12	230	94	732
4:30 PM	12	12	25	131	1	10	50	186	4	20	194	124	769
4:45 PM	6	14	25	139	4	16	46	199	10	19	218	143	839
5:00 PM	5	19	20	105	2	9	58	213	6	14	236	121	808
5:15 PM	5	22	22	131	2	17	72	236	14	18	221	128	888
5:30 PM	6	27	26	118	3	16	56	248	10	16	224	111	861
5:45 PM	3	23	39	137	4	13	46	259	9	14	238	108	893
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 47	NT 132	NR 200	SL 1024	ST 23	SR 102	EL 421	ET 1660	ER 68	WL 127	WT 1743	WR 941	TOTAL 6488

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	19	91	107	491	11	55	232	956	39	62	919	468	3450
PEAK HR. FACTOR:		0.835			0.904			0.953			0.976		0.966

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

18

N-S STREET: Placentia DATE: 11/10/2009 LOCATION: City of Fullerton

E-W STREET: Yorba Linda Blvd DAY: TUESDAY PROJECT# 09-5383-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	2	3	0	2	3	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	43	34	31	6	43	118	29	133	28	38	292	10	805
7:15 AM	60	48	26	11	96	126	37	127	32	58	333	10	964
7:30 AM	48	47	35	19	127	102	57	161	38	92	318	18	1062
7:45 AM	45	55	38	11	130	106	74	172	64	90	306	16	1107
8:00 AM	50	44	31	11	92	115	50	127	36	62	256	15	889
8:15 AM	43	70	38	16	112	100	51	159	38	50	279	13	969
8:30 AM	55	60	31	10	83	112	47	146	24	58	227	14	867
8:45 AM	45	60	34	12	72	77	71	193	52	68	220	12	916
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	389	418	264	96	755	856	416	1218	312	516	2231	108	7579

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	186	216	142	57	461	423	232	619	176	294	1159	62	4027
PEAK HR. FACTOR:		0.901			0.949			0.828			0.885		0.909

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Placentia DATE: 11/10/2009 LOCATION: City of Fullerton

E-W STREET: Yorba Linda Blvd DAY: TUESDAY PROJECT# 09-5383-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	2	3	0	2	3	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	56	138	76	16	56	66	95	280	41	61	202	32	1119
4:15 PM	60	161	84	22	76	88	133	323	49	57	246	31	1330
4:30 PM	42	147	80	20	64	69	100	264	41	76	249	28	1180
4:45 PM	60	173	89	24	61	85	112	308	36	61	237	29	1275
5:00 PM	46	150	81	38	100	114	116	274	41	76	257	25	1318
5:15 PM	65	243	92	29	72	118	121	312	50	74	256	24	1456
5:30 PM	58	196	77	34	67	70	101	301	29	61	232	26	1252
5:45 PM	55	190	65	24	74	70	97	270	44	62	235	15	1201
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 442	NT 1398	NR 644	SL 207	ST 570	SR 680	EL 875	ET 2332	ER 331	WL 528	WT 1914	WR 210	TOTAL 10131

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	229	762	339	125	300	387	450	1195	156	272	982	104	5301
PEAK HR. FACTOR:		0.831			0.806			0.932			0.948		0.910

CONTROL: Signalized

N-S STREET: Harbor Blvd DATE: 10/7/2008 LOCATION: City of Fullerton

E-W STREET: W Valley Dr/Brea Blvd DAY: TUESDAY PROJECT# 08-1236-028

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	1	1	3	0	1	1	1	0.5	0.5	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	7	186	43	5	320	6	7	5	1	141	22	14	757
7:15 AM	7	196	51	7	344	7	5	10	6	147	20	23	823
7:30 AM	13	207	63	7	367	11	7	25	6	212	33	23	974
7:45 AM	20	258	54	9	355	15	7	39	6	199	50	25	1037
8:00 AM	19	245	65	7	296	19	15	31	8	216	48	19	988
8:15 AM	18	238	47	5	267	12	14	25	9	114	31	22	802
8:30 AM	23	219	39	10	270	16	11	24	7	145	44	15	823
8:45 AM	19	256	47	9	231	23	11	25	10	110	49	22	812
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	126	1805	409	59	2450	109	77	184	53	1284	297	163	7016

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	59	906	233	30	1362	52	34	105	26	774	151	90	3822
PEAK HR. FACTOR:		0.902			0.938			0.764			0.897		0.921

CONTROL: Signalized

N-S STREET: Harbor Blvd DATE: 10/7/2008 LOCATION: City of Fullerton

E-W STREET: W Valley Dr/Brea Blvd DAY: TUESDAY PROJECT# 08-1236-028

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	1	1	3	0	1	1	1	0.5	0.5	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	289	103	11	207	10	14	33	11	100	32	25	841
4:15 PM	5	286	105	15	263	16	26	34	11	99	43	16	919
4:30 PM	9	293	109	21	244	9	28	36	7	135	26	12	929
4:45 PM	7	350	99	21	258	17	24	29	10	97	40	24	976
5:00 PM	7	300	117	23	235	4	27	32	13	110	28	24	920
5:15 PM	11	333	146	35	246	10	27	53	10	146	38	34	1089
5:30 PM	9	339	137	26	238	9	18	43	4	129	35	22	1009
5:45 PM	6	322	124	31	220	11	16	45	4	119	37	16	951
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	60	2512	940	183	1911	86	180	305	70	935	279	173	7634

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	34	1322	499	105	977	40	96	157	37	482	141	104	3994
PEAK HR. FACTOR:		0.946			0.948			0.806			0.834		0.917

CONTROL: Signalized

N-S STREET: Harbor Blvd DATE: 10/8/2008 LOCATION: City of Fullerton

E-W STREET: Berkeley Ave DAY: WEDNESDAY PROJECT# 08-1236-030

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	2	2	1	1	1	1	1	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	12	110	9	97	290	4	4	34	12	12	29	76	689
7:15 AM	25	175	12	142	300	4	4	33	12	18	21	72	818
7:30 AM	36	222	12	149	409	10	7	50	13	15	29	72	1024
7:45 AM	45	210	12	160	367	8	14	80	22	27	54	102	1101
8:00 AM	61	251	12	174	309	8	4	26	24	16	67	73	1025
8:15 AM	49	216	6	119	328	13	7	25	16	11	33	78	901
8:30 AM	61	251	13	139	254	9	8	24	26	16	43	63	907
8:45 AM	52	244	30	157	268	8	5	40	28	15	40	116	1003
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	341	1679	106	1137	2525	64	53	312	153	130	316	652	7468

AM Peak Hr Begins at: 730 AM

PEAK													
VOLUMES =	191	899	42	602	1413	39	32	181	75	69	183	325	4051
PEAK HR. FACTOR:		0.873			0.904			0.621			0.788		0.920

CONTROL: Signalized

N-S STREET: Harbor Blvd DATE: 10/8/2008 LOCATION: City of Fullerton

E-W STREET: Berkeley Ave DAY: WEDNESDAY PROJECT# 08-1236-030

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	2	2	1	1	1	1	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	17	293	7	75	288	5	10	27	22	18	43	94	899
4:15 PM	19	279	8	69	278	6	6	33	33	23	51	101	906
4:30 PM	12	208	6	47	243	5	5	38	30	17	32	92	735
4:45 PM	17	286	9	90	329	6	15	41	23	17	57	118	1008
5:00 PM	19	320	6	84	301	2	17	45	29	12	41	126	1002
5:15 PM	9	348	8	86	303	5	8	21	18	24	63	145	1038
5:30 PM	13	293	6	88	249	5	8	28	11	18	51	120	890
5:45 PM	15	362	7	81	297	5	22	21	12	14	36	93	965
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	121	2389	57	620	2288	39	91	254	178	143	374	889	7443
PEAK VOLUMES =	58	1247	29	348	1182	18	48	135	81	71	212	509	3938
PEAK HR. FACTOR:		0.914			0.911			0.725			0.853		0.948

PM Peak Hr Begins at: 445 PM

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lemon St DATE: 10/04/2007 LOCATION: City of Fullerton

E-W STREET: Berkeley DAY: THURSDAY PROJECT# 07-1264-078

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	1	1	0	1	1	1	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	20	18	10	19	59	0	3	52	27	16	59	8	291
7:15 AM	25	19	6	16	67	2	0	80	38	11	96	13	373
7:30 AM	33	28	11	16	75	4	2	77	55	22	115	19	457
7:45 AM	43	31	24	10	86	4	7	94	80	28	102	9	518
8:00 AM	41	34	36	17	82	2	9	88	93	33	93	13	541
8:15 AM	36	27	39	11	73	5	6	82	74	24	74	11	462
8:30 AM	24	22	33	15	61	5	5	73	46	21	65	15	385
8:45 AM	21	19	23	12	48	3	3	64	31	23	58	8	313
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	243	198	182	116	551	25	35	610	444	178	662	96	3340

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	153	120	110	54	316	15	24	341	302	107	384	52	1978
PEAK HR. FACTOR:		0.863			0.953			0.878			0.870		0.914

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lemon St DATE: 10/04/2007 LOCATION: City of Fullerton

E-W STREET: Berkeley DAY: THURSDAY PROJECT# 07-1264-078

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	1	1	0	1	1	1	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	52	58	21	19	49	3	3	61	39	12	83	17	417
4:15 PM	66	61	18	21	52	4	2	68	46	19	89	22	468
4:30 PM	73	55	17	26	58	2	3	63	52	21	94	28	492
4:45 PM	68	76	23	31	60	5	5	72	47	20	100	24	531
5:00 PM	70	87	21	27	64	5	4	75	46	18	98	19	534
5:15 PM	47	78	13	25	67	1	3	69	51	13	90	27	484
5:30 PM	64	97	19	16	65	6	8	60	34	18	104	16	507
5:45 PM	44	55	19	17	78	3	6	55	30	25	77	27	436
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 484	NT 567	NR 151	SL 182	ST 493	SR 29	EL 34	ET 523	ER 345	WL 146	WT 735	WR 180	TOTAL 3869

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	249	338	76	99	256	17	20	276	178	69	392	86	2056
PEAK HR. FACTOR:		0.921			0.969			0.948			0.950		0.963

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Gilbert DATE: 11/12/2009 LOCATION: City of Fullerton

E-W STREET: Malvern DAY: THURSDAY PROJECT# 09-5383-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	2	3	0	2	3	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	11	107	71	9	149	25	33	140	46	67	126	5	789
7:15 AM	16	173	106	11	203	45	60	169	35	88	146	3	1055
7:30 AM	34	163	118	19	215	74	67	213	39	111	229	5	1287
7:45 AM	28	139	80	25	207	38	45	201	48	138	193	2	1144
8:00 AM	21	140	93	27	196	50	36	170	34	97	137	3	1004
8:15 AM	18	137	86	24	211	48	31	192	36	87	154	7	1031
8:30 AM	30	105	69	21	235	52	27	189	47	100	166	8	1049
8:45 AM	21	108	65	19	203	38	21	140	35	59	124	6	839
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 179	NT 1072	NR 688	SL 155	ST 1619	SR 370	EL 320	ET 1414	ER 320	WL 747	WT 1275	WR 39	TOTAL 8198

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	99	615	397	82	821	207	208	753	156	434	705	13	4490
PEAK HR. FACTOR:		0.882			0.901			0.875			0.835		0.872

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Gilbert DATE: 11/12/2009 LOCATION: City of Fullerton

E-W STREET: Malvern DAY: THURSDAY PROJECT# 09-5383-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	2	3	0	2	3	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	26	183	99	18	138	47	73	151	27	90	207	27	1086
4:15 PM	30	185	77	18	150	51	65	176	30	105	190	27	1104
4:30 PM	32	183	111	21	132	41	61	154	40	97	199	39	1110
4:45 PM	31	169	94	27	152	49	70	190	30	113	225	36	1186
5:00 PM	39	184	118	22	157	58	76	250	56	112	237	33	1342
5:15 PM	34	194	106	20	173	54	69	204	36	111	248	31	1280
5:30 PM	40	191	112	27	160	62	81	190	30	98	240	30	1261
5:45 PM	42	208	94	20	155	53	75	199	27	80	197	30	1180
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 274	NT 1497	NR 811	SL 173	ST 1217	SR 415	EL 570	ET 1514	ER 276	WL 806	WT 1743	WR 253	TOTAL 9549

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	144	738	430	96	642	223	296	834	152	434	950	130	5069
PEAK HR. FACTOR:		0.956			0.965			0.839			0.971		0.944

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Bastanchury DATE: 11/10/2009 LOCATION: City of Fullerton

E-W STREET: Malvern DAY: TUESDAY PROJECT# 09-5383-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0.5	0.5	2	2	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	1	4	45	0	107	81	125	1	0	117	73	557
7:15 AM	0	1	0	65	0	147	137	165	0	0	122	80	717
7:30 AM	2	3	3	98	4	206	106	232	1	0	126	50	831
7:45 AM	2	0	1	44	1	143	94	213	2	0	140	39	679
8:00 AM	0	0	2	23	0	112	73	210	1	0	142	26	589
8:15 AM	1	1	2	28	1	151	103	218	2	1	140	34	682
8:30 AM	1	1	3	30	0	100	74	201	0	2	138	26	576
8:45 AM	1	0	3	34	0	111	90	144	1	2	109	30	525
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 10	NT 7	NR 18	SL 367	ST 6	SR 1077	EL 758	ET 1508	ER 8	WL 5	WT 1034	WR 358	TOTAL 5156

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	4	4	6	230	5	608	410	820	4	0	530	195	2816
PEAK HR. FACTOR:		0.438			0.684			0.910			0.897		0.847

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Bastanchury DATE: 11/10/2009 LOCATION: City of Fullerton

E-W STREET: Malvern DAY: TUESDAY PROJECT# 09-5383-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0.5	0.5	2	2	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2	0	2	41	0	119	100	167	0	0	205	28	664
4:15 PM	2	1	1	38	1	118	124	183	1	2	195	25	691
4:30 PM	1	0	1	45	0	122	126	157	1	1	206	26	686
4:45 PM	1	1	2	47	1	154	148	199	2	1	221	18	795
5:00 PM	0	1	2	47	0	142	145	170	2	2	213	29	753
5:15 PM	0	0	2	41	0	152	166	183	2	2	238	29	815
5:30 PM	0	1	1	63	1	134	148	212	1	0	224	28	813
5:45 PM	0	0	1	55	2	119	140	183	0	0	199	25	724
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 6	NT 4	NR 12	SL 377	ST 5	SR 1060	EL 1097	ET 1454	ER 9	WL 8	WT 1701	WR 208	TOTAL 5941

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	1	3	7	198	2	582	607	764	7	5	896	104	3176
PEAK HR. FACTOR:		0.688			0.968			0.954			0.934		0.974

CONTROL: Signalized

N-S STREET: Euclid St DATE: 10/14/2008 LOCATION: City of Fullerton

E-W STREET: Malvern (North) DAY: TUESDAY PROJECT# 08-1236-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	11	159	2	38	210	2	2	226	19	11	79	1	760
7:15 AM	18	198	4	20	315	3	2	250	46	21	113	2	992
7:30 AM	29	230	7	17	495	5	1	244	52	28	121	1	1230
7:45 AM	37	338	5	16	446	2	2	254	47	31	130	7	1315
8:00 AM	33	264	2	19	551	2	7	257	41	27	163	6	1372
8:15 AM	38	365	1	22	472	8	9	255	32	49	219	5	1475
8:30 AM	14	230	1	29	541	3	2	273	74	68	169	3	1407
8:45 AM	18	216	1	26	489	3	1	234	65	58	165	2	1278
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 198	NT 2000	NR 23	SL 187	ST 3519	SR 28	EL 26	ET 1993	ER 376	WL 293	WT 1159	WR 27	TOTAL 9829

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	122	1197	9	86	2010	15	20	1039	194	175	681	21	5569
PEAK HR. FACTOR:		0.822			0.921			0.898			0.803		0.944

CONTROL: SAGNALIZED

N-S STREET: Euclid St DATE: 10/14/2008 LOCATION: City of Fullerton

E-W STREET: Malvern (North) DAY: TUESDAY PROJECT# 08-1236-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	26	247	3	13	216	3	3	219	18	24	161	4	937
4:15 PM	33	251	6	18	271	3	1	205	22	33	202	3	1048
4:30 PM	35	319	4	23	364	7	2	216	35	35	186	2	1228
4:45 PM	46	357	4	15	396	4	2	203	68	34	184	3	1316
5:00 PM	33	324	3	20	417	4	3	221	57	31	192	4	1309
5:15 PM	41	343	3	14	385	5	8	217	49	38	200	2	1305
5:30 PM	31	319	5	21	392	3	0	228	41	24	164	4	1232
5:45 PM	36	284	1	21	361	9	2	217	35	28	149	2	1145
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 281	NT 2444	NR 29	SL 145	ST 2802	SR 38	EL 21	ET 1726	ER 325	WL 247	WT 1438	WR 24	TOTAL 9520

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	151	1343	15	70	1590	16	13	869	215	127	740	13	5162
PEAK HR. FACTOR:		0.927			0.950			0.976			0.917		0.981

CONTROL: SAGNALIZED

N-S STREET: Harbor Blvd DATE: 10/8/2008 LOCATION: City of Fullerton

E-W STREET: Chapman Ave (North) DAY: WEDNESDAY PROJECT# 08-1236-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	8	145	25	43	305	15	25	210	25	30	128	18	977
7:15 AM	11	142	46	41	322	25	36	249	17	32	138	32	1091
7:30 AM	24	214	32	39	332	35	40	224	26	53	150	29	1198
7:45 AM	20	175	27	28	221	28	28	160	13	47	131	44	922
8:00 AM	17	215	36	50	316	27	33	210	24	56	200	70	1254
8:15 AM	15	185	26	43	295	17	33	218	18	36	118	48	1052
8:30 AM	14	216	38	39	273	27	31	251	12	28	113	37	1079
8:45 AM	18	165	28	26	189	28	34	190	16	25	98	36	853
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	127	1457	258	309	2253	202	260	1712	151	307	1076	314	8426

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	72	746	141	158	1191	115	137	843	80	188	619	175	4465
PEAK HR. FACTOR:		0.888			0.901			0.877			0.753		0.890

CONTROL: Signalized

N-S STREET: Harbor Blvd DATE: 10/8/2008 LOCATION: City of Fullerton

E-W STREET: Chapman Ave (North) DAY: WEDNESDAY PROJECT# 08-1236-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	28	278	14	22	246	69	43	190	34	60	139	28	1151
4:15 PM	22	279	14	20	244	38	42	208	28	46	143	23	1107
4:30 PM	24	273	9	28	249	45	46	184	21	57	161	19	1116
4:45 PM	26	288	11	21	264	45	34	186	24	59	161	12	1131
5:00 PM	21	276	14	23	235	46	38	194	29	61	144	11	1092
5:15 PM	22	281	14	19	247	38	52	211	33	73	188	27	1205
5:30 PM	22	259	14	18	276	40	49	200	36	59	168	20	1161
5:45 PM	16	217	12	17	210	28	23	159	16	47	153	28	926
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	181	2151	102	168	1971	349	327	1532	221	462	1257	168	8889

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	91	1104	53	81	1022	169	173	791	122	252	661	70	4589
PEAK HR. FACTOR:		0.960			0.952			0.917			0.853		0.952

CONTROL: Signalized

N-S STREET: Lemon St DATE: 10/9/2008 LOCATION: City of Fullerton

E-W STREET: Chapman Ave (North) DAY: THURSDAY PROJECT# 08-1236-018

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	0	2	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	33	105	14	15	91	25	52	146	51	45	101	38	716
7:15 AM	57	128	30	14	94	34	52	169	77	74	100	42	871
7:30 AM	64	137	40	12	97	58	59	169	64	90	109	40	939
7:45 AM	51	162	57	28	111	57	58	178	52	97	101	46	998
8:00 AM	41	113	24	38	105	30	34	136	37	71	108	67	804
8:15 AM	34	97	59	22	103	33	32	176	35	45	142	77	855
8:30 AM	50	119	56	34	82	34	52	152	24	44	110	79	836
8:45 AM	31	114	79	68	107	30	91	214	48	40	165	89	1076
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 361	NT 975	NR 359	SL 231	ST 790	SR 301	EL 430	ET 1340	ER 388	WL 506	WT 936	WR 478	TOTAL 7095

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	213	540	151	92	407	179	203	652	230	332	418	195	3612
PEAK HR. FACTOR:		0.837			0.865			0.910			0.960		0.905

CONTROL: Signalized

N-S STREET: Lemon St DATE: 10/9/2008 LOCATION: City of Fullerton

E-W STREET: Chapman Ave (North) DAY: THURSDAY PROJECT# 08-1236-018

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	0	2	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	35	135	40	41	131	45	28	141	28	67	172	29	892
4:15 PM	41	134	37	35	97	25	32	149	34	68	222	28	902
4:30 PM	36	151	25	43	128	24	16	148	27	77	172	26	873
4:45 PM	48	140	64	36	139	24	33	168	19	56	207	40	974
5:00 PM	40	150	41	27	105	25	37	153	25	60	186	34	883
5:15 PM	36	164	34	25	102	28	19	184	26	56	236	42	952
5:30 PM	45	173	56	29	136	24	46	181	28	95	224	58	1095
5:45 PM	44	186	71	44	115	32	67	217	39	97	197	85	1194
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	325	1233	368	280	953	227	278	1341	226	576	1616	342	7765
PEAK VOLUMES =	165	673	202	125	458	109	169	735	118	308	843	219	4124
PEAK HR. FACTOR:		0.864			0.906			0.791			0.904		0.863

PM Peak Hr Begins at: 500 PM

CONTROL: Signalized

N-S STREET: Berkeley Ave DATE: 10/9/2008 LOCATION: City of Fullerton

E-W STREET: Chapman Ave (North) DAY: THURSDAY PROJECT# 08-1236-020

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	2	0.5	0.5	1	2	0	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	13	2	35	5	10	28	143	12	7	211	92	563
7:15 AM	2	14	4	48	3	14	47	168	11	8	244	148	711
7:30 AM	5	12	4	58	9	9	28	195	11	16	248	114	709
7:45 AM	7	18	9	71	18	14	33	190	10	7	228	114	719
8:00 AM	0	18	6	62	13	14	26	217	13	5	253	78	705
8:15 AM	1	13	4	44	3	13	26	211	10	3	208	99	635
8:30 AM	3	12	5	43	12	14	41	184	11	13	229	117	684
8:45 AM	5	21	4	63	10	35	65	204	9	13	204	144	777
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 28	NT 121	NR 38	SL 424	ST 73	SR 123	EL 294	ET 1512	ER 87	WL 72	WT 1825	WR 906	TOTAL 5503

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	14	62	23	239	43	51	134	770	45	36	973	454	2844
PEAK HR. FACTOR:		0.728			0.808			0.927			0.914		0.989

CONTROL: Signalized

N-S STREET: Berkeley Ave DATE: 10/9/2008 LOCATION: City of Fullerton

E-W STREET: Chapman Ave (North) DAY: THURSDAY PROJECT# 08-1236-020

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	2	0.5	0.5	1	2	0	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	12	7	87	15	18	26	224	3	13	324	121	850
4:15 PM	2	10	5	74	19	15	20	213	7	13	283	98	759
4:30 PM	6	9	7	104	14	10	23	224	8	22	273	91	791
4:45 PM	0	16	5	76	8	24	24	214	4	22	278	102	773
5:00 PM	2	14	4	94	15	18	12	221	3	20	307	98	808
5:15 PM	3	12	5	97	12	18	14	230	4	21	322	116	854
5:30 PM	4	19	5	82	8	19	31	201	8	15	297	112	801
5:45 PM	4	19	1	73	11	14	31	224	9	13	331	119	849
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 21	NT 111	NR 39	SL 687	ST 102	SR 136	EL 181	ET 1751	ER 46	WL 139	WT 2415	WR 857	TOTAL 6485

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	13	64	15	346	46	69	88	876	24	69	1257	445	3312
PEAK HR. FACTOR:		0.821			0.907			0.936			0.956		0.970

CONTROL: Signalized

N-S STREET: Raymond Ave DATE: 10/8/2008 LOCATION: City of Fullerton

E-W STREET: Chapman Ave (North) DAY: WEDNESDAY PROJECT# 08-1236-021

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	26	20	27	15	56	12	13	144	23	46	277	4	663
7:15 AM	36	32	38	15	50	13	9	189	33	34	337	11	797
7:30 AM	20	51	40	28	77	15	17	216	22	37	314	13	850
7:45 AM	26	57	47	33	94	14	12	225	21	29	342	21	921
8:00 AM	28	25	34	36	69	14	7	299	21	46	327	9	915
8:15 AM	35	22	33	21	38	6	7	232	27	34	285	8	748
8:30 AM	36	13	22	17	31	7	2	192	28	29	323	6	706
8:45 AM	44	21	33	12	35	13	8	216	20	35	326	11	774
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 251	NT 241	NR 274	SL 177	ST 450	SR 94	EL 75	ET 1713	ER 195	WL 290	WT 2531	WR 83	TOTAL 6374

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	110	165	159	112	290	56	45	929	97	146	1320	54	3483
PEAK HR. FACTOR:		0.835			0.812			0.819			0.969		0.945

CONTROL: Signalized

N-S STREET: Raymond Ave DATE: 10/8/2008 LOCATION: City of Fullerton

E-W STREET: Chapman Ave (North) DAY: WEDNESDAY PROJECT# 08-1236-021

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	57	66	50	13	29	7	11	263	31	47	362	11	947
4:15 PM	50	78	77	16	42	16	15	269	31	33	299	16	942
4:30 PM	56	45	73	14	44	21	6	284	30	34	321	15	943
4:45 PM	60	58	70	12	30	7	15	279	30	37	345	17	960
5:00 PM	82	65	41	14	42	11	10	296	32	22	348	22	985
5:15 PM	80	74	45	15	44	12	11	283	35	42	373	26	1040
5:30 PM	68	81	37	30	49	21	13	264	31	37	358	23	1012
5:45 PM	63	69	53	15	46	11	7	256	35	52	417	22	1046
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 516	NT 536	NR 446	SL 129	ST 326	SR 106	EL 88	ET 2194	ER 255	WL 304	WT 2823	WR 152	TOTAL 7875

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	293	289	176	74	181	55	41	1099	133	153	1496	93	4083
PEAK HR. FACTOR:		0.952			0.775			0.942			0.887		0.976

CONTROL: Signalized

N-S STREET: Acacia Ave DATE: 10/8/2008 LOCATION: City of Fullerton

E-W STREET: Chapman Ave (North) DAY: WEDNESDAY PROJECT# 08-1236-023

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	0.5	0.5	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	6	16	10	18	25	13	10	130	4	14	237	11	494
7:15 AM	11	16	11	23	22	7	16	171	12	12	320	22	643
7:30 AM	13	50	12	21	35	24	16	180	24	4	296	19	694
7:45 AM	23	79	21	22	68	8	26	237	27	28	296	15	850
8:00 AM	22	24	40	20	61	10	10	286	41	34	305	7	860
8:15 AM	15	17	20	13	18	6	17	263	13	9	311	8	710
8:30 AM	11	11	12	14	14	3	10	217	10	14	362	4	682
8:45 AM	7	11	8	8	12	5	5	245	9	9	371	3	693
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 108	NT 224	NR 134	SL 139	ST 255	SR 76	EL 110	ET 1729	ER 140	WL 124	WT 2498	WR 89	TOTAL 5626

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	73	170	93	76	182	48	69	966	105	75	1208	49	3114
PEAK HR. FACTOR:		0.683			0.781			0.846			0.962		0.905

CONTROL: Signalized

N-S STREET: Acacia Ave DATE: 10/8/2008 LOCATION: City of Fullerton

E-W STREET: Chapman Ave (North) DAY: WEDNESDAY PROJECT# 08-1236-023

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	0.5	0.5	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	13	8	13	13	28	23	11	259	12	15	394	16	805
4:15 PM	9	22	18	17	26	13	15	300	21	23	328	24	816
4:30 PM	15	31	16	8	17	12	9	304	19	12	280	21	744
4:45 PM	17	26	22	13	23	17	14	314	10	15	382	36	889
5:00 PM	27	39	29	6	23	14	12	355	15	15	390	26	951
5:15 PM	18	40	29	6	32	12	14	335	18	21	424	22	971
5:30 PM	19	26	43	13	17	12	13	329	8	26	431	31	968
5:45 PM	15	28	30	14	12	12	10	304	5	24	446	28	928
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 133	NT 220	NR 200	SL 90	ST 178	SR 115	EL 98	ET 2500	ER 108	WL 151	WT 3075	WR 204	TOTAL 7072

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	79	133	131	39	84	50	49	1323	46	86	1691	107	3818
PEAK HR. FACTOR:		0.903			0.865			0.928			0.946		0.983

CONTROL: Signalized

N-S STREET: State College Blvd DATE: 10/7/2008 LOCATION: City of Fullerton

E-W STREET: Chapman Ave (North) DAY: TUESDAY PROJECT# 08-1236-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	2	2	1	1	3	1	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	11	108	10	20	159	70	30	148	27	23	188	9	803
7:15 AM	16	136	14	12	192	84	38	134	22	17	262	10	937
7:30 AM	24	152	17	28	209	76	67	187	24	17	294	19	1114
7:45 AM	18	187	18	30	206	72	62	162	26	24	252	13	1070
8:00 AM	19	160	11	30	289	47	104	216	45	36	231	13	1201
8:15 AM	28	192	15	34	178	70	82	195	19	32	239	15	1099
8:30 AM	26	168	18	25	202	82	53	136	26	39	270	16	1061
8:45 AM	29	115	12	22	147	79	49	157	17	25	238	10	900
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	171	1218	115	201	1582	580	485	1335	206	213	1974	105	8185

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	89	691	61	122	882	265	315	760	114	109	1016	60	4484
PEAK HR. FACTOR:		0.895			0.867			0.814			0.898		0.933

CONTROL: Signalized

N-S STREET: State College Blvd DATE: 10/7/2008 LOCATION: City of Fullerton

E-W STREET: Chapman Ave (North) DAY: TUESDAY PROJECT# 08-1236-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	2	2	1	1	3	1	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	69	241	19	80	236	98	98	279	21	45	268	36	1490
4:15 PM	70	245	24	60	202	107	82	239	18	20	264	33	1364
4:30 PM	38	261	30	50	169	78	100	226	15	26	232	28	1253
4:45 PM	68	255	23	47	180	86	103	209	9	40	315	19	1354
5:00 PM	64	306	28	60	239	102	119	206	13	52	297	17	1503
5:15 PM	74	317	19	68	240	100	115	216	30	62	276	18	1535
5:30 PM	62	175	13	30	203	104	90	236	18	38	260	16	1245
5:45 PM	60	279	21	36	189	126	101	235	25	48	316	23	1459
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 505	NT 2079	NR 177	SL 431	ST 1658	SR 801	EL 808	ET 1846	ER 149	WL 331	WT 2228	WR 190	TOTAL 11203

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	260	1077	81	194	871	432	425	893	86	200	1149	74	5742
PEAK HR. FACTOR:		0.865			0.917			0.972			0.919		0.935

CONTROL: Signalized

N-S STREET: Commonwealth Ave DATE: 10/8/2008 LOCATION: City of Fullerton

E-W STREET: Chapman Ave (North) DAY: WEDNESDAY PROJECT# 08-1236-024

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	2	0	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	8	17	49	6	16	8	7	176	1	47	258	32	625
7:15 AM	5	31	58	5	21	12	10	133	8	55	272	27	637
7:30 AM	8	34	54	6	23	12	16	216	6	60	290	57	782
7:45 AM	5	25	33	3	16	8	22	125	14	61	236	78	626
8:00 AM	0	33	32	2	15	8	26	144	14	63	202	96	635
8:15 AM	10	66	47	11	28	12	55	166	29	67	273	143	907
8:30 AM	7	25	42	7	32	18	31	186	25	60	333	76	842
8:45 AM	2	15	44	3	14	15	17	185	10	52	301	46	704
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 45	NT 246	NR 359	SL 43	ST 165	SR 93	EL 184	ET 1331	ER 107	WL 465	WT 2165	WR 555	TOTAL 5758

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	19	139	165	23	89	53	129	681	78	242	1109	361	3088
PEAK HR. FACTOR:		0.657			0.724			0.888			0.886		0.851

CONTROL: Signalized

N-S STREET: Commonwealth Ave DATE: 10/8/2008 LOCATION: City of Fullerton

E-W STREET: Chapman Ave (North) DAY: WEDNESDAY PROJECT# 08-1236-024

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	1	1	2	0	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	8	41	52	24	31	23	18	236	3	41	258	21	756
4:15 PM	5	26	59	11	37	22	37	297	4	47	289	11	845
4:30 PM	5	32	46	6	24	25	18	249	3	42	289	13	752
4:45 PM	8	40	61	10	30	20	33	263	6	43	334	26	874
5:00 PM	2	41	50	11	65	23	25	285	6	51	310	17	886
5:15 PM	5	36	86	12	41	30	25	300	8	44	336	34	957
5:30 PM	7	40	85	8	47	16	21	261	7	49	346	22	909
5:45 PM	6	28	62	5	38	31	23	265	2	45	355	42	902
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	46	284	501	87	313	190	200	2156	39	362	2517	186	6881

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	20	145	283	36	191	100	94	1111	23	189	1347	115	3654
PEAK HR. FACTOR:		0.848			0.826			0.922			0.934		0.955

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

32

N-S STREET: Placentia Ave DATE: 5/13/2009 LOCATION: City of Fullerton

E-W STREET: Chapman Ave DAY: WEDNESDAY PROJECT# 09-1072-019

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	1	2	0	2	2	1	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	31	40	6	11	56	38	21	92	17	10	133	9	464
7:15 AM	38	23	12	19	96	25	25	121	16	15	131	11	532
7:30 AM	38	41	10	20	91	35	41	154	9	17	149	20	625
7:45 AM	54	57	14	45	150	38	44	156	16	20	169	20	783
8:00 AM	51	56	9	24	116	21	66	136	16	20	176	24	715
8:15 AM	42	48	11	32	103	40	41	104	19	24	170	10	644
8:30 AM	35	31	9	32	104	45	52	123	12	21	194	13	671
8:45 AM	60	41	9	31	79	34	47	116	14	20	194	10	655
9:00 AM	50	30	11	32	80	24	28	103	11	11	159	22	561
9:15 AM	48	39	10	24	68	23	46	104	17	8	132	18	537
9:30 AM	60	32	13	24	54	29	34	116	16	9	140	15	542
9:45 AM	54	25	9	28	78	33	39	129	3	8	104	16	526
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 561	NT 463	NR 123	SL 322	ST 1075	SR 385	EL 484	ET 1454	ER 166	WL 183	WT 1851	WR 188	TOTAL 7255

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	182	192	43	133	473	144	203	519	63	85	709	67	2813
PEAK HR. FACTOR:		0.834			0.805			0.900			0.944		0.898

CONTROL: Signalized;

218	230	52	165	588	179	225	577	70	90	751	71	

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

32

N-S STREET: Placentia Ave DATE: 5/13/2009 LOCATION: City of Fullerton

E-W STREET: Chapman Ave DAY: WEDNESDAY PROJECT# 09-1072-019

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	1	2	0	2	2	1	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM	50	123	20	39	87	35	42	144	20	9	151	18	738
3:45 PM	54	157	19	47	95	46	33	153	26	13	156	13	812
4:00 PM	82	132	23	50	109	39	40	168	33	17	153	20	866
4:15 PM	63	146	27	54	114	47	51	160	33	17	164	14	890
4:30 PM	73	160	21	49	104	52	69	180	40	21	155	32	956
4:45 PM	80	167	25	35	116	49	65	189	31	25	170	28	980
5:00 PM	70	171	23	44	103	44	71	182	25	27	158	31	949
5:15 PM	78	163	25	42	96	47	60	183	22	27	145	36	924
5:30 PM	57	159	19	57	101	53	73	194	27	19	161	47	967
5:45 PM	74	174	21	55	94	48	68	214	17	23	164	49	1001
6:00 PM	70	180	20	58	78	43	86	211	29	14	159	40	988
6:15 PM	63	164	22	45	84	44	56	187	26	20	147	52	910
6:30 PM	59	119	15	49	75	39	54	197	32	15	169	38	861
6:45 PM	52	88	17	51	63	41	62	168	33	17	162	41	795
TOTAL VOLUMES =	NL 925	NT 2103	NR 297	SL 675	ST 1319	SR 627	EL 830	ET 2530	ER 394	WL 264	WT 2214	WR 459	TOTAL 12637

PM Peak Hr Begins at: 515 PM

PEAK VOLUMES =	279	676	85	212	369	191	287	802	95	83	629	172	3880
PEAK HR. FACTOR:		0.963			0.915			0.908			0.936		0.969

CONTROL: Signalized;

290	702	88	232	403	209	316	883	105	89	672	184	

N-S STREET: State College Blvd DATE: 10/7/2008 LOCATION: City of Fullerton

E-W STREET: Nutwood Ave DAY: TUESDAY PROJECT# 08-1236-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	1	0	1.5	0.5	2	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	86	19	42	219	8	10	30	7	20	14	38	497
7:15 AM	7	139	58	28	222	19	6	25	7	32	21	42	606
7:30 AM	20	177	79	71	247	20	17	29	15	42	29	88	834
7:45 AM	20	211	67	86	328	30	14	43	27	75	67	64	1032
8:00 AM	6	201	53	82	318	17	14	43	16	55	13	59	877
8:15 AM	4	152	54	37	182	5	15	13	6	36	9	47	560
8:30 AM	7	149	39	59	212	9	10	19	11	46	15	67	643
8:45 AM	9	148	58	56	151	15	24	18	9	77	28	56	649
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 77	NT 1263	NR 427	SL 461	ST 1879	SR 123	EL 110	ET 220	ER 98	WL 383	WT 196	WR 461	TOTAL 5698

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	53	728	257	267	1115	86	51	140	65	204	130	253	3349
PEAK HR. FACTOR:		0.871			0.827			0.762			0.712		0.811
CONTROL:	Signalized												
	61	836	295	323	1349	104	67	184	85	286	182	355	

N-S STREET: State College Blvd DATE: 10/7/2008 LOCATION: City of Fullerton

E-W STREET: Nutwood Ave DAY: TUESDAY PROJECT# 08-1236-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	1	0	1.5	0.5	2	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	11	357	51	91	291	15	11	30	15	151	50	145	1218
4:15 PM	4	255	34	54	219	12	10	12	11	63	30	54	758
4:30 PM	10	280	65	37	240	13	8	4	5	72	14	70	818
4:45 PM	4	295	71	50	192	13	21	16	5	92	30	66	855
5:00 PM	14	365	44	47	242	15	14	26	13	101	55	116	1052
5:15 PM	22	372	58	69	296	12	15	12	5	150	36	83	1130
5:30 PM	6	337	37	81	279	12	14	10	7	121	36	77	1017
5:45 PM	3	340	65	47	236	12	23	23	9	78	17	62	915
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 74	NT 2601	NR 425	SL 476	ST 1995	SR 104	EL 116	ET 133	ER 70	WL 828	WT 268	WR 673	TOTAL 7763

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	45	1414	204	244	1053	51	66	71	34	450	144	338	4114
PEAK HR. FACTOR:		0.920			0.894			0.777			0.857		0.910
CONTROL:	Signalized												
	49	1537	222	273	1178	57	85	91	44	525	168	395	

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Commonwealth Ave DATE: 5/14/2009 LOCATION: City of Fullerton

E-W STREET: Nutwood Ave DAY: THURSDAY PROJECT# 09-5383-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	0	2	0	0	0	0	3	0	1	3	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	6		16					73	5	12	128		240
7:15 AM	11		28					89	8	17	159		312
7:30 AM	31		34					107	9	25	241		447
7:45 AM	46		48					122	16	34	292		558
8:00 AM	36		45					100	14	35	312		542
8:15 AM	19		27					87	21	24	341		519
8:30 AM	39		28					100	11	20	347		545
8:45 AM	46		28					86	20	24	342		546
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	234	0	254	0	0	0	0	764	104	191	2162	0	3709

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	140	0	148	0	0	0	0	409	62	113	1292	0	2164
PEAK HR. FACTOR:		0.766			0.000			0.853			0.957		0.970

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Commonwealth Ave DATE: 5/14/2009 LOCATION: City of Fullerton

E-W STREET: Nutwood Ave DAY: THURSDAY PROJECT# 09-5383-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	0	2	0	0	0	0	3	0	1	3	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	48		74					201	13	38	226		600
4:15 PM	46		59					161	19	26	170		481
4:30 PM	40		55					144	17	36	144		436
4:45 PM	46		58					171	20	32	158		485
5:00 PM	74		83					169	16	33	201		576
5:15 PM	41		76					224	17	33	203		594
5:30 PM	41		72					198	14	45	182		552
5:45 PM	37		57					174	15	23	165		471
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	373	0	534	0	0	0	0	1442	131	266	1449	0	4195

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	202	0	289	0	0	0	0	762	67	143	744	0	2207
PEAK HR. FACTOR:		0.782			0.000			0.860			0.940		0.929

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Placentia Ave | DATE: 5/12/2009 | LOCATION: City of Fullerton

E-W STREET: Nutwood Ave | DAY: TUESDAY | PROJECT# 09-5383-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1.5	0.5	1	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	14	56	1	0	102	86	29	1	24	3	19	1	336
7:15 AM	18	51	2	1	105	90	32	2	28	4	22	2	357
7:30 AM	14	55	2	0	97	75	35	2	26	4	26	5	341
7:45 AM	15	58	6	0	109	111	39	4	25	11	16	4	398
8:00 AM	22	73	10	1	123	84	50	4	31	19	18	1	436
8:15 AM	24	85	13	4	204	135	64	9	36	18	29	8	629
8:30 AM	34	88	6	0	106	130	52	3	35	14	20	5	493
8:45 AM	18	78	6	1	136	100	45	5	37	5	12	6	449
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 159	NT 544	NR 46	SL 7	ST 982	SR 811	EL 346	ET 30	ER 242	WL 78	WT 162	WR 32	TOTAL 3439

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	98	324	35	6	569	449	211	21	139	56	79	20	2007
PEAK HR. FACTOR:		0.893			0.746			0.851			0.705		0.798

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Placentia Ave DATE: 5/12/2009 LOCATION: City of Fullerton

E-W STREET: Nutwood Ave DAY: TUESDAY PROJECT# 09-5383-011

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1.5	0.5	1	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	39	249	3	1	126	84	71	6	62	5	8	5	659
4:15 PM	23	250	1	4	118	62	89	3	64	6	11	2	633
4:30 PM	27	184	3	2	124	53	87	9	62	6	9	2	568
4:45 PM	41	250	4	3	126	83	99	7	52	2	5	4	676
5:00 PM	44	244	5	3	119	108	126	10	65	5	11	6	746
5:15 PM	34	233	4	3	139	76	120	6	76	6	9	4	710
5:30 PM	29	213	3	3	118	70	109	5	74	5	9	3	641
5:45 PM	35	208	3	3	117	77	128	11	66	4	10	3	665
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 272	NT 1831	NR 26	SL 22	ST 987	SR 613	EL 829	ET 57	ER 521	WL 39	WT 72	WR 29	TOTAL 5298

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	148	940	16	12	502	337	454	28	267	18	34	17	2773
PEAK HR. FACTOR:		0.936			0.925			0.927			0.784		0.929

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Dale St DATE: 10/3/2007 LOCATION: City of Buena Park

E-W STREET: Commonwealth DAY: WEDNESDAY PROJECT# 07-1264-019

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	8	44	5	39	70	12	8	53	14	5	62	22	342
7:15 AM	5	37	8	33	101	24	12	60	21	6	63	31	401
7:30 AM	4	34	10	57	123	22	18	75	11	14	88	35	491
7:45 AM	15	51	18	65	106	32	14	87	19	8	99	28	542
8:00 AM	14	47	11	43	91	27	21	73	14	9	93	50	493
8:15 AM	7	38	5	44	79	15	15	63	8	12	81	30	397
8:30 AM	4	39	8	25	63	29	10	60	10	8	76	15	347
8:45 AM	9	38	7	27	67	30	11	55	8	9	83	15	359
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	66	328	72	333	700	191	109	526	105	71	645	226	3372

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	38	169	47	198	421	105	65	295	65	37	343	144	1927
PEAK HR. FACTOR:		0.756			0.892			0.885			0.862		0.889

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Dale St DATE: 10/3/2007 LOCATION: City of Buena Park

E-W STREET: Commonwealth DAY: WEDNESDAY PROJECT# 07-1264-019

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	20	51	12	22	59	12	11	75	36	12	74	32	416
4:15 PM	12	51	6	33	55	13	12	72	18	10	91	45	418
4:30 PM	15	68	7	45	55	21	9	70	9	8	84	62	453
4:45 PM	11	53	7	27	67	15	15	80	8	14	97	57	451
5:00 PM	10	75	14	29	51	16	18	82	16	7	118	65	501
5:15 PM	15	62	11	28	49	28	16	65	11	8	109	71	473
5:30 PM	13	81	11	30	58	14	26	83	11	10	97	53	487
5:45 PM	11	77	12	28	49	22	22	81	9	10	103	65	489
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 107	NT 518	NR 80	SL 242	ST 443	SR 141	EL 129	ET 608	ER 118	WL 79	WT 773	WR 450	TOTAL 3688

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	49	295	48	115	207	80	82	311	47	35	427	254	1950
PEAK HR. FACTOR:		0.933			0.957			0.917			0.942		0.973

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Magnolia DATE: 11/12/2009 LOCATION: City of Fullerton

E-W STREET: Commonwealth DAY: THURSDAY PROJECT# 09-5383-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	2	0	1	0	1	2	0	2	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	35	0	117	0	1	0	1	79	60	130	77	0	500
7:15 AM	31	1	106	0	0	0	0	91	54	117	105	0	505
7:30 AM	38	1	94	1	0	0	0	113	62	121	104	1	535
7:45 AM	58	1	124	0	0	1	0	98	94	127	100	0	603
8:00 AM	65	0	107	0	0	0	0	93	41	120	77	0	503
8:15 AM	30	0	95	0	1	0	0	86	51	118	92	0	473
8:30 AM	30	0	75	0	1	0	1	69	50	110	77	0	413
8:45 AM	46	0	69	0	0	1	0	75	48	108	76	0	423
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	333	3	787	1	3	2	2	704	460	951	708	1	3955
AM Peak Hr Begins at:	715 AM												
PEAK VOLUMES =	192	3	431	1	0	1	0	395	251	485	386	1	2146
PEAK HR. FACTOR:		0.855			0.500			0.841			0.960		0.890

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Magnolia DATE: 11/12/2009 LOCATION: City of Fullerton

E-W STREET: Commonwealth DAY: THURSDAY PROJECT# 09-5383-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	2	0	1	0	1	2	0	2	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	47	0	78	2	1	2	0	91	45	126	110	1	503
4:15 PM	68	1	98	1	1	1	0	98	37	119	108	2	534
4:30 PM	52	3	93	2	0	0	0	91	51	123	111	1	527
4:45 PM	63	0	105	1	1	2	1	98	36	114	133	1	555
5:00 PM	64	1	93	1	1	0	0	95	38	126	117	1	537
5:15 PM	54	1	122	1	4	2	0	97	31	142	110	0	564
5:30 PM	62	0	116	2	3	0	1	118	31	129	106	1	569
5:45 PM	53	1	110	0	3	2	0	70	45	101	102	1	488
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 463	NT 7	NR 815	SL 10	ST 14	SR 9	EL 2	ET 758	ER 314	WL 980	WT 897	WR 8	TOTAL 4277

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	243	2	436	5	9	4	2	408	136	511	466	3	2225
PEAK HR. FACTOR:		0.956			0.643			0.910			0.972		0.978

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Gilbert DATE: 11/12/2009 LOCATION: City of Fullerton

E-W STREET: Commonwealth DAY: THURSDAY PROJECT# 09-5383-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	1	0.5	1.5	0.5	2	1.5	1.5	0	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	7	77	9	113	41	150	80	50	2	13	60	92	694
7:15 AM	7	125	11	110	61	138	109	81	9	11	79	97	838
7:30 AM	9	86	13	137	76	177	117	109	9	19	64	74	890
7:45 AM	12	80	21	133	63	149	127	108	9	19	63	102	886
8:00 AM	9	93	16	107	52	133	93	82	6	20	54	89	754
8:15 AM	13	70	12	98	60	150	87	83	6	16	58	78	731
8:30 AM	4	52	13	126	60	147	83	56	6	14	50	77	688
8:45 AM	5	64	13	127	41	128	73	70	4	12	58	61	656
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 66	NT 647	NR 108	SL 951	ST 454	SR 1172	EL 769	ET 639	ER 51	WL 124	WT 486	WR 670	TOTAL 6137

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	37	384	61	487	252	597	446	380	33	69	260	362	3368
PEAK HR. FACTOR:		0.843			0.856			0.880			0.924		0.946

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Gilbert DATE: 11/12/2009 LOCATION: City of Fullerton

E-W STREET: Commonwealth DAY: THURSDAY PROJECT# 09-5383-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	1	0.5	1.5	0.5	2	1.5	1.5	0	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	5	79	10	95	61	132	93	71	7	26	69	122	770
4:15 PM	7	77	20	109	58	127	94	78	5	21	84	105	785
4:30 PM	8	86	18	118	47	134	113	77	6	22	89	122	840
4:45 PM	11	85	8	108	59	135	102	92	12	18	90	126	846
5:00 PM	6	99	9	127	60	169	108	97	10	22	84	120	911
5:15 PM	2	97	9	112	68	139	115	85	5	22	91	109	854
5:30 PM	4	84	9	116	63	126	124	77	10	24	100	136	873
5:45 PM	8	85	6	89	59	114	110	73	5	15	80	122	766
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 51	NT 692	NR 89	SL 874	ST 475	SR 1076	EL 859	ET 650	ER 60	WL 170	WT 687	WR 962	TOTAL 6645

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	23	365	35	463	250	569	449	351	37	86	365	491	3484
PEAK HR. FACTOR:		0.928			0.900			0.973			0.906		0.956

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Brookhurst DATE: 11/10/2009 LOCATION: City of Fullerton

E-W STREET: Commonwealth DAY: TUESDAY PROJECT# 09-5383-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	1	1	0	1	2	1	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	94	1	68	0	1		1	62	129	80	70	0	506
7:15 AM	90	1	110	0	0		0	84	113	104	89	0	591
7:30 AM	74	0	98	0	1		0	97	142	121	73	1	607
7:45 AM	117	1	130	1	0		0	119	148	144	81	0	741
8:00 AM	112	0	93	1	0		0	89	109	87	80	3	574
8:15 AM	89	4	82	0	1		0	88	129	90	80	0	563
8:30 AM	71	0	58	1	1		0	62	99	69	72	0	433
8:45 AM	78	2	62	0	1		0	76	123	70	71	0	483
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	725	9	701	3	5	0	1	677	992	765	616	4	4498
AM Peak Hr Begins at:	715 AM												
PEAK VOLUMES =	393	2	431	2	1	0	0	389	512	456	323	4	2513
PEAK HR. FACTOR:		0.833			0.750			0.844			0.870		0.848

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Brookhurst DATE: 11/10/2009 LOCATION: City of Fullerton

E-W STREET: Commonwealth DAY: TUESDAY PROJECT# 09-5383-014

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	1	1	0	1	2	1	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	121	0	92	1	2	1	3	73	102	87	89	1	572
4:15 PM	127	0	102	2	0	1	0	93	120	78	97	1	621
4:30 PM	117	1	93	0	1	1	0	76	122	79	90	1	581
4:45 PM	128	1	94	0	1	1	0	107	98	87	105	1	623
5:00 PM	111	1	71	1	1	2	2	99	120	84	102	3	597
5:15 PM	121	0	110	2	0	0	0	103	119	106	148	1	710
5:30 PM	110	2	120	0	4	0	0	74	91	73	83	1	558
5:45 PM	128	0	90	0	2	2	2	99	116	91	85	0	615
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 963	NT 5	NR 772	SL 6	ST 11	SR 8	EL 7	ET 724	ER 888	WL 685	WT 799	WR 9	TOTAL 4877

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	477	3	368	3	3	4	2	385	459	356	445	6	2511
PEAK HR. FACTOR:		0.918			0.625			0.953			0.791		0.884

CONTROL: Signalized

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

40

N-S STREET: EUCLID ST. DATE: 05/05/09 LOCATION: FULLERTON

E-W STREET: COMMONWEALTH AVE. DAY: TUESDAY PROJECT# 09-5065-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	8	211	21	27	330	19	20	64	13	39	62	10	824
7:15 AM	15	244	20	21	340	27	25	91	16	46	66	9	920
7:30 AM	19	306	23	22	399	27	25	79	19	45	69	11	1044
7:45 AM	21	232	25	25	365	35	28	101	21	54	75	19	1001
8:00 AM	15	334	28	31	393	28	31	95	18	39	77	18	1107
8:15 AM	9	297	25	26	329	16	29	89	19	38	69	15	961
8:30 AM	8	305	21	22	319	15	22	88	18	38	75	19	950
8:45 AM	28	236	20	25	280	15	26	91	19	35	74	17	866
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	123	2165	183	199	2755	182	206	698	143	334	567	118	7673
Approach %	4.98	87.62	7.41	6.35	87.85	5.80	19.68	66.67	13.66	32.78	55.64	11.58	
App/Depart	2471	/	2489	3136	/	3232	1047	/	1080	1019	/	872	

AM Peak Hr Begins at: 730 AM

PEAK													
Volumes	64	1169	101	104	1486	106	113	364	77	176	290	63	4113
Approach %	4.80	87.63	7.57	6.13	87.62	6.25	20.40	65.70	13.90	33.27	54.82	11.91	
PEAK HR. FACTOR:		0.885			0.938			0.923			0.894		0.929

CONTROL: SIGNAL
COMMENT 1:
COMMENT 2:

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

N-S STREET: EUCLID ST. DATE: 05/05/09 LOCATION: FULLERTON

E-W STREET: COMMONWEALTH AVE. DAY: TUESDAY PROJECT# 09-5065-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	32	302	37	27	236	34	31	99	22	60	108	31	1019
4:15 PM	26	291	44	22	231	13	47	85	19	56	99	29	962
4:30 PM	18	400	41	13	262	27	42	99	20	56	94	32	1104
4:45 PM	22	401	44	19	228	22	39	95	22	55	101	28	1076
5:00 PM	19	322	42	25	307	29	33	91	19	59	99	29	1074
5:15 PM	25	312	39	20	353	15	38	89	25	55	88	31	1090
5:30 PM	26	376	38	17	257	19	40	92	23	45	91	25	1049
5:45 PM	22	382	33	26	268	22	33	79	18	39	75	19	1016
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	190	2786	318	169	2142	181	303	729	168	425	755	224	8390
Approach %	5.77	84.58	9.65	6.78	85.96	7.26	25.25	60.75	14.00	30.27	53.77	15.95	
App/Depart	3294	/	3313	2492	/	2735	1200	/	1216	1404	/	1126	

PM Peak Hr Begins at: 430 PM

PEAK													
Volumes	84	1435	166	77	1150	93	152	374	86	225	382	120	4344
Approach %	4.99	85.16	9.85	5.83	87.12	7.05	24.84	61.11	14.05	30.95	52.54	16.51	
PEAK HR. FACTOR:		0.902			0.851			0.950			0.972		0.984

CONTROL: SIGNAL
COMMENT 1: 0
COMMENT 2: 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Highland DATE: 11/12/2009 LOCATION: City of Fullerton

E-W STREET: Commonwealth DAY: THURSDAY PROJECT# 09-5383-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	12	24	17	7	28	2	5	136	10	17	74	5	337
7:15 AM	17	25	24	11	31	3	7	169	15	13	92	9	416
7:30 AM	6	54	61	7	47	7	9	222	12	17	97	8	547
7:45 AM	18	64	48	17	73	13	11	253	15	32	136	10	690
8:00 AM	15	40	23	7	51	5	9	185	21	27	120	11	514
8:15 AM	17	39	20	4	31	8	5	160	16	26	104	10	440
8:30 AM	13	30	21	10	24	8	8	178	15	20	96	8	431
8:45 AM	13	33	11	6	17	6	14	142	10	13	99	9	373
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	111	309	225	69	302	52	68	1445	114	165	818	70	3748

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	56	197	152	35	202	33	34	820	64	102	457	39	2191
PEAK HR. FACTOR:		0.779			0.655			0.823			0.840		0.794

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Highland DATE: 11/12/2009 LOCATION: City of Fullerton

E-W STREET: Commonwealth DAY: THURSDAY PROJECT# 09-5383-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	15	37	13	10	37	9	16	112	7	22	142	10	430
4:15 PM	24	53	17	6	40	13	13	127	7	34	163	20	517
4:30 PM	31	51	24	5	55	11	17	143	17	38	170	16	578
4:45 PM	37	69	25	9	60	16	13	164	16	28	179	19	635
5:00 PM	25	51	23	10	51	17	12	170	26	38	202	8	633
5:15 PM	32	68	32	12	64	16	14	152	14	35	223	14	676
5:30 PM	34	64	25	15	52	5	11	149	24	26	181	18	604
5:45 PM	17	59	18	13	37	9	7	127	12	17	174	22	512
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 215	NT 452	NR 177	SL 80	ST 396	SR 96	EL 103	ET 1144	ER 123	WL 238	WT 1434	WR 127	TOTAL 4585

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	128	252	105	46	227	54	50	635	80	127	785	59	2548
PEAK HR. FACTOR:		0.919			0.889			0.919			0.892		0.942

CONTROL: Signalized

N-S STREET: Harbor Blvd DATE: 10/7/2008 LOCATION: City of Fullerton

E-W STREET: Commonwealth Ave DAY: TUESDAY PROJECT# 08-1236-034

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	1	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	13	163	38	16	306	14	19	92	28	47	92	6	834
7:15 AM	14	214	52	10	273	6	30	131	22	34	90	13	889
7:30 AM	15	221	41	28	372	8	31	190	19	26	113	10	1074
7:45 AM	17	277	62	33	311	15	27	200	22	56	128	11	1159
8:00 AM	10	211	34	26	332	18	30	196	22	43	134	11	1067
8:15 AM	22	180	31	10	276	18	21	123	31	35	83	6	836
8:30 AM	20	198	34	22	215	14	24	101	12	34	85	12	771
8:45 AM	18	244	38	10	180	22	22	127	28	42	96	10	837
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	129	1708	330	155	2265	115	204	1160	184	317	821	79	7467

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	56	923	189	97	1288	47	118	717	85	159	465	45	4189
PEAK HR. FACTOR:		0.820			0.877			0.924			0.858		0.904

CONTROL: Signalized