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	
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	30	247	43	13	246	27	20	157	18	54	170	14	1039
4:15 PM	19	255	37	28	281	26	37	123	23	59	186	12	1086
4:30 PM	25	291	45	16	282	21	22	133	30	57	219	15	1156
4:45 PM	41	277	29	15	270	27	36	123	24	41	213	20	1116
5:00 PM	25	247	31	25	240	22	24	146	27	58	159	29	1033
5:15 PM	31	255	45	21	271	27	22	127	47	55	192	11	1104
5:30 PM	28	255	30	16	234	21	29	158	26	47	199	13	1056
5:45 PM	49	246	34	14	227	20	22	132	20	52	195	18	1029
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 248	NT 2073	NR 294	SL 148	ST 2051	SR 191	EL 212	ET 1099	ER 215	WL 423	WT 1533	WR 132	TOTAL 8619

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	122	1070	150	77	1063	97	104	529	128	211	783	75	4409
PEAK HR. FACTOR:		0.929			0.969			0.966			0.918		0.954

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

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

E-W STREET: Commonwealth DAY: THURSDAY PROJECT# 09-5383-016

	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	2	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	13	114	29	10	139	15	22	100	33	43	84	9	611
7:15 AM	19	159	28	10	157	10	30	115	36	66	99	17	746
7:30 AM	15	181	66	7	157	14	27	169	25	79	112	13	865
7:45 AM	19	222	50	20	169	28	26	240	35	65	145	26	1045
8:00 AM	22	161	40	17	170	14	35	178	32	69	131	18	887
8:15 AM	20	156	38	13	97	13	19	126	27	38	99	14	660
8:30 AM	21	154	37	8	120	22	27	120	26	34	91	18	678
8:45 AM	17	172	28	6	147	22	23	98	37	34	90	9	683
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 146	NT 1319	NR 316	SL 91	ST 1156	SR 138	EL 209	ET 1146	ER 251	WL 428	WT 851	WR 124	TOTAL 6175

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	75	723	184	54	653	66	118	702	128	279	487	74	3543
PEAK HR. FACTOR:		0.844			0.891			0.787			0.890		0.848

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

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

E-W STREET: Commonwealth DAY: THURSDAY PROJECT# 09-5383-016

	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	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	31	170	53	17	180	27	19	134	33	57	174	21	916
4:15 PM	30	161	49	6	128	17	26	119	19	60	181	18	814
4:30 PM	36	208	43	17	169	23	25	126	28	57	161	18	911
4:45 PM	35	204	46	15	165	20	28	145	29	63	186	23	959
5:00 PM	30	224	51	6	163	20	32	163	36	61	187	24	997
5:15 PM	35	230	43	11	163	22	31	134	32	78	205	18	1002
5:30 PM	34	227	64	6	145	17	30	143	28	71	168	20	953
5:45 PM	32	211	49	8	159	31	26	142	27	50	175	19	929
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 263	NT 1635	NR 398	SL 86	ST 1272	SR 177	EL 217	ET 1106	ER 232	WL 497	WT 1437	WR 161	TOTAL 7481

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	134	885	204	38	636	79	121	585	125	273	746	85	3911
PEAK HR. FACTOR:		0.941			0.941			0.899			0.917		0.976

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

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

E-W STREET: Commonwealth DAY: THURSDAY PROJECT# 09-5383-017

	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	41	3	6	59	9	15	93	12	12	83	4	348
7:15 AM	17	54	8	16	68	12	22	100	23	18	107	7	452
7:30 AM	36	51	17	15	52	43	47	153	26	28	131	4	603
7:45 AM	37	86	11	24	113	42	48	221	43	22	165	13	825
8:00 AM	21	72	8	17	116	27	38	200	41	25	174	20	759
8:15 AM	33	56	7	9	77	19	25	98	26	16	90	9	465
8:30 AM	24	67	9	5	70	18	26	85	36	10	114	9	473
8:45 AM	28	70	8	11	66	18	20	78	31	13	77	14	434
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 207	NT 497	NR 71	SL 103	ST 621	SR 188	EL 241	ET 1028	ER 238	WL 144	WT 941	WR 80	TOTAL 4359

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	127	265	43	65	358	131	158	672	136	91	560	46	2652
PEAK HR. FACTOR:		0.812			0.774			0.774			0.796		0.804

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

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

E-W STREET: Commonwealth DAY: THURSDAY PROJECT# 09-5383-017

	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	52	132	15	10	85	31	36	133	41	20	155	19	729
4:15 PM	47	127	23	11	92	30	43	104	33	22	178	17	727
4:30 PM	47	131	25	16	65	26	42	121	24	23	154	18	692
4:45 PM	45	141	20	16	86	15	44	125	31	21	175	13	732
5:00 PM	48	137	17	23	80	25	40	164	44	16	209	13	816
5:15 PM	51	117	10	15	68	36	46	134	27	21	195	22	742
5:30 PM	59	154	15	13	69	26	43	148	24	18	164	14	747
5:45 PM	36	128	13	12	56	17	42	147	29	21	171	13	685
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	385	1067	138	116	601	206	336	1076	253	162	1401	129	5870

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	203	549	62	67	303	102	173	571	126	76	743	62	3037
PEAK HR. FACTOR:		0.893			0.922			0.877			0.925		0.930

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

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

E-W STREET: Commonwealth DAY: THURSDAY PROJECT# 09-5383-018

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	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	6	11	9	0	12	18	19	59	15	2	68	9	228
7:15 AM	6	13	12	5	24	21	24	72	20	4	82	11	294
7:30 AM	12	32	18	2	22	16	45	116	35	9	123	10	440
7:45 AM	15	51	6	10	47	34	66	126	35	12	127	24	553
8:00 AM	18	62	11	8	43	27	62	121	26	10	142	17	547
8:15 AM	10	27	9	5	30	19	23	104	18	9	116	18	388
8:30 AM	23	34	8	2	25	12	26	73	11	12	83	12	321
8:45 AM	12	18	2	3	19	8	11	73	9	5	85	14	259
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 102	NT 248	NR 75	SL 35	ST 222	SR 155	EL 276	ET 744	ER 169	WL 63	WT 826	WR 115	TOTAL 3030
AM Peak Hr Begins at:		730 AM											
PEAK VOLUMES =	55	172	44	25	142	96	196	467	114	40	508	69	1928
PEAK HR. FACTOR:		0.745			0.723			0.856			0.913		0.872

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

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

E-W STREET: Commonwealth DAY: THURSDAY PROJECT# 09-5383-018

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	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	32	38	15	8	42	18	16	117	12	4	139	14	455
4:15 PM	32	40	14	3	31	26	16	109	7	11	134	6	429
4:30 PM	37	50	20	6	38	17	21	102	10	4	138	6	449
4:45 PM	30	43	26	6	45	28	24	124	9	11	149	15	510
5:00 PM	38	90	32	10	22	12	25	150	12	5	167	16	579
5:15 PM	21	33	18	4	15	18	22	129	12	7	178	11	468
5:30 PM	36	59	22	11	23	13	28	137	13	8	155	26	531
5:45 PM	29	37	13	6	18	8	19	135	12	6	144	26	453
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 255	NT 390	NR 160	SL 54	ST 234	SR 140	EL 171	ET 1003	ER 87	WL 56	WT 1204	WR 120	TOTAL 3874

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	125	225	98	31	105	71	99	540	46	31	649	68	2088
PEAK HR. FACTOR:		0.700			0.655			0.916			0.954		0.902

CONTROL: Signalized

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

E-W STREET: Commonwealth Ave DAY: TUESDAY PROJECT# 08-1236-010

	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	9	92	11	5	160	34	18	64	17	15	59	2	486
7:15 AM	11	98	16	7	194	49	25	83	21	23	63	7	597
7:30 AM	15	138	21	9	220	51	39	72	24	16	57	5	667
7:45 AM	11	171	15	5	199	47	47	75	29	19	66	9	693
8:00 AM	17	200	34	17	236	53	32	72	20	23	63	7	774
8:15 AM	16	170	22	8	158	31	37	51	12	36	65	1	607
8:30 AM	14	166	22	4	188	46	39	43	29	25	62	5	643
8:45 AM	14	156	17	13	172	63	29	72	19	27	49	4	635
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 107	NT 1191	NR 158	SL 68	ST 1527	SR 374	EL 266	ET 532	ER 171	WL 184	WT 484	WR 40	TOTAL 5102

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	59	679	92	39	813	182	155	270	85	94	251	22	2741
PEAK HR. FACTOR:		0.827			0.845			0.844			0.900		0.885

CONTROL: SIGNALIZED

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

E-W STREET: Commonwealth Ave DAY: TUESDAY PROJECT# 08-1236-010

	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	35	267	13	9	162	31	28	72	13	24	53	5	712
4:15 PM	33	282	21	15	189	49	46	103	15	33	72	11	869
4:30 PM	43	302	29	8	206	34	56	99	19	27	69	11	903
4:45 PM	58	312	25	14	217	45	57	101	18	31	75	6	959
5:00 PM	56	319	31	17	225	49	60	96	21	33	79	4	990
5:15 PM	51	310	27	11	248	51	42	117	17	36	73	6	989
5:30 PM	49	282	24	19	256	36	55	81	11	21	64	2	900
5:45 PM	41	256	25	13	237	31	39	73	15	14	61	4	809
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 =	366	2330	195	106	1740	326	383	742	129	219	546	49	7131

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	208	1243	112	50	896	179	215	413	75	127	296	27	3841
PEAK HR. FACTOR:		0.962			0.907			0.993			0.970		0.970

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Magnolia DATE: 09/27/2007 LOCATION: City of Fullerton

E-W STREET: Valencia DAY: THURSDAY PROJECT# 07-1264-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	2	0	0	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	23	156	9	4	183	8	7	19	31	9	18	0	467
7:15 AM	22	176	8	1	202	3	9	23	36	6	11	10	507
7:30 AM	22	136	19	13	201	5	10	36	51	15	17	2	527
7:45 AM	34	184	31	9	224	5	2	45	59	20	27	4	644
8:00 AM	55	203	39	9	194	10	1	54	46	19	26	9	665
8:15 AM	23	138	5	5	149	4	5	22	43	16	22	6	438
8:30 AM	14	137	10	3	195	4	2	17	27	6	15	5	435
8:45 AM	29	145	7	0	180	3	3	16	24	8	13	8	436
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 222	NT 1275	NR 128	SL 44	ST 1528	SR 42	EL 39	ET 232	ER 317	WL 99	WT 149	WR 44	TOTAL 4119

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	133	699	97	32	821	23	22	158	192	60	81	25	2343
PEAK HR. FACTOR:		0.782			0.920			0.877			0.769		0.881

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Magnolia DATE: 09/27/2007 LOCATION: City of Fullerton

E-W STREET: Valencia DAY: THURSDAY PROJECT# 07-1264-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	2	0	0	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	37	170	16	2	214	11	3	35	58	14	35	0	595
4:15 PM	31	169	31	6	236	12	10	28	63	15	21	9	631
4:30 PM	56	155	24	7	212	8	3	36	45	15	27	5	593
4:45 PM	50	184	20	11	202	10	1	41	49	16	36	9	629
5:00 PM	49	172	15	3	221	4	1	25	55	18	29	7	599
5:15 PM	46	211	29	11	230	11	4	33	58	15	40	10	698
5:30 PM	44	206	20	9	251	6	3	22	47	16	31	10	665
5:45 PM	44	210	25	10	254	6	2	27	49	15	33	9	684
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	357	1477	180	59	1820	68	27	247	424	124	252	59	5094

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	183	799	89	33	956	27	10	107	209	64	133	36	2646
PEAK HR. FACTOR:		0.936			0.941			0.858			0.896		0.948

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Brookhurst DATE: 10/02/2007 LOCATION: City of Fullerton

E-W STREET: Valencia DAY: TUESDAY PROJECT# 07-1264-017

	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	13	105	11	13	157	10	10	32	23	27	17	22	440
7:15 AM	9	129	15	10	169	14	34	37	31	25	28	26	527
7:30 AM	11	147	21	26	215	9	27	52	37	37	26	30	638
7:45 AM	27	160	43	22	185	13	38	104	25	36	35	28	716
8:00 AM	27	158	23	21	159	14	38	103	48	26	52	19	688
8:15 AM	16	139	22	13	150	12	13	51	25	37	51	18	547
8:30 AM	12	144	29	19	144	10	12	23	20	27	25	13	478
8:45 AM	10	109	21	22	140	7	17	32	16	23	21	16	434
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	1091	185	146	1319	89	189	434	225	238	255	172	4468
AM Peak Hr Begins at:		730 AM											
PEAK VOLUMES =	81	604	109	82	709	48	116	310	135	136	164	95	2589
PEAK HR. FACTOR:		0.863			0.839			0.742			0.932		0.904

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Brookhurst DATE: 10/02/2007 LOCATION: City of Fullerton

E-W STREET: Valencia DAY: TUESDAY PROJECT# 07-1264-017

	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	174	24	17	133	5	14	57	21	29	56	14	570
4:15 PM	18	155	23	15	135	4	23	45	25	29	57	27	556
4:30 PM	20	163	20	11	127	5	9	38	25	32	41	22	513
4:45 PM	24	184	18	25	143	14	18	45	21	29	44	14	579
5:00 PM	23	179	21	19	166	9	24	65	24	28	41	10	609
5:15 PM	22	178	21	26	165	16	28	51	19	32	54	26	638
5:30 PM	21	164	20	21	136	19	18	44	24	48	52	16	583
5:45 PM	26	182	15	21	161	14	10	54	28	28	55	18	612
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	180	1379	162	155	1166	86	144	399	187	255	400	147	4660
PM Peak Hr Begins at:		500 PM											
PEAK VOLUMES =	92	703	77	87	628	58	80	214	95	136	202	70	2442
PEAK HR. FACTOR:		0.978			0.934			0.861			0.879		0.957

CONTROL: Signalized

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

49

N-S STREET: EUCLID ST. DATE: 05/06/09 LOCATION: FULLERTON

E-W STREET: VALENCIA DR. DAY: WEDNESDAY PROJECT# 09-5065-002

	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	1	1	1	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	15	195	12	11	353	18	33	35	19	9	19	12	731
7:15 AM	16	228	13	14	366	22	44	36	24	6	17	17	803
7:30 AM	7	274	25	27	416	30	63	35	13	18	24	11	943
7:45 AM	10	210	34	22	383	45	58	62	18	25	39	10	916
8:00 AM	19	310	31	25	375	54	46	47	20	16	59	21	1023
8:15 AM	9	253	35	28	325	33	58	46	17	22	26	20	872
8:30 AM	10	267	29	19	329	27	52	35	15	15	29	15	842
8:45 AM	11	221	22	22	287	25	44	40	11	17	22	19	741
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	97	1958	201	168	2834	254	398	336	137	128	235	125	6871
Approach %	4.30	86.79	8.91	5.16	87.04	7.80	45.69	38.58	15.73	26.23	48.16	25.61	
App/Depart	2256	/	2481	3256	/	3099	871	/	705	488	/	586	

AM Peak Hr Begins at: 730 AM

PEAK													
Volumes	45	1047	125	102	1499	162	225	190	68	81	148	62	3754
Approach %	3.70	86.03	10.27	5.79	85.03	9.19	46.58	39.34	14.08	27.84	50.86	21.31	
PEAK HR. FACTOR:		0.845			0.932			0.875			0.758		0.917

CONTROL: SIGNAL
COMMENT 1:
COMMENT 2:

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

N-S STREET: EUCLID ST. DATE: 05/06/09 LOCATION: FULLERTON

E-W STREET: VALENCIA DR. DAY: WEDNESDAY PROJECT# 09-5065-002

	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	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	298	22	11	288	19	40	25	11	26	48	33	838
4:15 PM	21	272	25	15	279	22	44	22	15	28	44	35	822
4:30 PM	24	373	19	17	298	23	43	29	18	25	51	43	963
4:45 PM	25	377	19	13	267	25	47	33	17	33	59	43	958
5:00 PM	23	309	25	15	321	49	32	33	17	39	49	32	944
5:15 PM	24	289	17	27	348	58	46	44	11	32	52	31	979
5:30 PM	22	364	22	25	275	35	41	38	12	35	45	25	939
5:45 PM	20	373	15	20	271	44	35	35	12	33	49	29	936
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	176	2655	164	143	2347	275	328	259	113	251	397	271	7379
Approach %	5.88	88.65	5.48	5.17	84.88	9.95	46.86	37.00	16.14	27.31	43.20	29.49	
App/Depart	2995	/	3254	2765	/	2711	700	/	566	919	/	848	

PM Peak Hr Begins at: 430 PM

PEAK													
Volumes	96	1348	80	72	1234	155	168	139	63	129	211	149	3844
Approach %	6.30	88.45	5.25	4.93	84.46	10.61	45.41	37.57	17.03	26.38	43.15	30.47	
PEAK HR. FACTOR:		0.905			0.844			0.916			0.906		0.982

CONTROL: SIGNAL
COMMENT 1: 0
COMMENT 2: 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Highland DATE: 10/3/2007 LOCATION: City of Fullerton

E-W STREET: Valencia DAY: WEDNESDAY PROJECT# 07-1264-018

	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	1	1	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	27	1	4	47	11	17	17	15	1	17	4	166
7:15 AM	4	35	4	5	53	15	15	25	13	2	35	2	208
7:30 AM	6	53	2	2	73	25	21	31	15	5	41	5	279
7:45 AM	7	61	6	1	81	21	25	32	25	3	32	3	297
8:00 AM	7	48	1	2	60	16	15	27	14	1	28	3	222
8:15 AM	3	35	5	5	43	14	15	29	19	6	25	1	200
8:30 AM	7	29	3	6	37	9	12	26	14	4	16	4	167
8:45 AM	6	36	3	6	27	10	10	12	10	1	21	5	147
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 =	45	324	25	31	421	121	130	199	125	23	215	27	1686

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	24	197	13	10	267	77	76	115	67	11	136	13	1006
PEAK HR. FACTOR:		0.791			0.859			0.787			0.784		0.847

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Highland DATE: 10/3/2007 LOCATION: City of Fullerton

E-W STREET: Valencia DAY: WEDNESDAY PROJECT# 07-1264-018

	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	1	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	11	54	4	7	64	8	18	36	11	3	36	7	259
4:15 PM	16	63	3	12	83	11	23	54	8	8	28	12	321
4:30 PM	12	66	7	19	72	17	34	63	16	4	39	8	357
4:45 PM	18	84	18	17	96	22	24	51	12	7	52	4	405
5:00 PM	14	72	12	23	76	28	14	70	19	6	44	10	388
5:15 PM	16	63	18	13	91	17	21	26	20	9	60	3	357
5:30 PM	13	64	6	3	66	13	19	15	16	3	21	12	251
5:45 PM	19	71	6	5	93	13	31	47	13	11	34	5	348
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 119	NT 537	NR 74	SL 99	ST 641	SR 129	EL 184	ET 362	ER 115	WL 51	WT 314	WR 61	TOTAL 2686

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	60	285	55	72	335	84	93	210	67	26	195	25	1507
PEAK HR. FACTOR:		0.833			0.909			0.819			0.854		0.930

CONTROL: Signalized

Start Date	5/21/2009																			
Start Time	7:00																			
Site Code	0																			
Street Name	MAGNOLIA AVENUE--Southbound					ORANGETHORPE AVENUE--Westbound					MAGNOLIA AVENUE--Northbound					ORANGETHORPE AVENUE--Eastbound				
Start Time	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds	
7:00 AM	15	219	18	2		15	97	70	3		35	154	62	2		114	72	13	3	
7:15 AM	16	208	11	5		8	101	85	2		34	145	70	1		122	99	16	2	
7:30 AM	12	228	8	4		19	139	86	1		41	120	67	1		142	97	15	3	
7:45 AM	11	213	14	5		35	137	81	7		58	199	73	2		145	131	39	3	
8:00 AM	37	205	37	5		31	118	82	3		61	168	73	1		137	87	37	3	
8:15 AM	21	227	14	3		16	102	74	3		43	150	52	2		124	111	17	1	
8:30 AM	20	221	9	4		10	93	59	2		43	112	51	2		147	93	16	3	
8:45 AM	20	214	12	2		16	85	57	1		45	110	32	3		106	86	9	2	
9:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
9:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
9:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
9:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
12:00 PM	9	134	24	2		16	79	64	4		42	137	55	1		75	74	8	3	
12:15 PM	16	132	25	1		24	87	52	0		56	136	58	1		69	83	12	1	
12:30 PM	9	157	17	2		30	73	35	4		45	122	54	2		73	83	12	3	
12:45 PM	11	145	20	2		28	97	63	2		51	124	55	1		74	72	19	1	
1:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
1:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
1:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
1:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
2:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
2:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
2:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
2:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
4:00 PM	13	161	20	4		25	97	46	5		64	178	75	1		94	116	21	1	
4:15 PM	9	108	19	5		21	88	67	6		56	108	58	3		57	122	33	3	
4:30 PM	8	109	16	2		40	98	63	4		90	112	64	2		49	136	31	3	
4:45 PM	7	108	9	3		37	109	64	4		84	99	63	2		55	138	35	3	
5:00 PM	6	114	4	4		22	108	63	4		86	114	60	2		53	131	37	3	
5:15 PM	5	100	11	3		31	106	57	1		72	108	63	2		55	139	43	2	
5:30 PM	3	114	16	3		34	115	53	2		81	120	62	0		52	138	33	1	
5:45 PM	5	108	20	4		41	123	56	4		102	111	59	1		46	131	49	1	

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

52

N-S STREET: BROOKHURST RD. DATE: 05/05/09 LOCATION: FULLERTON

E-W STREET: ORANGETHORPE AVE. DAY: TUESDAY PROJECT# 09-5065-009

	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	2	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	9	100	14	13	205	10	7	74	33	35	77	12	589
7:15 AM	20	145	26	14	248	11	13	102	30	36	88	14	747
7:30 AM	17	157	31	21	247	12	21	138	31	61	115	15	866
7:45 AM	34	173	50	20	255	10	15	242	30	48	156	27	1060
8:00 AM	37	167	36	18	215	5	16	119	28	37	125	20	823
8:15 AM	23	129	29	14	232	14	18	106	36	39	94	20	754
8:30 AM	27	112	18	21	200	11	14	102	31	45	88	17	686
8:45 AM	29	128	30	26	201	10	14	88	31	40	70	16	683
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	196	1111	234	147	1803	83	118	971	250	341	813	141	6208
Approach %	12.72	72.10	15.18	7.23	88.69	4.08	8.81	72.52	18.67	26.33	62.78	10.89	
App/Depart	1541	/	1370	2033	/	2394	1339	/	1352	1295	/	1092	

AM Peak Hr Begins at: 730 AM

PEAK													
Volumes	111	626	146	73	949	41	70	605	125	185	490	82	3503
Approach %	12.57	70.89	16.53	6.87	89.28	3.86	8.75	75.63	15.63	24.44	64.73	10.83	
PEAK HR. FACTOR:		0.859			0.932			0.697			0.819		0.826

CONTROL: SIGNAL
COMMENT 1:
COMMENT 2:

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

52

N-S STREET: BROOKHURST RD. DATE: 05/05/09 LOCATION: FULLERTON

E-W STREET: ORANGETHORPE AVE. DAY: TUESDAY PROJECT# 09-5065-009
0

	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	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	42	197	43	19	166	8	19	115	26	36	140	18	829
4:15 PM	42	203	44	21	172	14	21	126	30	26	153	11	863
4:30 PM	48	229	43	21	189	12	24	135	34	56	172	25	988
4:45 PM	45	219	40	31	163	17	20	138	26	36	161	23	919
5:00 PM	46	227	34	23	150	19	21	124	33	42	175	18	912
5:15 PM	49	238	39	22	199	13	23	126	38	39	148	26	960
5:30 PM	41	241	45	24	191	17	26	136	35	48	140	23	967
5:45 PM	36	211	38	27	170	21	25	148	23	55	160	26	940
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	349	1765	326	188	1400	121	179	1048	245	338	1249	170	7378
Approach %	14.30	72.34	13.36	11.00	81.92	7.08	12.16	71.20	16.64	19.24	71.09	9.68	
App/Depart	2440	/	2114	1709	/	1983	1472	/	1562	1757	/	1719	

PM Peak Hr Begins at: 500 PM

PEAK													
Volumes	172	917	156	96	710	70	95	534	129	184	623	93	3779
Approach %	13.82	73.65	12.53	10.96	81.05	7.99	12.53	70.45	17.02	20.44	69.22	10.33	
PEAK HR. FACTOR:		0.952			0.936			0.962			0.934		0.977

CONTROL: SIGNAL
COMMENT 1: 0
COMMENT 2: 0

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

53

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

E-W STREET: ORANGETHORPE AVE. DAY: TUESDAY PROJECT# 09-5065-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	2	2	1	2	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	18	191	25	30	354	8	26	101	17	37	88	18	913
7:15 AM	29	254	23	25	373	24	31	99	30	40	106	27	1061
7:30 AM	23	262	30	34	362	26	47	158	23	49	128	34	1176
7:45 AM	18	239	39	40	368	24	62	158	34	48	116	30	1176
8:00 AM	17	248	35	32	336	18	37	110	30	47	96	21	1027
8:15 AM	23	227	33	33	301	30	32	108	20	38	101	23	969
8:30 AM	28	205	48	37	303	18	33	118	26	39	89	17	961
8:45 AM	27	193	41	23	252	18	34	139	15	39	80	21	882
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	183	1819	274	254	2649	166	302	991	195	337	804	191	8165
Approach %	8.04	79.92	12.04	8.28	86.31	5.41	20.30	66.60	13.10	25.30	60.36	14.34	
App/Depart	2276	/	2312	3069	/	3181	1488	/	1519	1332	/	1153	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	87	1003	127	131	1439	92	177	525	117	184	446	112	4440
Approach %	7.15	82.42	10.44	7.88	86.58	5.54	21.61	64.10	14.29	24.80	60.11	15.09	
PEAK HR. FACTOR:		0.966			0.962			0.806			0.879		0.944

CONTROL: SIGNAL
COMMENT 1:
COMMENT 2:

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

53

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

E-W STREET: ORANGETHORPE AVE. DAY: TUESDAY PROJECT# 09-5065-006
0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	1	2	2	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	25	229	51	33	237	36	34	123	23	45	139	47	1022
4:15 PM	48	374	63	34	233	38	34	122	20	40	177	50	1233
4:30 PM	43	347	54	35	262	23	37	135	36	57	173	56	1258
4:45 PM	43	313	61	43	231	47	40	133	31	49	157	34	1182
5:00 PM	29	263	40	32	277	42	34	141	30	53	169	40	1150
5:15 PM	39	322	58	25	323	43	34	152	23	66	151	37	1273
5:30 PM	45	346	58	46	227	36	32	133	28	54	187	29	1221
5:45 PM	50	320	55	50	238	29	41	161	27	50	154	42	1217
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	322	2514	440	298	2028	294	286	1100	218	414	1307	335	9556
Approach %	9.83	76.74	13.43	11.37	77.40	11.22	17.83	68.58	13.59	20.14	63.57	16.29	
App/Depart	3276	/	3135	2620	/	2660	1604	/	1838	2056	/	1923	

PM Peak Hr Begins at: 430 PM

PEAK													
Volumes	154	1245	213	135	1093	155	145	561	120	225	650	167	4863
Approach %	9.55	77.23	13.21	9.76	79.03	11.21	17.55	67.92	14.53	21.59	62.38	16.03	
PEAK HR. FACTOR:		0.908			0.884			0.988			0.911		0.955

CONTROL: SIGNAL
COMMENT 1: 0
COMMENT 2: 0

Start Date	5/19/2009																			
Start Time	7:00																			
Site Code	0																			
Street Name	HIGHLAND AVENUE--Southbound					ORANGETHORPE AVENUE--Westbound					HIGHLAND AVENUE--Northbound					ORANGETHORPE AVENUE--Eastbound				
Start Time	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds	
7:00 AM	19	8	24	2		10	110	8	2		23	2	4	1		2	123	15	2	
7:15 AM	20	6	33	1		9	99	6	3		27	13	12	3		0	149	12	2	
7:30 AM	25	10	30	2		16	150	13	3		30	12	10	3		5	197	21	7	
7:45 AM	41	17	40	1		14	170	9	5		50	13	21	3		8	227	29	5	
8:00 AM	37	23	41	0		16	149	17	1		20	13	13	1		15	204	19	3	
8:15 AM	24	10	29	2		19	156	9	6		24	16	14	2		6	145	17	4	
8:30 AM	29	9	39	0		5	93	12	3		20	12	11	0		6	129	12	0	
8:45 AM	21	5	28	0		11	100	10	1		25	16	7	2		8	132	14	2	
9:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
9:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
9:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
9:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
12:00 PM	17	17	28	3		26	140	16	4		20	18	17	0		12	142	12	3	
12:15 PM	24	22	34	3		24	160	17	5		17	12	33	1		6	140	28	2	
12:30 PM	22	17	31	2		17	139	19	6		18	35	28	4		9	135	17	1	
12:45 PM	26	18	32	1		18	131	14	3		16	21	17	0		13	154	18	2	
1:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
1:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
1:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
1:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
2:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
2:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
2:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
2:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
4:00 PM	26	17	25	3		27	200	12	7		26	17	24	0		9	191	12	2	
4:15 PM	24	18	21	1		27	201	19	4		22	16	27	5		10	179	31	6	
4:30 PM	18	25	39	4		33	180	18	3		18	22	19	2		15	173	24	6	
4:45 PM	23	29	31	1		27	221	18	3		30	27	28	3		16	198	20	2	
5:00 PM	31	28	36	1		21	224	17	3		29	37	26	1		11	174	16	4	
5:15 PM	31	24	33	3		24	224	25	4		20	24	29	0		16	193	29	5	
5:30 PM	34	27	36	2		46	215	28	10		21	33	29	5		15	210	24	3	
5:45 PM	37	17	30	3		37	194	27	4		22	42	30	3		11	193	26	8	

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

E-W STREET: Orangethorpe Ave DAY: TUESDAY PROJECT# 08-1236-037

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	2	0	2	3	1	2	3	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	14	193	20	31	321	19	16	111	44	11	85	19	884
7:15 AM	18	222	40	28	323	22	13	143	40	19	92	14	974
7:30 AM	21	212	31	36	363	22	23	152	48	21	103	15	1047
7:45 AM	21	251	32	38	343	33	29	207	60	33	104	26	1177
8:00 AM	21	231	29	39	320	29	22	162	57	27	102	13	1052
8:15 AM	21	253	35	37	330	23	21	138	54	25	97	40	1074
8:30 AM	18	244	33	22	251	20	22	114	34	31	87	18	894
8:45 AM	21	260	29	30	213	22	19	122	47	21	82	25	891
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 155	NT 1866	NR 249	SL 261	ST 2464	SR 190	EL 165	ET 1149	ER 384	WL 188	WT 752	WR 170	TOTAL 7993

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	84	947	127	150	1356	107	95	659	219	106	406	94	4350
PEAK HR. FACTOR:		0.937			0.958			0.822			0.929		0.924

CONTROL: Signalized

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

E-W STREET: Orangethorpe Ave DAY: TUESDAY PROJECT# 08-1236-037

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	2	0	2	3	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	41	243	38	38	252	33	32	122	29	64	174	48	1114
4:15 PM	35	274	41	50	271	44	33	144	33	63	169	46	1203
4:30 PM	47	295	46	48	278	36	32	115	37	59	188	45	1226
4:45 PM	43	238	49	34	215	35	29	116	22	36	150	42	1009
5:00 PM	57	304	46	43	269	37	37	131	44	63	201	39	1271
5:15 PM	56	323	48	50	290	41	30	131	46	61	197	42	1315
5:30 PM	50	330	57	41	280	39	38	176	43	58	189	42	1343
5:45 PM	66	309	66	48	264	49	38	119	44	77	168	60	1308
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 395	NT 2316	NR 391	SL 352	ST 2119	SR 314	EL 269	ET 1054	ER 298	WL 481	WT 1436	WR 364	TOTAL 9789

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	229	1266	217	182	1103	166	143	557	177	259	755	183	5237
PEAK HR. FACTOR:		0.971			0.952			0.853			0.981		0.975

CONTROL: Signalized

Start Date	5/21/2009																	
Start Time	7:00																	
Site Code	0																	
Street Name	LEMON STREET--Southbound					ORANGETHORPE AVENUE--Westbound					LEMON STREET--Northbound					ORANGETHORPE AVENUE--Eastbound				
Start Time	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds	
7:00 AM	9	162	22	2		26	87	24	3		22	109	11	1		28	95	13	0	
7:15 AM	3	154	33	1		25	108	24	2		27	75	19	1		29	106	17	1	
7:30 AM	9	190	35	0		38	146	26	2		40	159	21	2		26	103	30	2	
7:45 AM	11	208	28	3		27	132	29	2		38	189	23	3		47	183	29	4	
8:00 AM	16	205	41	1		24	129	34	1		26	137	25	1		38	111	22	2	
8:15 AM	9	184	26	0		28	120	24	0		30	154	27	0		31	93	31	1	
8:30 AM	13	136	20	0		22	92	24	2		13	171	26	1		32	113	21	0	
8:45 AM	12	151	21	1		20	109	38	1		30	230	24	3		36	97	28	3	
9:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
9:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
9:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
9:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
12:00 PM	23	115	32	2		38	155	40	4		34	177	57	2		33	150	27	1	
12:15 PM	24	136	46	1		23	183	32	5		42	157	61	4		46	157	35	3	
12:30 PM	23	136	40	2		37	139	33	5		46	183	51	0		56	156	27	5	
12:45 PM	24	132	44	1		30	169	38	4		33	178	54	2		61	160	32	2	
1:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
1:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
1:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
1:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
2:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
2:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
2:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
2:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
4:00 PM	34	135	49	1		35	199	41	2		29	194	70	2		48	138	31	3	
4:15 PM	28	154	37	4		33	179	39	6		39	220	36	5		34	137	35	0	
4:30 PM	32	144	33	4		48	203	38	9		32	228	43	5		35	146	32	2	
4:45 PM	43	150	36	5		36	223	41	6		30	251	51	3		40	164	30	3	
5:00 PM	36	147	45	3		44	211	45	7		35	204	44	5		43	125	43	6	
5:15 PM	48	150	49	3		39	238	43	8		27	256	47	4		46	148	32	3	
5:30 PM	56	137	40	4		27	208	56	3		38	230	53	0		40	121	39	2	
5:45 PM	12	174	28	6		38	207	40	7		26	221	53	4		25	113	28	4	

Start Date	5/20/2009
Start Time	7:00
Site Code	0

Street Name	RAYMOND AVENUE--Southbound				ORANGETHORPE AVENUE--Westbound				RAYMOND AVENUE--Northbound				ORANGETHORPE AVENUE--Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00 AM	12	135	10	2	14	128	34	2	34	112	50	2	37	71	29	4
7:15 AM	13	127	12	0	17	152	45	4	34	124	45	0	35	124	14	1
7:30 AM	19	156	18	2	16	205	56	1	50	140	42	0	26	135	22	2
7:45 AM	23	179	27	4	22	191	44	0	54	178	42	0	42	148	19	2
8:00 AM	20	138	17	2	30	185	51	2	49	142	41	0	56	117	13	1
8:15 AM	26	122	18	1	28	163	35	1	37	125	49	0	45	108	20	2
8:30 AM	26	105	22	0	26	130	30	0	32	119	31	1	40	110	24	2
8:45 AM	28	88	18	2	27	165	43	0	29	105	46	1	46	114	22	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	37	138	36	3	34	186	41	0	24	110	48	1	46	134	26	3
12:15 PM	47	119	21	0	23	171	46	0	18	112	55	0	50	148	36	1
12:30 PM	33	119	26	3	23	181	44	1	26	106	42	0	44	165	46	1
12:45 PM	26	138	21	2	20	186	37	0	15	114	51	2	43	185	27	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	28	154	27	3	33	206	69	0	28	122	31	0	54	130	24	2
3:45 PM	25	144	16	5	29	226	52	0	26	154	41	0	38	147	27	4
4:00 PM	31	136	19	4	28	202	60	0	31	133	42	2	58	129	23	4
4:15 PM	25	140	14	1	33	204	69	0	32	138	40	2	55	133	27	4
4:30 PM	35	146	14	3	38	215	73	1	34	161	41	1	56	169	27	3
4:45 PM	22	147	20	3	26	256	74	1	26	153	50	1	56	141	23	2
5:00 PM	22	155	26	3	27	212	68	0	30	156	53	1	59	143	37	3
5:15 PM	30	146	17	2	34	281	76	1	25	176	38	0	41	159	30	4

Start Date	5/20/2009																	
Start Time	7:00																	
Site Code	0																	
Street Name	ACACIA AVENUE--Southbound				ORANGETHORPE AVENUE--Westbound				ACACIA AVENUE--Northbound				ORANGETHORPE AVENUE--Eastbound					
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds		
7:00 AM	23	13	13	1	20	160	28	0	9	14	13	2	12	114	21	0		
7:15 AM	28	13	17	0	29	195	7	0	19	18	7	1	7	135	30	0		
7:30 AM	22	6	21	1	23	252	27	0	21	26	16	3	11	145	28	0		
7:45 AM	19	19	21	0	14	276	25	0	21	37	17	1	13	144	38	1		
8:00 AM	30	26	17	0	8	238	28	1	10	18	16	1	29	124	26	0		
8:15 AM	20	14	18	0	7	197	24	0	14	25	11	1	14	123	21	0		
8:30 AM	16	10	16	0	14	209	29	0	14	11	14	0	13	112	20	0		
8:45 AM	24	19	18	1	16	193	18	0	14	17	10	1	8	117	28	0		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	27	14	29	2	17	161	17	0	21	13	26	0	6	162	19	0		
12:15 PM	33	17	20	1	20	175	12	0	14	10	13	2	20	145	25	0		
12:30 PM	34	20	15	0	23	161	12	0	12	17	32	1	18	161	19	0		
12:45 PM	21	21	26	1	25	197	19	1	8	17	16	3	28	178	22	0		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 PM	28	46	39	4	10	225	22	0	23	24	19	0	19	171	16	0		
3:45 PM	26	25	17	1	15	256	23	0	16	16	14	0	14	180	14	0		
4:00 PM	29	25	33	1	11	230	24	0	20	19	13	0	25	160	17	0		
4:15 PM	28	18	19	1	14	238	16	0	16	20	18	1	23	161	24	0		
4:30 PM	23	25	36	0	9	247	46	1	16	20	32	2	16	216	17	0		
4:45 PM	28	27	34	1	20	245	20	0	19	12	12	0	15	182	17	0		
5:00 PM	32	21	37	0	28	247	18	0	38	31	33	1	14	202	20	0		
5:15 PM	33	24	26	4	17	279	17	0	14	17	19	0	16	203	22	0		

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

E-W STREET: Orangethorpe Ave DAY: THURSDAY PROJECT# 08-1236-011

	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	3	0	1	3	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	26	89	16	18	122	13	10	73	25	46	173	13	624
7:15 AM	56	115	36	27	204	33	22	102	51	55	221	14	936
7:30 AM	62	153	23	13	176	13	39	162	60	53	217	20	991
7:45 AM	43	164	21	23	158	28	18	88	25	43	263	14	888
8:00 AM	50	176	20	24	212	35	23	101	47	48	255	10	1001
8:15 AM	45	167	30	19	186	21	18	113	38	58	198	13	906
8:30 AM	46	137	23	15	137	16	22	93	30	42	192	18	771
8:45 AM	47	167	23	30	158	30	24	89	36	43	199	14	860
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 =	375	1168	192	169	1353	189	176	821	312	388	1718	116	6977

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	211	608	100	87	750	109	102	453	183	199	956	58	3816
PEAK HR. FACTOR:		0.934			0.873			0.707			0.948		0.953

CONTROL: Signalized

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

E-W STREET: Orangethorpe Ave DAY: THURSDAY PROJECT# 08-1236-011

	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	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	61	227	26	30	117	29	65	308	91	57	164	22	1197
4:15 PM	69	243	28	25	183	29	46	270	75	52	178	15	1213
4:30 PM	56	253	29	23	225	30	33	231	89	72	213	26	1280
4:45 PM	73	321	21	22	163	25	30	230	67	43	208	12	1215
5:00 PM	56	401	33	32	268	33	33	269	120	72	193	32	1542
5:15 PM	51	318	22	26	260	20	37	230	79	48	182	20	1293
5:30 PM	57	390	40	32	237	31	42	201	76	56	212	14	1388
5:45 PM	62	290	15	25	165	30	27	146	52	55	181	10	1058
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 485	NT 2443	NR 214	SL 215	ST 1618	SR 227	EL 313	ET 1885	ER 649	WL 455	WT 1531	WR 151	TOTAL 10186

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	237	1430	116	112	928	109	142	930	342	219	795	78	5438
PEAK HR. FACTOR:		0.910			0.863			0.838			0.919		0.882

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: Orangethorpe Ave. DAY: TUESDAY PROJECT# 09-5383-028

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	2	2	0	1	3	0	1	3	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	27	13	20	35	32	13	65	6	30	195	35	475
7:15 AM	7	36	19	22	50	39	32	94	2	25	190	36	552
7:30 AM	9	51	19	30	53	38	33	104	5	25	248	36	651
7:45 AM	6	53	29	41	84	68	29	99	4	35	276	46	770
8:00 AM	8	41	15	36	58	45	30	104	3	50	234	54	678
8:15 AM	12	54	21	37	66	43	27	106	4	33	228	56	687
8:30 AM	4	36	22	37	49	38	33	98	4	35	195	46	597
8:45 AM	14	48	21	49	45	31	26	80	7	34	176	91	622
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 64	NT 346	NR 159	SL 272	ST 440	SR 334	EL 223	ET 750	ER 35	WL 267	WT 1742	WR 400	TOTAL 5032

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	35	199	84	144	261	194	119	413	16	143	986	192	2786
PEAK HR. FACTOR:		0.903			0.776			0.965			0.925		0.905

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: Orangethorpe Ave. DAY: TUESDAY PROJECT# 09-5383-028

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	2	2	0	1	3	0	1	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	17	80	26	52	57	40	32	148	13	35	170	49	719
4:15 PM	12	60	30	68	67	40	37	152	9	37	171	71	754
4:30 PM	13	63	28	69	75	52	43	198	9	37	215	67	869
4:45 PM	8	86	30	95	84	43	41	153	10	38	210	64	862
5:00 PM	12	101	38	80	72	58	48	188	6	45	208	66	922
5:15 PM	5	71	31	57	56	53	53	195	13	41	195	88	858
5:30 PM	9	108	29	52	62	40	42	152	8	32	156	94	784
5:45 PM	8	77	24	49	52	34	29	143	5	21	165	65	672
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 84	NT 646	NR 236	SL 522	ST 525	SR 360	EL 325	ET 1329	ER 73	WL 286	WT 1490	WR 564	TOTAL 6440

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	38	321	127	301	287	206	185	734	38	161	828	285	3511
PEAK HR. FACTOR:		0.805			0.894			0.917			0.983		0.952

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: Imperial Hwy DAY: TUESDAY PROJECT# 09-5383-019

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	2	0	1	3	0	1	3	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	30	54	34	18	129	9	11	290	46	41	336	15	1013
7:15 AM	33	69	59	64	180	13	17	367	59	59	434	18	1372
7:30 AM	49	85	36	36	158	8	15	318	67	71	382	22	1247
7:45 AM	48	78	50	37	199	6	27	325	66	51	319	16	1222
8:00 AM	31	96	33	30	134	11	11	312	71	41	301	16	1087
8:15 AM	46	90	30	21	123	9	16	311	47	44	295	11	1043
8:30 AM	34	83	42	31	154	11	11	301	55	41	241	13	1017
8:45 AM	37	94	65	32	111	9	18	262	44	38	284	10	1004
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 308	NT 649	NR 349	SL 269	ST 1188	SR 76	EL 126	ET 2486	ER 455	WL 386	WT 2592	WR 121	TOTAL 9005

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	161	328	178	167	671	38	70	1322	263	222	1436	72	4928
PEAK HR. FACTOR:		0.947			0.852			0.934			0.846		0.898

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: Imperial Hwy DAY: TUESDAY PROJECT# 09-5383-019

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	2	0	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	66	126	27	27	106	14	25	289	28	48	331	20	1107
4:15 PM	62	131	32	29	85	13	37	320	56	42	349	20	1176
4:30 PM	59	137	35	22	110	29	43	333	41	34	372	24	1239
4:45 PM	71	138	43	26	81	18	40	389	44	59	398	22	1329
5:00 PM	60	157	39	30	138	18	30	354	46	66	403	32	1373
5:15 PM	74	153	39	39	105	24	31	385	40	67	394	34	1385
5:30 PM	57	142	36	26	115	13	37	343	40	65	415	29	1318
5:45 PM	68	141	46	24	99	19	37	402	48	61	386	38	1369
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 517	NT 1125	NR 297	SL 223	ST 839	SR 148	EL 280	ET 2815	ER 343	WL 442	WT 3048	WR 219	TOTAL 10296

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	259	593	160	119	457	74	135	1484	174	259	1598	133	5445
PEAK HR. FACTOR:		0.951			0.874			0.920			0.977		0.983

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

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

E-W STREET: Imperial Highway DAY: THURSDAY PROJECT# 07-2009-040

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	3	1	2	3	1	2	3	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	36	137	31	40	134	32	22	256	63	61	185	11	1008
7:15 AM	42	150	41	94	111	25	23	271	70	62	173	17	1079
7:30 AM	32	167	96	113	203	73	23	227	87	45	306	22	1394
7:45 AM	47	230	51	134	212	63	46	280	159	46	516	12	1796
8:00 AM	59	203	63	116	208	46	35	313	132	52	506	26	1759
8:15 AM	57	243	42	107	86	41	31	216	106	47	489	17	1482
8:30 AM	58	215	41	80	55	31	11	226	101	42	403	28	1291
8:45 AM	55	139	30	49	85	33	26	233	78	48	325	25	1126
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 386	NT 1484	NR 395	SL 733	ST 1094	SR 344	EL 217	ET 2022	ER 796	WL 403	WT 2903	WR 158	TOTAL 10935

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	195	843	252	470	709	223	135	1036	484	190	1817	77	6431
PEAK HR. FACTOR:		0.943			0.857			0.853			0.892		0.895

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

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

E-W STREET: Imperial Highway DAY: THURSDAY PROJECT# 07-2009-040

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	3	1	2	3	1	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	47	259	29	97	66	27	69	454	112	87	400	38	1685
4:15 PM	44	248	28	90	154	20	85	242	108	75	392	19	1505
4:30 PM	47	206	24	95	205	16	88	339	115	67	364	16	1582
4:45 PM	46	226	17	123	175	30	92	390	77	51	392	21	1640
5:00 PM	68	211	19	143	207	25	85	399	124	15	456	25	1777
5:15 PM	37	222	12	114	167	19	82	400	90	93	460	17	1713
5:30 PM	64	213	24	87	196	23	86	369	73	83	344	20	1582
5:45 PM	45	219	38	69	166	36	92	363	105	88	408	35	1664
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 398	NT 1804	NR 191	SL 818	ST 1336	SR 196	EL 679	ET 2956	ER 804	WL 559	WT 3216	WR 191	TOTAL 13148

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	214	865	93	413	736	103	345	1531	392	279	1668	97	6736
PEAK HR. FACTOR:		0.970			0.835			0.933			0.896		0.948

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Kraemer Blvd DATE: 01/17/2007 LOCATION: City of Puente Hills

E-W STREET: Imperial Highway DAY: WEDNESDAY PROJECT# 07-2009-055

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	2	2	1	2	3	0	2	3	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	37	76	21	49	135	19	78	313	29	11	282	17	1067
7:15 AM	40	80	17	58	148	26	85	325	39	14	303	18	1153
7:30 AM	46	82	17	64	157	24	85	345	41	14	310	28	1213
7:45 AM	73	140	32	65	193	33	82	377	57	21	343	39	1455
8:00 AM	117	100	45	90	159	26	90	471	40	8	299	11	1456
8:15 AM	43	69	30	80	179	24	53	393	61	31	369	23	1355
8:30 AM	67	78	30	82	135	18	41	311	51	20	279	14	1126
8:45 AM	39	53	22	49	103	20	33	207	36	20	252	17	851
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 462	NT 678	NR 214	SL 537	ST 1209	SR 190	EL 547	ET 2742	ER 354	WL 139	WT 2437	WR 167	TOTAL 9676

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	279	391	124	299	688	107	310	1586	199	74	1321	101	5479
PEAK HR. FACTOR:		0.758			0.940			0.871			0.884		0.941

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Kraemer Blvd DATE: 01/17/2007 LOCATION: City of Puente Hills

E-W STREET: Imperial Highway DAY: WEDNESDAY PROJECT# 07-2009-055

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	2	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	74	104	7	63	119	42	45	308	33	31	285	32	1143
4:15 PM	91	108	9	69	107	44	42	318	36	29	326	38	1217
4:30 PM	134	143	22	67	150	69	55	381	65	47	379	38	1550
4:45 PM	113	121	19	107	195	65	44	357	51	26	296	31	1425
5:00 PM	108	158	22	86	166	55	38	400	59	65	441	52	1650
5:15 PM	121	164	25	61	171	38	45	371	65	67	349	51	1528
5:30 PM	117	165	23	95	168	53	46	412	55	35	412	34	1615
5:45 PM	110	150	20	90	170	55	38	422	50	27	338	35	1505
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 868	NT 1113	NR 147	SL 638	ST 1246	SR 421	EL 353	ET 2969	ER 414	WL 327	WT 2826	WR 311	TOTAL 11633

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	456	637	90	332	675	201	167	1605	229	194	1540	172	6298
PEAK HR. FACTOR:		0.954			0.956			0.975			0.854		0.954

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beach Blvd DATE: 10/09/2007 LOCATION: City of La Mirada

E-W STREET: Rosecrans DAY: TUESDAY PROJECT# 07-1264-046

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	1	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	10	109	9	19	224	29	43	100	25	23	127	12	730
7:15 AM	26	211	41	41	420	69	37	134	53	33	183	19	1267
7:30 AM	23	254	22	34	437	61	40	119	57	33	150	31	1261
7:45 AM	35	279	27	28	432	90	48	135	72	29	197	23	1395
8:00 AM	37	240	14	30	418	51	45	115	57	41	124	29	1201
8:15 AM	38	239	23	23	396	48	49	139	51	46	128	33	1213
8:30 AM	33	262	21	39	384	41	38	112	37	44	95	25	1131
8:45 AM	33	214	19	26	306	45	41	81	46	39	104	36	990
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 235	NT 1808	NR 176	SL 240	ST 3017	SR 434	EL 341	ET 935	ER 398	WL 288	WT 1108	WR 208	TOTAL 9188

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	121	984	104	133	1707	271	170	503	239	136	654	102	5124
PEAK HR. FACTOR:		0.886			0.960			0.894			0.896		0.918

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beach Blvd DATE: 10/09/2007 LOCATION: City of La Mirada

E-W STREET: Rosecrans DAY: TUESDAY PROJECT# 07-1264-046

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	1	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	39	374	21	27	243	43	69	121	33	27	94	36	1127
4:15 PM	34	411	33	36	255	57	75	137	45	33	121	41	1278
4:30 PM	38	428	41	28	241	47	63	158	33	36	143	45	1301
4:45 PM	36	456	44	32	268	62	71	176	39	37	138	39	1398
5:00 PM	30	439	48	37	289	53	77	161	31	35	149	51	1400
5:15 PM	39	434	43	40	238	61	77	185	40	47	135	73	1412
5:30 PM	33	437	34	36	252	69	85	151	37	40	128	69	1371
5:45 PM	42	451	41	36	258	58	76	150	42	39	139	56	1388
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 291	NT 3430	NR 305	SL 272	ST 2044	SR 450	EL 593	ET 1239	ER 300	WL 294	WT 1047	WR 410	TOTAL 10675

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	138	1766	169	145	1047	245	310	673	147	159	550	232	5581
PEAK HR. FACTOR:		0.967			0.948			0.935			0.923		0.988

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by: National Data & Surveying Services

Intersection # 183
Measure M 1-Day counts

N-S STREET: Kraemer Blvd DATE: 4/17/2007 LOCATION: City of Placentia

E-W STREET: Yorba Linda Blvd DAY: TUESDAY PROJECT# 07-1062-072

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
LANES:	NL	NT	NR	S/Leg Peds	SL	ST	SR	N/Leg Peds	EL	ET	ER	W/Leg Peds	WL	WT	WR	E/Leg Peds	TOTAL
6:00 AM	21	26	3	0	6	50	13	2	11	51	10	0	13	105	9	0	318
6:15 AM	20	31	9	0	9	76	8	1	17	112	9	0	18	122	6	1	437
6:30 AM	29	40	14	2	16	103	15	1	28	139	12	1	26	160	17	1	599
6:45 AM	39	75	20	0	35	164	11	1	27	111	22	0	28	222	20	4	774
7:00 AM	42	56	24	1	44	174	19	3	58	191	40	2	27	217	18	0	910
7:15 AM	65	79	23	1	34	239	20	2	49	242	31	1	40	258	15	1	1095
7:30 AM	58	97	38	7	60	192	22	5	44	205	58	1	53	320	36	1	1183
7:45 AM	76	159	74	0	63	126	40	1	60	213	59	0	63	307	58	0	1298
8:00 AM	65	107	31	1	38	196	35	0	29	196	40	0	70	297	36	0	1140
8:15 AM	59	71	18	0	22	118	16	1	46	163	46	0	42	229	19	0	849
8:30 AM	55	90	14	6	22	130	11	2	63	194	48	0	57	244	31	2	959
8:45 AM	53	114	24	0	37	204	22	1	71	265	38	0	34	167	15	0	1044
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	NT	NR	PEDS	SL	ST	SR	PEDS	EL	ET	ER	PEDS	WL	WT	WR	PEDS	TOTAL
	582	945	292		386	1772	232		503	2082	413		471	2648	280		10606
				18				20				5				10	

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =																	
	264	442	166		195	753	117		182	856	188		226	1182	145		4716
PEAK HR. FACTOR:	0.868	0.695	0.561	0.706	0.774	0.788	0.731	0.909	0.758	0.884	0.797	0.923	0.807	0.923	0.625	0.907	0.908

CONTROL:

Intersection Turning Movement

Prepared by: National Data & Surveying Services

Intersection # 183
Measure M 1-Day counts

N-S STREET: Kraemer Blvd DATE: 4/17/2007 LOCATION: City of Placentia

E-W STREET: Yorba Linda Blvd DAY: TUESDAY PROJECT# 07-1062-072

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
LANES:	NL	NT	NR	S/leg Peds	SL	ST	SR	N/Leg Peds	EL	ET	ER	W/Leg Peds	WL	WT	WR	E/Leg Peds	TOTAL
3:00 PM	80	168	40	3	45	131	70	5	52	241	62	4	54	265	29	0	1237
3:15 PM	73	155	46	6	57	130	39	6	47	238	31	6	35	201	20	5	1072
3:30 PM	65	161	45	1	63	154	21	2	44	290	53	4	46	210	28	3	1180
3:45 PM	76	165	59	3	36	151	33	2	51	236	33	2	46	259	23	6	1168
4:00 PM	85	151	44	7	31	208	48	0	47	359	59	5	34	193	37	1	1296
4:15 PM	72	175	43	0	62	169	39	6	41	341	70	4	41	207	28	1	1288
4:30 PM	53	312	42	1	40	181	49	3	47	344	22	5	41	250	17	1	1398
4:45 PM	69	183	58	0	80	203	37	1	43	193	48	0	45	234	30	5	1223
5:00 PM	94	229	57	0	63	192	48	1	68	303	26	1	39	232	30	3	1381
5:15 PM	71	235	52	2	66	191	45	0	64	349	51	0	43	287	40	2	1494
5:30 PM	81	256	59	0	52	146	53	2	48	200	50	0	46	240	31	0	1262
5:45 PM	87	242	56	1	46	167	53	1	50	248	64	2	42	209	25	3	1289
6:00 PM	94	215	60	0	41	100	45	0	48	212	27	0	38	174	29	0	1083
6:15 PM	69	230	44	2	55	145	47	0	55	294	54	1	43	223	32	3	1291
6:30 PM	75	165	33	0	48	134	41	5	51	245	25	1	34	201	18	1	1070
6:45 PM	65	179	32	1	25	86	36	0	43	261	33	1	23	193	31	5	1007
7:00 PM																	
7:15 PM																	
TOTAL VOLUMES =	NL 1209	NT 3221	NR 770	PEDS 27	SL 810	ST 2488	SR 704	PEDS 34	EL 799	ET 4354	ER 708	PEDS 36	WL 650	WT 3578	WR 448	PEDS 39	TOTAL 19739
AM Peak Hr Begins at:	430 PM																
PEAK VOLUMES =	287	959	209		249	767	179		222	1189	147		168	1003	117		5496
PEAK HR. FACTOR:	0.763	0.768	0.901	0.894	0.778	0.945	0.913	0.934	0.816	0.852	0.721	0.839	0.933	0.874	0.788	0.870	0.920
CONTROL:																	

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Central Orange County
1-Day Counts

N-S STREET: Brookhurst St. DATE: 9/25/2007 LOCATION: City of Anaheim

E-W STREET: La Palma Ave. DAY: TUESDAY PROJECT# 07-1082-044

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	3	1	2	3	1	2	3	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	26	274	21	21	248	31	68	165	14	42	143	15	1068
7:15 AM	36	259	32	36	256	41	76	174	15	56	162	22	1165
7:30 AM	32	271	37	28	262	35	85	186	18	72	175	10	1211
7:45 AM	41	322	53	37	266	44	102	201	13	46	213	12	1350
8:00 AM	60	343	38	18	283	32	108	168	21	32	182	20	1305
8:15 AM	54	220	29	26	365	32	63	184	22	53	170	7	1225
8:30 AM	42	239	34	34	270	19	35	158	13	34	105	8	991
8:45 AM	49	235	35	22	329	19	58	152	13	38	162	15	1127
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 =	340	2163	279	222	2279	253	595	1388	129	373	1312	109	9442

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	187	1156	157	109	1176	143	358	739	74	203	740	49	5091
PEAK HR. FACTOR:		0.850			0.844			0.926			0.915		0.943

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Central Orange County
1-Day Counts

N-S STREET: Brookhurst St. DATE: 9/25/2007 LOCATION: City of Anaheim

E-W STREET: La Palma Ave. DAY: TUESDAY PROJECT# 07-1082-044

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	3	1	2	3	1	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	57	343	45	26	211	19	63	156	22	61	265	23	1291
4:15 PM	76	351	63	32	267	26	64	173	18	90	246	21	1427
4:30 PM	71	365	68	29	282	23	65	161	23	81	266	25	1459
4:45 PM	75	377	60	36	294	29	74	191	22	75	241	26	1500
5:00 PM	87	384	76	34	253	20	81	219	22	78	264	26	1544
5:15 PM	73	403	79	32	281	26	98	251	23	109	283	39	1697
5:30 PM	77	382	80	26	306	39	115	248	31	97	271	28	1700
5:45 PM	88	341	65	23	252	24	67	219	19	103	252	20	1473
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 604	NT 2946	NR 536	SL 238	ST 2146	SR 206	EL 627	ET 1618	ER 180	WL 694	WT 2088	WR 208	TOTAL 12091

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	312	1546	295	128	1134	114	368	909	98	359	1059	119	6441
PEAK HR. FACTOR:		0.970			0.927			0.872			0.892		0.947

CONTROL: Signalized

N-S STREET: Harbor Blvd DATE: 11/5/2008 LOCATION: City of Anaheim

E-W STREET: La Palma Ave DAY: WEDNESDAY PROJECT# 08-1258-004

	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	1	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	12	96	6	19	171	33	28	60	22	22	90	6	565
7:15 AM	21	118	7	12	147	46	45	117	13	50	150	6	732
7:30 AM	35	180	11	26	255	65	66	198	24	68	233	6	1167
7:45 AM	31	209	13	35	284	42	88	164	25	84	169	6	1150
8:00 AM	28	239	10	36	267	33	49	151	10	44	153	13	1033
8:15 AM	14	198	5	29	195	31	73	156	13	32	156	9	911
8:30 AM	7	228	5	19	228	41	33	140	11	20	124	11	867
8:45 AM	16	210	6	30	196	32	29	134	9	40	119	8	829
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 =	164	1478	63	206	1743	323	411	1120	127	360	1194	65	7254

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	108	826	39	126	1001	171	276	669	72	228	711	34	4261
PEAK HR. FACTOR:		0.878			0.899			0.883			0.792		0.913

CONTROL: SIGNALIZED

N-S STREET: Harbor Blvd DATE: 11/5/2008 LOCATION: City of Anaheim

E-W STREET: La Palma Ave DAY: WEDNESDAY PROJECT# 08-1258-004

	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	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	11	184	11	17	137	32	39	124	13	35	142	12	757
4:15 PM	13	208	13	28	153	41	46	131	21	45	153	14	866
4:30 PM	18	236	20	25	165	42	59	145	12	31	188	24	965
4:45 PM	23	243	16	19	181	61	72	158	19	42	175	21	1030
5:00 PM	27	235	15	21	193	67	81	172	33	47	214	31	1136
5:15 PM	29	228	17	23	206	73	69	164	29	32	196	29	1095
5:30 PM	21	213	9	16	185	65	83	149	24	49	175	27	1016
5:45 PM	24	208	10	15	179	45	59	138	29	39	143	18	907
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 166	NT 1755	NR 111	SL 164	ST 1399	SR 426	EL 508	ET 1181	ER 180	WL 320	WT 1386	WR 176	TOTAL 7772

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	100	919	57	79	765	266	305	643	105	170	760	108	4277
PEAK HR. FACTOR:		0.954			0.919			0.920			0.889		0.941

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lemon St DATE: 10/4/2007 LOCATION: City of Anaheim

E-W STREET: La Palma Ave DAY: THURSDAY PROJECT# 07-1264-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	.3	.3	.3	2	0	1	1	3	0	0	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	53	2	111		29	41	95			119	30	485
7:15 AM	7	71	5	136		33	53	107			130	37	579
7:30 AM	5	63	5	146		41	58	120			164	50	652
7:45 AM	3	89	2	151		47	66	131			153	44	686
8:00 AM	9	92	3	147		35	64	123			143	58	674
8:15 AM	7	87	2	118		49	71	118			138	53	643
8:30 AM	2	65	1	107		34	59	107			128	56	559
8:45 AM	5	43	3	119		48	49	98			127	64	556
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 =	43	563	23	1035	0	316	461	899	0	0	1102	392	4834

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	24	331	12	562	0	172	259	492	0	0	598	205	2655
PEAK HR. FACTOR:		0.882			0.927			0.953			0.938		0.968

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Lemon St DATE: 10/4/2007 LOCATION: City of Anaheim

E-W STREET: La Palma Ave DAY: THURSDAY PROJECT# 07-1264-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	.3	.3	.3	2	0	1	1	3	0	0	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	61	5	117		49	51	107			134	70	602
4:15 PM	8	74	4	136		53	46	130			156	86	693
4:30 PM	12	104	3	138		60	47	123			163	119	769
4:45 PM	13	100	3	146		74	68	145			174	126	849
5:00 PM	11	91	2	150		68	78	152			215	131	898
5:15 PM	15	78	3	159		86	83	149			228	124	925
5:30 PM	12	92	2	149		72	77	130			209	140	883
5:45 PM	7	81	3	137		57	68	118			177	102	750
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	86	681	25	1132	0	519	518	1054	0	0	1456	898	6369

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	51	361	10	604	0	300	306	576	0	0	826	521	3555
PEAK HR. FACTOR:		0.909			0.922			0.950			0.957		0.961

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Raymond Ave DATE: 9/27/2007 LOCATION: City of Anaheim

E-W STREET: La Palma Ave DAY: THURSDAY PROJECT# 07-1264-004

	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	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	15	116	32	7	109	33	37	121	12	31	122	18	653
7:15 AM	7	129	45	9	114	32	34	188	17	20	119	21	735
7:30 AM	8	144	48	6	144	44	56	254	30	35	153	22	944
7:45 AM	22	188	73	16	126	26	57	298	25	31	196	27	1085
8:00 AM	20	149	48	18	111	23	45	239	27	33	141	18	872
8:15 AM	17	127	53	10	110	37	33	177	17	33	123	33	770
8:30 AM	11	114	22	8	97	24	28	106	7	22	139	14	592
8:45 AM	13	115	33	11	99	31	22	127	13	21	116	13	614
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 =	113	1082	354	85	910	250	312	1510	148	226	1109	166	6265

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	67	608	222	50	491	130	191	968	99	132	613	100	3671
PEAK HR. FACTOR:		0.792			0.865			0.828			0.832		0.846

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Raymond Ave DATE: 9/27/2007 LOCATION: City of Anaheim

E-W STREET: La Palma Ave DAY: THURSDAY PROJECT# 07-1264-004

	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	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	167	32	14	144	52	50	154	24	43	177	21	893
4:15 PM	14	178	45	12	140	50	54	137	37	60	249	21	997
4:30 PM	20	203	44	12	136	41	59	132	23	49	201	22	942
4:45 PM	15	191	65	16	137	50	80	175	28	45	217	38	1057
5:00 PM	9	216	64	19	139	61	66	156	25	41	237	27	1060
5:15 PM	14	204	77	13	125	56	79	208	28	57	258	34	1153
5:30 PM	19	216	69	9	172	44	62	177	35	65	199	28	1095
5:45 PM	18	192	57	10	124	35	66	179	29	38	234	36	1018
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	124	1567	453	105	1117	389	516	1318	229	398	1772	227	8215

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	57	827	275	57	573	211	287	716	116	208	911	127	4365
PEAK HR. FACTOR:		0.953			0.934			0.888			0.893		0.946

CONTROL: Signalized

N-S STREET: State College Blvd DATE: 11/11/2008 LOCATION: City of Anaheim

E-W STREET: La Palma Ave DAY: TUESDAY PROJECT# 08-1258-029

	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	1	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	22	71	25	51	123	12	31	95	22	41	129	83	705
7:15 AM	26	93	16	40	177	14	18	87	21	48	135	72	747
7:30 AM	46	134	34	33	189	25	44	145	58	60	124	106	998
7:45 AM	58	141	42	61	193	21	28	163	34	58	129	66	994
8:00 AM	46	130	44	73	174	24	38	174	34	75	179	74	1065
8:15 AM	39	133	31	62	178	25	31	120	31	47	132	68	897
8:30 AM	30	154	27	49	144	23	30	93	22	47	130	98	847
8:45 AM	31	103	26	48	159	12	24	62	21	21	112	92	711
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 298	NT 959	NR 245	SL 417	ST 1337	SR 156	EL 244	ET 939	ER 243	WL 397	WT 1070	WR 659	TOTAL 6964

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	189	538	151	229	734	95	141	602	157	240	564	314	3954
PEAK HR. FACTOR:		0.911			0.962			0.911			0.852		0.928

CONTROL: Signalized

N-S STREET: State College Blvd DATE: 11/11/2008 LOCATION: City of Anaheim

E-W STREET: La Palma Ave DAY: TUESDAY PROJECT# 08-1258-029

	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	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	91	180	40	79	203	54	23	106	52	63	239	82	1212
4:15 PM	70	238	32	59	171	39	42	134	51	72	273	81	1262
4:30 PM	69	285	20	86	196	40	29	113	43	59	309	92	1341
4:45 PM	107	324	28	97	271	50	51	147	52	52	348	101	1628
5:00 PM	69	242	16	68	195	30	38	99	31	58	208	76	1130
5:15 PM	94	274	26	70	212	49	58	182	40	100	295	114	1514
5:30 PM	98	248	26	83	237	43	52	162	33	84	273	94	1433
5:45 PM	78	272	24	89	184	48	50	137	33	45	225	91	1276
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 676	NT 2063	NR 212	SL 631	ST 1669	SR 353	EL 343	ET 1080	ER 335	WL 533	WT 2170	WR 731	TOTAL 10796

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	368	1088	96	318	915	172	199	590	156	294	1124	385	5705
PEAK HR. FACTOR:		0.845			0.840			0.844			0.886		0.876

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 57 SB Ramps DATE: 10/16/2007 LOCATION: City of Brea

E-W STREET: Imperial Hwy DAY: TUESDAY PROJECT# 07-1264-055

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	0	1.5	0	3	1	0	3	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				151		42		254	87		262	59	855
7:15 AM				145		68		312	116		307	66	1014
7:30 AM				148		79		320	132		358	84	1121
7:45 AM				225		92		369	122		504	87	1399
8:00 AM				246		69		300	132		386	98	1231
8:15 AM				160		70		215	124		382	90	1041
8:30 AM				170		86		255	126		329	85	1051
8:45 AM				154		75		223	99		364	63	978
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 =	0	0	0	1399	0	581	0	2248	938	0	2892	632	8690

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	0	0	779	0	310	0	1204	510	0	1630	359	4792
PEAK HR. FACTOR:		0.000			0.859			0.873			0.841		0.856

CONTROL: Signalized;

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 57 SB Ramps DATE: 10/16/2007 LOCATION: City of Brea

E-W STREET: Imperial Hwy DAY: TUESDAY PROJECT# 07-1264-055

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.5	0	1.5	0	3	1	0	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				167		105		376	125		359	47	1179
4:15 PM				141		82		381	122		400	43	1169
4:30 PM				160		114		344	119		346	110	1193
4:45 PM				153		108		377	121		418	226	1403
5:00 PM				181		92		396	152		406	83	1310
5:15 PM				177		94		393	164		418	85	1331
5:30 PM				172		117		387	166		383	77	1302
5:45 PM				152		110		410	120		482	70	1344
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 1303	ST 0	SR 822	EL 0	ET 3064	ER 1089	WL 0	WT 3212	WR 741	TOTAL 10231

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	0	0	683	0	411	0	1553	603	0	1625	471	5346
PEAK HR. FACTOR:		0.000			0.946			0.968			0.814		0.953

CONTROL: Signalized;

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: SR-57 NB Ramps DATE: 1/11/2007 LOCATION: City of Puente Hills

E-W STREET: Imperial Highway DAY: THURSDAY PROJECT# 07-2009-046

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2.5	0.5	1	0	1	0	1	3	1	1	3	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	277	12	120			4	13	278	120	1	282	141	1248
7:15 AM	233	15	118			3	18	319	113	0	326	132	1277
7:30 AM	236	13	131			5	17	385	109	1	298	130	1325
7:45 AM	163	13	109			7	10	388	91	0	299	151	1231
8:00 AM	152	11	96			8	9	478	89	2	355	151	1351
8:15 AM	119	14	98			10	10	436	92	1	329	158	1267
8:30 AM	129	12	89			9	8	325	46	0	244	162	1024
8:45 AM	144	14	103			11	11	288	53	2	229	128	983
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 =	1453	104	864	0	0	57	96	2897	713	7	2362	1153	9706
AM Peak Hr Begins at:			715 AM										
PEAK VOLUMES =	784	52	454	0	0	23	54	1570	402	3	1278	564	5184
PEAK HR. FACTOR:		0.849			0.719			0.879			0.908		0.959

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: SR-57 NB Ramps DATE: 1/11/2007 LOCATION: City of Puente Hills

E-W STREET: Imperial Highway DAY: THURSDAY PROJECT# 07-2009-046

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2.5	0.5	1	0	1	0	1	3	1	1	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	166	2	81			52	35	421	60	6	363	157	1343
4:15 PM	154	2	69			55	41	463	80	7	440	185	1496
4:30 PM	158	4	76			65	38	497	94	6	406	192	1536
4:45 PM	177	5	82			84	40	375	107	5	423	205	1503
5:00 PM	163	6	92			77	38	495	68	7	425	276	1647
5:15 PM	177	13	103			62	34	520	37	5	403	225	1579
5:30 PM	178	12	98			52	26	502	36	6	398	179	1487
5:45 PM	177	15	94			42	30	363	35	5	354	129	1244
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 1350	NT 59	NR 695	SL 0	ST 0	SR 489	EL 282	ET 3636	ER 517	WL 47	WT 3212	WR 1548	TOTAL 11835

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	675	28	353	0	0	288	150	1887	306	23	1657	898	6265
PEAK HR. FACTOR:		0.901			0.857			0.931			0.910		0.951

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 57 SB Ramps DATE: 10/11/2007 LOCATION: City of Fullerton

E-W STREET: Yorba Linda Blvd DAY: THURSDAY PROJECT# 07-1264-034

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	3	1	0	3	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				30		59		131	120		215	117	672
7:15 AM				43		75		165	140		229	140	792
7:30 AM				68		103		178	156		245	123	873
7:45 AM				56		82		184	139		268	164	893
8:00 AM				72		105		182	160		311	152	982
8:15 AM				61		99		175	146		296	132	909
8:30 AM				79		69		163	120		285	116	832
8:45 AM				55		74		149	112		268	98	756
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 0	NT 0	NR 0	SL 464	ST 0	SR 666	EL 0	ET 1327	ER 1093	WL 0	WT 2117	WR 1042	TOTAL 6709

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	0	0	257	0	389	0	719	601	0	1120	571	3657
PEAK HR. FACTOR:		0.000			0.912			0.965			0.913		0.931

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 57 SB Ramps DATE: 10/11/2007 LOCATION: City of Fullerton

E-W STREET: Yorba Linda Blvd DAY: THURSDAY PROJECT# 07-1264-034

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	3	1	0	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				184		22		257	73		259	36	831
4:15 PM				153		36		255	78		290	40	852
4:30 PM				198		30		247	80		303	31	889
4:45 PM				213		34		283	82		312	34	958
5:00 PM				209		36		305	94		341	43	1028
5:15 PM				194		34		310	106		357	60	1061
5:30 PM				217		31		316	83		344	49	1040
5:45 PM				204		26		263	74		360	44	971
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	0	0	0	1572	0	249	0	2236	670	0	2566	337	7630

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	0	0	824	0	127	0	1194	357	0	1402	196	4100
PEAK HR. FACTOR:		0.000			0.959			0.932			0.958		0.966

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 57 NB Ramps DATE: 10/10/2007 LOCATION: City of Fullerton

E-W STREET: Yorba Linda Blvd DAY: WEDNESDAY PROJECT# 07-1264-035

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	3	1	0	3	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	63		137					162	19		283	143	807
7:15 AM	75		147					178	22		315	172	909
7:30 AM	84		158					186	16		348	187	979
7:45 AM	100		168					246	22		343	168	1047
8:00 AM	75		99					222	18		356	125	895
8:15 AM	94		107					213	29		300	135	878
8:30 AM	88		119					184	24		284	141	840
8:45 AM	94		114					210	17		263	124	822
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 =	673	0	1049	0	0	0	0	1601	167	0	2492	1195	7177

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	334	0	572	0	0	0	0	832	78	0	1362	652	3830
PEAK HR. FACTOR:		0.845			0.000			0.849			0.941		0.915

CONTROL: Signalized;

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 57 NB Ramps DATE: 10/10/2007 LOCATION: City of Fullerton

E-W STREET: Yorba Linda Blvd DAY: WEDNESDAY PROJECT# 07-1264-035

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	3	1	0	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	52		120					326	140		349	88	1075
4:15 PM	64		165					292	150		288	68	1027
4:30 PM	57		205					260	166		252	78	1018
4:45 PM	71		148					238	171		265	42	935
5:00 PM	65		257					305	180		270	68	1145
5:15 PM	95		150					273	192		326	44	1080
5:30 PM	86		216					386	170		286	64	1208
5:45 PM	61		247					395	152		302	82	1239
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 551	NT 0	NR 1508	SL 0	ST 0	SR 0	EL 0	ET 2475	ER 1321	WL 0	WT 2338	WR 534	TOTAL 8727

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	307	0	870	0	0	0	0	1359	694	0	1184	258	4672
PEAK HR. FACTOR:		0.914			0.000			0.923			0.939		0.943

CONTROL: Signalized;

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: SR-57 SB On/Off Ramps DATE: 5/12/2009 LOCATION: City of Fullerton

E-W STREET: Nutwood Ave DAY: TUESDAY PROJECT# 09-5383-020

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.3	0.3	1.3	0	1.5	1.5	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				11	16	32		70	35	78	130		372
7:15 AM				17	28	48		42	51	73	236		495
7:30 AM				13	15	74		62	54	89	340		647
7:45 AM				27	37	97		76	62	84	354		737
8:00 AM				30	39	128		74	79	66	314		730
8:15 AM				25	51	115		92	67	54	340		744
8:30 AM				22	54	111		62	54	53	338		694
8:45 AM				35	55	111		57	53	30	302		643
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 0	NT 0	NR 0	SL 180	ST 295	SR 716	EL 0	ET 535	ER 455	WL 527	WT 2354	WR 0	TOTAL 5062

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	0	0	104	181	451	0	304	262	257	1346	0	2905
PEAK HR. FACTOR:		0.000			0.934			0.890			0.915		0.976

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: SR-57 SB On/Off Ramps DATE: 5/12/2009 LOCATION: City of Fullerton

E-W STREET: Nutwood Ave DAY: TUESDAY PROJECT# 09-5383-020

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1.3	0.3	1.3	0	1.5	1.5	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				29	49	74		150	95	24	133		554
4:15 PM				33	45	51		117	93	30	125		494
4:30 PM				39	47	53		146	82	26	156		549
4:45 PM				21	51	66		147	106	32	114		537
5:00 PM				15	50	59		138	158	44	144		608
5:15 PM				38	57	66		144	173	29	154		661
5:30 PM				31	59	10		134	142	24	141		541
5:45 PM				36	51	71		152	121	42	121		594
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 242	ST 409	SR 450	EL 0	ET 1128	ER 970	WL 251	WT 1088	WR 0	TOTAL 4538

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	0	0	120	217	206	0	568	594	139	560	0	2404
PEAK HR. FACTOR:		0.000			0.843			0.916			0.930		0.909

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: SR-57 NB On/Off Ramps DATE: 5/14/2009 LOCATION: City of Fullerton

E-W STREET: Nutwood Ave DAY: THURSDAY PROJECT# 09-5383-021

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	1	1.5	0	0	0	2	2	0	0	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	117	60	22				25	39			72	20	355
7:15 AM	146	54	25				19	36			109	14	403
7:30 AM	234	65	25				32	96			113	13	578
7:45 AM	247	61	20				31	67			170	8	604
8:00 AM	254	72	13				15	73			154	9	590
8:15 AM	252	55	13				28	63			134	13	558
8:30 AM	216	53	19				14	50			86	8	446
8:45 AM	254	81	14				21	48			110	11	539
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 =	1720	501	151	0	0	0	185	472	0	0	948	96	4073
PEAK VOLUMES =	987	253	71	0	0	0	106	299	0	0	571	43	2330
PEAK HR. FACTOR:		0.967			0.000			0.791			0.862		0.964

AM Peak Hr Begins at: 730 AM

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: SR-57 NB On/Off Ramps DATE: 5/14/2009 LOCATION: City of Fullerton

E-W STREET: Nutwood Ave DAY: THURSDAY PROJECT# 09-5383-021

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	1	1.5	0	0	0	2	2	0	0	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	86	128	32				67	135			127	12	587
4:15 PM	99	128	32				56	132			101	28	576
4:30 PM	56	125	38				37	148			76	15	495
4:45 PM	57	122	24				40	145			97	15	500
5:00 PM	50	136	31				39	123			86	12	477
5:15 PM	69	124	27				67	130			100	18	535
5:30 PM	76	139	34				63	166			116	22	616
5:45 PM	57	106	36				55	166			120	19	559
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	550	1008	254	0	0	0	424	1145	0	0	823	141	4345
PEAK VOLUMES =	252	505	128	0	0	0	224	585	0	0	422	71	2187
PEAK HR. FACTOR:		0.889			0.000			0.883			0.887		0.888

PM Peak Hr Begins at: 500 PM

CONTROL: Signalized

N-S STREET: SR-57 SB Ramps (Caltrans) DATE: 10/14/2008 LOCATION: City of Fullerton

E-W STREET: Chapman Ave (North) DAY: TUESDAY PROJECT# 08-1236-025

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	2	1	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				13	6	33		119	99	119	246		635
7:15 AM				21	7	24		104	97	125	284		662
7:30 AM				16	3	36		125	92	128	344		744
7:45 AM				15	6	51		146	96	103	408		825
8:00 AM				18	4	38		134	93	105	424		816
8:15 AM				13	4	40		121	102	105	415		800
8:30 AM				21	1	46		125	84	85	376		738
8:45 AM				20	5	39		112	73	77	318		644
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 0	NT 0	NR 0	SL 137	ST 36	SR 307	EL 0	ET 986	ER 736	WL 847	WT 2815	WR 0	TOTAL 5864

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	0	0	62	17	165	0	526	383	441	1591	0	3185
PEAK HR. FACTOR:		0.000			0.847			0.939			0.960		0.965

CONTROL: 1-Way Stop Sign (SB)

N-S STREET: SR-57 SB Ramps (Caltrans) DATE: 10/14/2008 LOCATION: City of Fullerton

E-W STREET: Chapman Ave (North) DAY: TUESDAY PROJECT# 08-1236-025

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	0	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				22	2	46		175	108	72	285		710
4:15 PM				25	4	32		228	125	55	312		781
4:30 PM				17	5	38		247	107	75	318		807
4:45 PM				19	2	38		226	97	60	342		784
5:00 PM				27	3	32		228	111	61	321		783
5:15 PM				24	5	51		250	108	65	359		862
5:30 PM				28	5	60		294	89	70	363		909
5:45 PM				24	4	35		226	98	62	419		868
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 186	ST 30	SR 332	EL 0	ET 1874	ER 843	WL 520	WT 2719	WR 0	TOTAL 6504

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	0	0	103	17	178	0	998	406	258	1462	0	3422
PEAK HR. FACTOR:		0.000			0.801			0.916			0.894		0.941

CONTROL: 1-Way Stop Sign (SB)

N-S STREET: SR-57 NB Ramps (Caltrans) DATE: 10/9/2008 LOCATION: City of Fullerton

E-W STREET: Chapman Ave (North) DAY: THURSDAY PROJECT# 08-1236-026

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	.	1.5				1	2			2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	157	1	70				30	106			236	29	629
7:15 AM	176	0	97				26	96			266	23	684
7:30 AM	223	1	79				41	126			254	40	764
7:45 AM	227	0	71				35	118			250	32	733
8:00 AM	247	1	73				31	115			288	36	791
8:15 AM	243	4	63				32	106			257	38	743
8:30 AM	216	3	51				36	108			243	29	686
8:45 AM	166	2	54				34	101			217	31	605
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 =	1655	12	558	0	0	0	265	876	0	0	2011	258	5635

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	940	6	286	0	0	0	139	465	0	0	1049	146	3031
PEAK HR. FACTOR:		0.960			0.000			0.904			0.922		0.958

CONTROL: Signalized

N-S STREET: SR-57 NB Ramps (Caltrans) DATE: 10/9/2008 LOCATION: City of Fullerton

E-W STREET: Chapman Ave (North) DAY: THURSDAY PROJECT# 08-1236-026

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	.	1.5				1	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	111	1	63				24	182			264	59	704
4:15 PM	130	4	77				39	217			255	61	783
4:30 PM	107	2	72				42	213			271	64	771
4:45 PM	112	3	95				37	202			288	48	785
5:00 PM	117	4	81				47	208			272	58	787
5:15 PM	123	7	85				39	230			307	62	853
5:30 PM	142	1	72				49	262			282	50	858
5:45 PM	170	1	96				35	211			299	48	860
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 =	1012	23	641	0	0	0	312	1725	0	0	2238	450	6401

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	552	13	334	0	0	0	170	911	0	0	1160	218	3358
PEAK HR. FACTOR:		0.842			0.000			0.869			0.934		0.976

CONTROL: Signalized

Start Date	5/21/2009																			
Start Time	7:00																			
Site Code	0																			
Street Name	SR-57 SB ON/OFF RAMPS--Southbound					ORANGETHORPE AVENUE--Westbound					IOWA PLACE--Northbound					ORANGETHORPE AVENUE--Eastbound				
Start Time	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds	
7:00 AM	82	0	82	2		80	206	1	0		5	3	1	0		0	80	26	0	
7:15 AM	52	0	58	1		103	256	3	0		2	3	0	1		0	130	47	0	
7:30 AM	46	0	72	0		116	253	1	0		5	3	3	2		1	134	26	0	
7:45 AM	65	0	130	2		67	289	2	0		2	1	0	2		0	144	26	0	
8:00 AM	60	0	92	1		109	336	6	0		9	0	0	0		1	138	31	0	
8:15 AM	51	1	83	0		98	272	2	0		5	3	2	0		1	112	25	0	
8:30 AM	60	1	77	1		89	268	4	0		4	1	1	1		1	112	35	1	
8:45 AM	75	0	78	2		93	209	7	0		2	1	1	0		1	105	25	1	
9:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
9:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
9:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
9:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
12:00 PM	80	0	65	2		68	160	2	0		4	2	0	1		1	141	36	1	
12:15 PM	54	0	63	2		89	185	11	0		3	1	2	0		3	149	45	0	
12:30 PM	58	0	52	0		77	162	6	2		1	4	0	1		5	141	52	0	
12:45 PM	61	0	75	0		90	178	5	0		7	4	3	0		1	163	54	0	
1:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
1:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
1:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
1:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
2:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
2:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
2:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
2:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
3:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
4:00 PM	55	0	56	1		52	192	4	0		2	2	1	2		3	194	67	0	
4:15 PM	58	0	45	2		70	243	1	0		3	1	2	0		0	195	74	0	
4:30 PM	52	1	47	0		78	230	6	0		3	1	2	0		1	216	85	0	
4:45 PM	66	2	46	2		51	237	2	0		1	3	1	0		0	188	74	0	
5:00 PM	60	1	31	3		84	233	2	0		2	4	4	0		4	217	104	0	
5:15 PM	52	1	49	0		74	276	7	1		2	1	0	0		0	223	73	0	
5:30 PM	45	2	39	1		67	252	6	0		3	1	5	0		2	172	62	0	
5:45 PM	47	0	46	1		60	236	0	0		0	6	1	0		3	152	58	1	

Start Date	5/20/2009																	
Start Time	7:00																	
Site Code	0																	
Street Name	SR-57 NB ON RAMP--Southbound				ORANGETHORPE AVENUE--Westbound				SR-57 NB OFF RAMP--Northbound				ORANGETHORPE AVENUE--Eastbound					
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds		
7:00 AM	0	0	0	2	43	192	0	0	59	0	87	0	0	0	145	23	0	
7:15 AM	0	0	0	2	38	194	0	0	78	0	101	0	0	0	196	30	0	
7:30 AM	0	0	0	2	47	256	0	0	77	0	130	2	0	0	181	36	0	
7:45 AM	0	0	0	0	59	292	0	0	155	0	182	2	0	0	228	27	0	
8:00 AM	0	0	0	1	73	262	0	0	121	0	126	3	0	0	173	47	0	
8:15 AM	0	0	0	2	60	271	0	0	99	0	120	1	0	0	170	18	0	
8:30 AM	0	0	0	0	49	251	0	0	108	0	111	0	0	0	178	26	0	
8:45 AM	0	0	0	1	44	235	0	0	101	0	107	1	0	0	171	16	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	2	65	191	0	0	95	0	54	1	0	0	173	43	0	
12:15 PM	0	0	0	0	82	159	0	0	89	0	57	4	0	0	144	29	0	
12:30 PM	0	0	0	2	89	221	0	0	90	0	83	0	0	0	193	35	0	
12:45 PM	0	0	0	0	84	190	0	0	117	0	78	0	0	0	202	46	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	144	189	0	0	109	0	74	0	0	0	186	61	0	
4:15 PM	0	0	0	0	111	186	0	0	100	0	68	0	0	0	177	56	0	
4:30 PM	0	0	0	1	88	264	0	0	120	0	89	4	0	0	176	50	0	
4:45 PM	0	0	0	0	72	242	0	0	107	0	88	1	0	0	182	45	0	
5:00 PM	0	0	0	1	84	287	0	0	100	0	85	0	0	0	216	27	0	
5:15 PM	0	0	0	0	101	271	0	0	103	0	88	0	0	0	211	58	0	
5:30 PM	0	0	0	0	87	250	0	0	99	0	67	2	0	0	194	79	0	
5:45 PM	0	0	0	3	75	246	0	0	97	0	58	3	0	0	214	58	0	

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Magnolia DATE: 10/02/2007 LOCATION: City of Fullerton

E-W STREET: 91WB Ramps DAY: TUESDAY PROJECT# 07-1264-065

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	0	2	1	0	0	0	2	.5	.5	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	51	240			295	66				83	2	20	757
7:15 AM	71	248			315	85				94	4	44	861
7:30 AM	54	218			374	77				104	2	58	887
7:45 AM	72	271			349	94				91	3	42	922
8:00 AM	94	258			321	100				114	2	49	938
8:15 AM	80	234			308	77				87	1	34	821
8:30 AM	63	276			258	60				91	2	28	778
8:45 AM	58	250			236	51				78	3	25	701
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 543	NT 1995	NR 0	SL 0	ST 2456	SR 610	EL 0	ET 0	ER 0	WL 742	WT 19	WR 300	TOTAL 6665

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	291	995	0	0	1359	356	0	0	0	403	11	193	3608
PEAK HR. FACTOR:		0.913			0.951			0.000			0.920		0.962

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Magnolia DATE: 10/02/2007 LOCATION: City of Fullerton

E-W STREET: 91WB Ramps DAY: TUESDAY PROJECT# 07-1264-065

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	0	2	1	0	0	0	2	.5	.5	
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	42	238			197	34				87	5	27	630
4:15 PM	59	294			263	42				100	3	17	778
4:30 PM	65	317			284	65				106	7	25	869
4:45 PM	56	306			282	54				91	7	26	822
5:00 PM	68	341			314	60				95	7	33	918
5:15 PM	62	343			303	70				115	3	31	927
5:30 PM	42	436			311	55				110	5	38	997
5:45 PM	50	429			297	42				109	6	39	972
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	444	2704	0	0	2251	422	0	0	0	813	43	236	6913

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	222	1549	0	0	1225	227	0	0	0	429	21	141	3814
PEAK HR. FACTOR:		0.924			0.971			0.000			0.959		0.956

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Magnolia DATE: 10/03/2007 LOCATION: City of Fullerton

E-W STREET: 5 NB Off/Buckingham DAY: WEDNESDAY PROJECT# 07-1264-066

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	2	2	0	.5	1	.5	.5	0	.5	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		214	138	49	321		63	9	36	11		7	848
7:15 AM		260	160	57	345		46	7	52	19		9	955
7:30 AM		231	171	61	393		55	3	66	13		16	1009
7:45 AM		254	166	82	354		67	17	63	28		14	1045
8:00 AM		251	190	77	361		86	9	58	31		17	1080
8:15 AM		233	193	81	326		68	17	69	22		14	1023
8:30 AM		258	177	93	264		59	11	54	27		9	952
8:45 AM		230	154	107	237		79	6	41	20		4	878
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 0	NT 1931	NR 1349	SL 607	ST 2601	SR 0	EL 523	ET 79	ER 439	WL 171	WT 0	WR 90	TOTAL 7790

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	969	720	301	1434	0	276	46	256	94	0	61	4157
PEAK HR. FACTOR:		0.957			0.955			0.938			0.807		0.962

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Magnolia DATE: 10/03/2007 LOCATION: City of Fullerton

E-W STREET: 5 NB Off/Buckingham DAY: WEDNESDAY PROJECT# 07-1264-066

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	2	2	0	.5	1	.5	.5	0	.5	
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		202	141	44	276		57	9	65	7		3	804
4:15 PM		251	135	60	294		86	13	87	6		6	938
4:30 PM		284	163	57	331		76	19	91	9		5	1035
4:45 PM		292	156	61	346		98	17	79	14		5	1068
5:00 PM		273	181	63	359		107	13	83	17		7	1103
5:15 PM		340	186	50	341		140	9	89	15		10	1180
5:30 PM		343	193	53	348		124	11	85	12		5	1174
5:45 PM		337	174	49	325		112	8	72	7		5	1089
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	0	2322	1329	437	2620	0	800	99	651	87	0	46	8391

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	1293	734	215	1373	0	483	41	329	51	0	27	4546
PEAK HR. FACTOR:		0.945			0.941			0.896			0.780		0.963

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Magnolia DATE: 10/03/2007 LOCATION: City of Fullerton

E-W STREET: 5 SB/91EB Off Ramp DAY: WEDNESDAY PROJECT# 07-1264-067

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	2	3	0	1.5	0	1.5	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		337	46	133	217		36	0	74				843
7:15 AM		392	53	161	262		48	1	86				1003
7:30 AM		414	65	155	258		57	0	97				1046
7:45 AM		436	57	135	303		51	0	90				1072
8:00 AM		440	78	164	298		54	1	88				1123
8:15 AM		311	43	143	272		47	1	89				906
8:30 AM		279	60	134	226		59	0	61				819
8:45 AM		265	60	120	270		57	1	63				836
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 0	NT 2874	NR 462	SL 1145	ST 2106	SR 0	EL 409	ET 4	ER 648	WL 0	WT 0	WR 0	TOTAL 7648

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	1682	253	615	1121	0	210	2	361	0	0	0	4244
PEAK HR. FACTOR:		0.934			0.939			0.930			0.000		0.945

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Magnolia DATE: 10/03/2007 LOCATION: City of Fullerton

E-W STREET: 5 SB/91EB Off Ramp DAY: WEDNESDAY PROJECT# 07-1264-067

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	2	3	0	1.5	0	1.5	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		271	45	76	221		93	0	69				775
4:15 PM		282	65	132	253		85	6	90				913
4:30 PM		293	108	193	238		136	4	76				1048
4:45 PM		316	72	148	298		121	0	99				1054
5:00 PM		362	112	159	305		143	0	98				1179
5:15 PM		363	66	134	334		135	4	104				1140
5:30 PM		375	79	125	321		159	0	99				1158
5:45 PM		355	64	107	297		162	0	87				1072
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 2617	NR 611	SL 1074	ST 2267	SR 0	EL 1034	ET 14	ER 722	WL 0	WT 0	WR 0	TOTAL 8339

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	1455	321	525	1257	0	599	4	388	0	0	0	4549
PEAK HR. FACTOR:		0.937			0.952			0.960			0.000		0.965

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: 91 WB Ramps DAY: TUESDAY PROJECT# 09-5383-022

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	3	0	0	0	0	1.5	0	1.5	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	17	142			318	88				90	0	38	693
7:15 AM	12	165			321	74				101	1	38	712
7:30 AM	15	184			349	70				113	0	43	774
7:45 AM	15	247			328	61				90	0	48	789
8:00 AM	18	201			337	74				86	0	38	754
8:15 AM	17	161			286	60				85	1	37	647
8:30 AM	13	154			273	49				100	0	42	631
8:45 AM	20	154			257	38				87	0	51	607
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	1408	0	0	2469	514	0	0	0	752	2	335	5607
AM Peak Hr Begins at:		715 AM											
PEAK VOLUMES =	60	797	0	0	1335	279	0	0	0	390	1	167	3029
PEAK HR. FACTOR:		0.818			0.963			0.000			0.894		0.960

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: 91 WB Ramps DAY: TUESDAY PROJECT# 09-5383-022

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	3	0	0	0	0	1.5	0	1.5	
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	16	315			254	49				137	0	56	827
4:15 PM	13	296			252	49				133	0	70	813
4:30 PM	17	279			249	37				137	0	54	773
4:45 PM	16	253			236	44				135	0	47	731
5:00 PM	16	301			246	50				153	0	61	827
5:15 PM	22	345			244	48				138	1	77	875
5:30 PM	18	307			254	48				144	0	72	843
5:45 PM	19	328			257	51				143	1	66	865
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	137	2424	0	0	1992	376	0	0	0	1120	2	503	6554

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	75	1281	0	0	1001	197	0	0	0	578	2	276	3410
PEAK HR. FACTOR:		0.924			0.972			0.000			0.991		0.974

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: 91 EB Ramps DAY: TUESDAY PROJECT# 09-5383-023

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	1	2	0	1.5	0	1.5	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		133	141	96	302		26	1	8				707
7:15 AM		145	167	92	337		27	0	18				786
7:30 AM		151	233	93	355		49	0	15				896
7:45 AM		213	208	106	323		55	0	28				933
8:00 AM		165	181	82	339		51	1	29				848
8:15 AM		137	118	69	291		50	1	21				687
8:30 AM		130	142	76	293		31	0	28				700
8:45 AM		129	111	66	296		39	1	24				666
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 0	NT 1203	NR 1301	SL 680	ST 2536	SR 0	EL 328	ET 4	ER 171	WL 0	WT 0	WR 0	TOTAL 6223

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	674	789	373	1354	0	182	1	90	0	0	0	3463
PEAK HR. FACTOR:		0.869			0.964			0.822			0.000		0.928

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: 91 EB Ramps DAY: TUESDAY PROJECT# 09-5383-023

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	1	2	0	1.5	0	1.5	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		236	139	57	318		79	1	21				851
4:15 PM		219	109	63	316		85	1	30				823
4:30 PM		240	150	53	337		72	0	20				872
4:45 PM		219	123	57	326		64	1	27				817
5:00 PM		251	151	54	349		75	0	18				898
5:15 PM		268	138	67	344		83	0	24				924
5:30 PM		285	123	65	325		64	1	33				896
5:45 PM		217	118	61	315		109	5	31				856
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 =	0	1935	1051	477	2630	0	631	9	204	0	0	0	6937

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	0	1021	530	247	1333	0	331	6	106	0	0	0	3574
PEAK HR. FACTOR:		0.950			0.961			0.764			0.000		0.967

CONTROL: Signalized

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

87

N-S STREET: EUCLID ST. DATE: 05/06/09 LOCATION: FULLERTON

E-W STREET: SR-91 WB RAMPS DAY: WEDNESDAY PROJECT# 09-5065-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	0	2.5	0.5	0	0	0	2	0	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	41	189	0	0	307	111	0	0	0	103	6	55	812
7:15 AM	44	258	0	0	348	95	0	0	0	83	2	58	888
7:30 AM	50	250	0	0	342	102	0	0	0	135	0	45	924
7:45 AM	45	230	0	0	363	87	0	0	0	104	0	71	900
8:00 AM	41	240	0	0	328	95	0	0	0	95	5	65	869
8:15 AM	37	218	0	0	261	98	0	0	0	93	3	75	785
8:30 AM	28	226	0	0	269	99	0	0	0	108	0	65	795
8:45 AM	25	202	0	0	237	79	0	0	0	101	0	59	703
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	311	1813	0	0	2455	766	0	0	0	822	16	493	6676
Approach %	14.64	85.36	0.00	0.00	76.22	23.78	####	####	####	61.76	1.20	37.04	
App/Depart	2124	/	2306	3221	/	3277	0	/	0	1331	/	1093	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	180	978	0	0	1381	379	0	0	0	417	7	239	3581
Approach %	15.54	84.46	0.00	0.00	78.47	21.53	####	####	####	62.90	1.06	36.05	
PEAK HR. FACTOR:		0.959			0.978			0.000			0.921		0.969

CONTROL: SIGNAL
COMMENT 1:
COMMENT 2:

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

N-S STREET: EUCLID ST. DATE: 05/06/09 LOCATION: FULLERTON

E-W STREET: SR-91 WB RAMPS DAY: WEDNESDAY PROJECT# 09-5065-007
0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	0	2.5	0.5	0	0	0	2	0	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	220	0	0	229	86	0	0	0	124	0	95	820
4:15 PM	49	376	0	0	222	81	0	0	0	119	0	109	956
4:30 PM	55	355	0	0	276	79	0	0	0	111	1	99	976
4:45 PM	69	324	0	0	244	77	0	0	0	125	0	103	942
5:00 PM	75	247	0	0	272	78	0	0	0	109	0	95	876
5:15 PM	66	332	0	0	320	92	0	0	0	98	0	87	995
5:30 PM	59	367	0	0	231	88	0	0	0	95	1	82	923
5:45 PM	55	348	0	0	257	68	0	0	0	88	1	77	894
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	494	2569	0	0	2051	649	0	0	0	869	3	747	7382
Approach %	16.13	83.87	0.00	0.00	75.96	24.04	####	####	####	53.68	0.19	46.14	
App/Depart	3063	/	3316	2700	/	2920	0	/	0	1619	/	1146	

PM Peak Hr Begins at: 430 PM

PEAK													
Volumes	265	1258	0	0	1112	326	0	0	0	443	1	384	3789
Approach %	17.40	82.60	0.00	0.00	77.33	22.67	####	####	####	53.50	0.12	46.38	
PEAK HR. FACTOR:		0.929			0.873			0.000			0.908		0.952

CONTROL: SIGNAL
COMMENT 1: 0
COMMENT 2: 0

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

88

N-S STREET: EUCLID ST. DATE: 05/06/09 LOCATION: FULLERTON

E-W STREET: SR-91 EB RAMPS DAY: WEDNESDAY PROJECT# 09-5065-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	2	2	0	1.5	0	1.5	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	177	79	59	343	0	45	0	19	0	0	0	722
7:15 AM	0	245	92	76	340	0	47	0	23	0	0	0	823
7:30 AM	0	266	101	103	367	0	54	2	32	0	0	0	925
7:45 AM	0	227	98	124	345	0	53	3	36	0	0	0	886
8:00 AM	0	240	82	111	305	0	38	2	39	0	0	0	817
8:15 AM	0	212	77	102	257	0	35	0	35	0	0	0	718
8:30 AM	0	212	79	95	292	0	32	2	33	0	0	0	745
8:45 AM	0	198	65	89	245	0	29	0	29	0	0	0	655
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	0	1777	673	759	2494	0	333	9	246	0	0	0	6291
Approach %	0.00	72.53	27.47	23.33	76.67	0.00	56.63	1.53	41.84	####	####	####	
App/Depart	2450	/	2110	3253	/	2740	588	/	1441	0	/	0	

AM Peak Hr Begins at: 715 AM

PEAK													
Volumes	0	978	373	414	1357	0	192	7	130	0	0	0	3451
Approach %	0.00	72.39	27.61	23.38	76.62	0.00	58.36	2.13	39.51	####	####	####	
PEAK HR. FACTOR:		0.920			0.942			0.894			0.000		0.933

CONTROL: SIGNAL
COMMENT 1:
COMMENT 2:

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

88

N-S STREET: EUCLID ST. DATE: 05/06/09 LOCATION: FULLERTON

E-W STREET: SR-91 EB RAMPS DAY: WEDNESDAY PROJECT# 09-5065-008

0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	2	2	0	1.5	0	1.5	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	0	217	67	55	290	0	65	0	35	0	0	0	729
4:15 PM	0	352	73	62	270	0	77	1	38	0	0	0	873
4:30 PM	0	315	86	68	321	0	89	0	45	0	0	0	924
4:45 PM	0	279	99	76	284	0	105	0	57	0	0	0	900
5:00 PM	0	218	88	79	317	0	95	0	67	0	0	0	864
5:15 PM	0	309	79	77	345	0	89	0	59	0	0	0	958
5:30 PM	0	347	77	81	236	0	79	0	55	0	0	0	875
5:45 PM	0	332	65	68	267	0	71	0	44	0	0	0	847
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	0	2369	634	566	2330	0	670	1	400	0	0	0	6970
Approach %	0.00	78.89	21.11	19.54	80.46	0.00	62.56	0.09	37.35	####	####	####	
App/Depart	3003	/	3039	2896	/	2730	1071	/	1201	0	/	0	

PM Peak Hr Begins at: 430 PM

PEAK													
Volumes	0	1121	352	300	1267	0	378	0	228	0	0	0	3646
Approach %	0.00	76.10	23.90	19.14	80.86	0.00	62.38	0.00	37.62	####	####	####	
PEAK HR. FACTOR:		0.918			0.928			0.935			0.000		0.951

CONTROL: SIGNAL
COMMENT 1: 0
COMMENT 2: 0

N-S STREET: Harbor Blvd DATE: 11/5/2008 LOCATION: City of Anaheim

E-W STREET: SR-91 WB Ramps (Caltrans) DAY: WEDNESDAY PROJECT# 08-1258-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	0	2.5	0.5	0	0	0	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	15	223			256	114				31	40	18	697
7:15 AM	17	285			243	137				32	56	25	795
7:30 AM	12	285			310	164				38	57	22	888
7:45 AM	13	274			288	113				42	54	34	818
8:00 AM	17	313			299	141				39	58	31	898
8:15 AM	12	306			280	120				29	63	24	834
8:30 AM	15	307			252	104				38	62	24	802
8:45 AM	11	258			180	109				34	48	27	667
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 =	112	2251	0	0	2108	1002	0	0	0	283	438	205	6399

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	54	1178	0	0	1177	538	0	0	0	148	232	111	3438
PEAK HR. FACTOR:		0.933			0.905			0.000			0.944		0.957

CONTROL: Signalized

N-S STREET: Harbor Blvd DATE: 11/5/2008 LOCATION: City of Anaheim

E-W STREET: SR-91 WB Ramps (Caltrans) DAY: WEDNESDAY PROJECT# 08-1258-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	0	2.5	0.5	0	0	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	24	323			260	156				27	60	17	867
4:15 PM	32	404			290	165				29	82	56	1058
4:30 PM	31	347			310	170				44	106	62	1070
4:45 PM	36	467			319	160				50	84	51	1167
5:00 PM	28	396			332	178				49	96	59	1138
5:15 PM	24	420			294	155				38	53	40	1024
5:30 PM	21	434			221	138				28	60	41	943
5:45 PM	11	315			232	144				14	53	45	814
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 =	207	3106	0	0	2258	1266	0	0	0	279	594	371	8081

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	127	1614	0	0	1251	673	0	0	0	172	368	228	4433
PEAK HR. FACTOR:		0.865			0.943			0.000			0.906		0.950

CONTROL: Signalized

N-S STREET: Harbor Blvd DATE: 11/5/2008 LOCATION: City of Anaheim

E-W STREET: SR-91 EB Ramps (Caltrans) DAY: WEDNESDAY PROJECT# 08-1258-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	2	3	0	2	1	1	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		118	60	80	223		104	61	36				682
7:15 AM		190	66	61	221		119	93	58				808
7:30 AM		180	70	90	262		117	66	48				833
7:45 AM		176	75	83	270		110	78	42				834
8:00 AM		181	57	80	247		134	76	50				825
8:15 AM		181	50	74	243		150	84	63				845
8:30 AM		198	77	85	208		127	90	36				821
8:45 AM		138	35	37	116		134	54	25				539
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 0	NT 1362	NR 490	SL 590	ST 1790	SR 0	EL 995	ET 602	ER 358	WL 0	WT 0	WR 0	TOTAL 6187

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	718	252	327	1022	0	511	304	203	0	0	0	3337
PEAK HR. FACTOR:		0.966			0.955			0.857			0.000		0.987

CONTROL: SIGNALIZED

N-S STREET: Harbor Blvd DATE: 11/5/2008 LOCATION: City of Anaheim

E-W STREET: SR-91 EB Ramps (Caltrans) DAY: WEDNESDAY PROJECT# 08-1258-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	1	2	3	0	2	1	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		229	22	38	226		118	57	37				727
4:15 PM		260	33	58	233		126	64	48				822
4:30 PM		219	62	59	245		136	69	39				829
4:45 PM		314	68	99	269		148	72	46				1016
5:00 PM		256	68	77	242		121	81	39				884
5:15 PM		270	75	95	246		133	67	51				937
5:30 PM		336	74	69	252		151	60	51				993
5:45 PM		325	75	73	261		163	69	56				1022
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 =	0	2209	477	568	1974	0	1096	539	367	0	0	0	7230

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	0	1187	292	314	1001	0	568	277	197	0	0	0	3836
PEAK HR. FACTOR:		0.902			0.964			0.905			0.000		0.938

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

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

E-W STREET: 91 WB Ramps | DAY: TUESDAY | PROJECT# 09-5383-024

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	0	2.5	0.5	0	0	0	1	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	15	144			196	47				26	61	83	572
7:15 AM	8	195			227	57				33	85	83	688
7:30 AM	18	174			217	58				29	71	78	645
7:45 AM	14	269			240	57				57	92	112	841
8:00 AM	16	144			222	75				48	68	97	670
8:15 AM	22	201			235	62				43	74	126	763
8:30 AM	23	169			188	43				34	63	102	622
8:45 AM	23	190			219	48				63	77	100	720
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 139	NT 1486	NR 0	SL 0	ST 1744	SR 447	EL 0	ET 0	ER 0	WL 333	WT 591	WR 781	TOTAL 5521

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	70	788	0	0	914	252	0	0	0	177	305	413	2919
PEAK HR. FACTOR:		0.758			0.981			0.000			0.857		0.868

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

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

E-W STREET: 91 WB Ramps DAY: TUESDAY PROJECT# 09-5383-024

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	0	2.5	0.5	0	0	0	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	24	228			246	68				39	90	95	790
4:15 PM	30	251			242	71				34	96	129	853
4:30 PM	34	257			286	76				36	91	131	911
4:45 PM	30	266			276	68				30	88	121	879
5:00 PM	29	271			267	95				27	89	112	890
5:15 PM	23	265			264	98				31	84	117	882
5:30 PM	26	283			262	72				22	95	124	884
5:45 PM	19	282			195	64				30	94	126	810
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	215	2103	0	0	2038	612	0	0	0	249	727	955	6899

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	116	1059	0	0	1093	337	0	0	0	124	352	481	3562
PEAK HR. FACTOR:		0.979			0.988			0.000			0.927		0.977

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

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

E-W STREET: 91 EB Ramps DAY: TUESDAY PROJECT# 09-5383-025

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2.5	0.5	1	2	0	0.5	1.5	1	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		91	52	123	106		58	104	17				551
7:15 AM		121	51	106	132		88	140	26				664
7:30 AM		125	75	117	138		61	119	25				660
7:45 AM		186	54	86	173		77	139	30				745
8:00 AM		120	56	105	178		61	146	31				697
8:15 AM		142	62	126	168		87	137	35				757
8:30 AM		106	59	106	161		59	92	32				615
8:45 AM		163	54	124	119		84	121	36				701
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 =	0	1054	463	893	1175	0	575	998	232	0	0	0	5390

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	573	247	434	657	0	286	541	121	0	0	0	2859
PEAK HR. FACTOR:		0.854			0.928			0.915			0.000		0.944

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

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

E-W STREET: 91 EB Ramps DAY: TUESDAY PROJECT# 09-5383-025

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2.5	0.5	1	2	0	0.5	1.5	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		180	70	133	151		72	127	18				751
4:15 PM		242	73	103	175		61	135	23				812
4:30 PM		214	83	140	184		83	124	26				854
4:45 PM		229	53	143	185		70	144	19				843
5:00 PM		202	92	97	176		67	121	14				769
5:15 PM		224	61	130	163		84	142	15				819
5:30 PM		208	76	127	153		71	139	9				783
5:45 PM		225	57	103	128		75	141	13				742
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 1724	NR 565	SL 976	ST 1315	SR 0	EL 583	ET 1073	ER 137	WL 0	WT 0	WR 0	TOTAL 6373

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	869	289	510	708	0	304	531	74	0	0	0	3285
PEAK HR. FACTOR:		0.975			0.928			0.943			0.000		0.962

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

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

E-W STREET: 91 WB Ramps DAY: THURSDAY PROJECT# 09-5383-026

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	0	0	1	0	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	65	125			95	68				18	2	47	420
7:15 AM	47	121			70	62				15	0	57	372
7:30 AM	52	131			68	64				18	1	71	405
7:45 AM	46	149			66	57				20	1	101	440
8:00 AM	44	140			73	94				19	0	87	457
8:15 AM	46	143			77	60				22	0	88	436
8:30 AM	49	120			74	75				18	1	60	397
8:45 AM	47	101			75	71				22	1	53	370
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 =	396	1030	0	0	598	551	0	0	0	152	6	564	3297

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	188	563	0	0	284	275	0	0	0	79	2	347	1738
PEAK HR. FACTOR:		0.963			0.837			0.000			0.877		0.951

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

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

E-W STREET: 91 WB Ramps DAY: THURSDAY PROJECT# 09-5383-026

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	0	0	1	0	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	59	122			125	133				40	0	49	528
4:15 PM	75	116			125	118				30	0	53	517
4:30 PM	75	160			123	141				32	1	56	588
4:45 PM	86	162			124	129				33	0	61	595
5:00 PM	80	163			139	115				21	0	66	584
5:15 PM	80	156			161	126				33	0	56	612
5:30 PM	76	169			133	129				19	0	52	578
5:45 PM	60	156			140	123				21	0	53	553
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	591	1204	0	0	1070	1014	0	0	0	229	1	446	4555

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	321	641	0	0	547	511	0	0	0	119	1	239	2379
PEAK HR. FACTOR:		0.970			0.922			0.000			0.955		0.972

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

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

E-W STREET: 91 EB Ramps DAY: THURSDAY PROJECT# 09-5383-027

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	1.5	0	0.5	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		111	75	47	49		87	1	43				413
7:15 AM		88	58	38	44		92	0	39				359
7:30 AM		91	73	42	49		99	1	52				407
7:45 AM		94	71	41	45		101	0	53				405
8:00 AM		97	77	42	53		91	0	56				416
8:15 AM		74	70	51	45		89	1	43				373
8:30 AM		86	51	56	44		68	0	30				335
8:45 AM		88	55	54	43		64	1	33				338
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 0	NT 729	NR 530	SL 371	ST 372	SR 0	EL 691	ET 4	ER 349	WL 0	WT 0	WR 0	TOTAL 3046

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	356	291	176	192	0	380	2	204	0	0	0	1601
PEAK HR. FACTOR:		0.930			0.958			0.951			0.000		0.962

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

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

E-W STREET: 91 EB Ramps DAY: THURSDAY PROJECT# 09-5383-027

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	1.5	0	0.5	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		107	49	61	102		75	0	79				473
4:15 PM		121	66	60	98		63	0	72				480
4:30 PM		147	60	69	103		78	1	87				545
4:45 PM		172	78	80	84		66	0	74				554
5:00 PM		165	69	70	94		57	0	74				529
5:15 PM		175	60	81	111		67	1	66				561
5:30 PM		178	62	56	87		81	2	79				545
5:45 PM		173	61	61	82		73	1	63				514
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 1238	NR 505	SL 538	ST 761	SR 0	EL 560	ET 5	ER 594	WL 0	WT 0	WR 0	TOTAL 4201

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	690	269	287	376	0	271	3	293	0	0	0	2189
PEAK HR. FACTOR:		0.959			0.863			0.875			0.000		0.975

CONTROL: Signalized

N-S STREET: State College Blvd DATE: 11/11/2008 LOCATION: City of Anaheim

E-W STREET: SR-91 WB Ramps (Caltrans) DAY: TUESDAY PROJECT# 08-1258-025

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	0	3	0	0	0	0	1.5	0	1.5	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	57	185			139	75				18		36	510
7:15 AM	73	215			164	82				24		34	592
7:30 AM	97	240			213	95				31		46	722
7:45 AM	90	255			194	100				32		54	725
8:00 AM	99	243			210	93				35		57	737
8:15 AM	94	232			190	100				33		47	696
8:30 AM	88	212			187	83				23		41	634
8:45 AM	81	192			204	61				21		25	584
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 679	NT 1774	NR 0	SL 0	ST 1501	SR 689	EL 0	ET 0	ER 0	WL 217	WT 0	WR 340	TOTAL 5200

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	380	970	0	0	807	388	0	0	0	131	0	204	2880
PEAK HR. FACTOR:		0.978			0.970			0.000			0.910		0.977

CONTROL: SIGNALIZED

N-S STREET: State College Blvd DATE: 11/11/2008 LOCATION: City of Anaheim

E-W STREET: SR-91 WB Ramps (Caltrans) DAY: TUESDAY PROJECT# 08-1258-025

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	0	3	0	0	0	0	1.5	0	1.5	
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	42	309			211	129				46		41	778
4:15 PM	50	309			227	154				35		72	847
4:30 PM	58	278			239	165				49		75	864
4:45 PM	64	309			268	164				45		92	942
5:00 PM	60	343			259	192				51		82	987
5:15 PM	58	341			224	165				64		86	938
5:30 PM	52	356			233	163				61		80	945
5:45 PM	38	324			206	131				57		70	826
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	422	2569	0	0	1867	1263	0	0	0	408	0	598	7127

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	234	1349	0	0	984	684	0	0	0	221	0	340	3812
PEAK HR. FACTOR:		0.970			0.925			0.000			0.935		0.966

CONTROL: SIGNALIZED

N-S STREET: State College Blvd DATE: 11/11/2008 LOCATION: City of Anaheim

E-W STREET: SR-91 EB Ramps (Caltrans) DAY: TUESDAY PROJECT# 08-1258-026

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	2	3	0	1.5	0	1.5	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		115	86	78	111		131		40				561
7:15 AM		118	94	104	122		142		47				627
7:30 AM		185	78	97	145		161		45				711
7:45 AM		163	78	96	140		165		63				705
8:00 AM		161	82	71	170		164		65				713
8:15 AM		166	68	54	146		173		45				652
8:30 AM		152	86	70	111		164		47				630
8:45 AM		151	57	78	117		152		55				610
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 0	NT 1211	NR 629	SL 648	ST 1062	SR 0	EL 1252	ET 0	ER 407	WL 0	WT 0	WR 0	TOTAL 5209

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	675	306	318	601	0	663	0	218	0	0	0	2781
PEAK HR. FACTOR:		0.933			0.949			0.962			0.000		0.975

CONTROL: SIGNALIZED

N-S STREET: State College Blvd DATE: 11/11/2008 LOCATION: City of Anaheim

E-W STREET: SR-91 EB Ramps (Caltrans) DAY: TUESDAY PROJECT# 08-1258-026

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	2	3	0	1.5	0	1.5	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		244	45	118	182		105		45				739
4:15 PM		256	65	93	205		87		64				770
4:30 PM		280	56	127	185		92		68				808
4:45 PM		281	51	79	132		77		39				659
5:00 PM		269	69	125	137		104		68				772
5:15 PM		239	63	114	198		120		63				797
5:30 PM		301	56	98	186		100		68				809
5:45 PM		334	43	71	199		97		60				804
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 =	0	2204	448	825	1424	0	782	0	475	0	0	0	6158

PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	0	1143	231	408	720	0	421	0	259	0	0	0	3182
PEAK HR. FACTOR:		0.911			0.904			0.929			0.000		0.983

CONTROL: SIGNALIZED

APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

EXISTING CONDITIONS

WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Harbor Blvd at Lambert Rd | **La Habra** | **AM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	L	*T*	R	*L*	T	R
Movement 1: **20** secs	X			X								
Movement 2: **48** secs		X	X		X	X						
Movement 3: **14** secs						X	X			X		
Movement 4: **5** secs						X				X	X	X
Movement 5: **33** secs								X	X		X	X
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	1	1	2	1	1	3	S	1	3	S
Unadjusted Volume	160	1106	122	215	1037	212	95	580	169	194	820	138
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	14	25	25	14	29	29	14	25	25	14	25	25
Progression Adj. Factor (PAF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	-

Output

		***		***				***		***		
Peak Hour Volume (vph)	160	1106	122	215	1037	212	95	580	169	194	820	138
Saturation Flow (vph)	1800	3800	1800	1800	3800	1800	1800	5700	Shrd	1800	5700	Shrd
X or Volume/Capacity	0.59	0.76	0.18	0.80	0.71	0.22	0.53	0.51	-	0.76	0.56	-
Effective Green (sec)	18	46	46	18	46	65	12	31	-	17	36	-
Split Time (sec)	20	48	48	20	48	67	14	33	-	19	38	-
Min. Time or Ped. Time (sec)	14	25	25	14	29	29	14	25	-	14	25	-
Delay - 15 min pk (sec/veh)	57	36	25	70	34	15	62	39	-	69	37	-
Level of Service (LOS)	E+	D+	C	E	C-	B	E	D+	-	E	D+	-
Average 'Q' (veh/ln)	5	11	3	6	11	3	3	6	-	6	7	-
Design 'Q'-ft/ln (1.5*Qavg)	160	340	100	180	340	100	100	180	-	180	220	-
Do Vehicles Clear?	YES	YES	YES	YES	YES	YES	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	40	Weighted Average Delay (seconds) =	44
Level of Service - LOS =	D+	Level of Service - LOS =	D
		Intersection Capacity Utilization - ICU =	0.70

Predetermined Cycle Length is 120 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER

WEbster **B**ased **S**ignal Timing **E**valuation **R**outine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Harbor Blvd at Lambert Rd **La Habra** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	L	*T*	R	*L*	T	R
Movement 1: **19** secs	X			X								
Movement 2: **51** secs		X	X		X	X						
Movement 3: **16** secs						X	X			X		
Movement 4: **34** secs								X	X		X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	1	1	2	1	1	3	S	1	3	S
Unadjusted Volume	244	1154	151	207	1368	301	174	977	181	192	741	207
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Sat. Flow Override (vph)								5400	Shrd			Shrd
Min/Ped Time Override (sec)	14	25	25	14	29	29	14	25	25	14	25	25
Progression Adj. Factor (PAF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	-

Output

	***				***			***		***		
Peak Hour Volume (vph)	244	1154	151	207	1368	301	174	977	181	192	741	207
Saturation Flow (vph)	1800	3800	1800	1800	3800	1800	1800	*5400*	Shrd	1800	5700	Shrd
X or Volume/Capacity	0.96	0.74	0.21	0.81	0.88	0.31	0.83	0.80	-	0.91	0.62	-
Effective Green (sec)	17	49	49	17	49	65	14	32	-	14	32	-
Split Time (sec)	19	51	51	19	51	67	16	34	-	16	34	-
Min. Time or Ped. Time (sec)	14	25	25	14	29	29	14	25	-	14	25	-
Delay - 15 min pk (sec/veh)	97	33	24	74	40	16	82	46	-	96	41	-
Level of Service (LOS)	F	C-	C+	E	D	B	F	D	-	F	D	-
Average 'Q' (veh/ln)	8	11	3	6	14	5	5	9	-	6	8	-
Design 'Q'-ft/ln (1.5*Qavg)	240	340	100	180	420	160	160	280	-	180	240	-
Do Vehicles Clear?	NO	YES	YES	YES	YES	YES	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	46	Weighted Average Delay (seconds) =	51
Level of Service - LOS =	D	Level of Service - LOS =	D-
		Intersection Capacity Utilization - ICU =	0.88

Predetermined Cycle Length is 120 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Imperial Hwy at Harbor Blvd **Fullerton** **AM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	*L*	T	R	L	T	*R*
Movement 1: **14** secs	X			X								
Movement 2: **2** secs				X	X	X						
Movement 3: **55** secs		X	X		X	X						
Movement 4: **15** secs							X			X		
Movement 5: **34** secs								X	X		X	X
Movement 6: **0** secs												
# of Lanes (#, S, P)	2	3	S	2	3	1	2	3	1	2	3	1
Unadjusted Volume	209	1395	576	314	1391	139	275	704	261	241	928	327
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	14	31	31	14	31	31	14	28	28	14	28	28
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Output

		***		***			***					***
Peak Hour Volume (vph)	209	1395	576	314	1391	139	275	704	261	241	928	327
Saturation Flow (vph)	3500	5700	Shrd	3500	5700	1800	3500	5700	1800	3500	5700	1800
X or Volume/Capacity	0.60	0.78	-	0.77	0.53	0.17	0.73	0.46	0.54	0.64	0.61	0.68
Effective Green (sec)	12	53	-	14	55	55	13	32	32	13	32	32
Split Time (sec)	14	55	-	16	57	57	15	34	34	15	34	34
Min. Time or Ped. Time (sec)	14	31	-	14	31	31	14	28	28	14	28	28
Delay - 15 min pk (sec/veh)	59	31	-	64	24	20	63	38	42	59	40	47
Level of Service (LOS)	E+	C-	-	E	C+	B	E	D+	D	E+	D	D
Average 'Q' (veh/ln)	3	12	-	5	8	3	4	6	6	4	8	8
Design 'Q'-ft/ln (1.5*Qavg)	100	360	-	160	240	100	120	180	180	120	240	240
Do Vehicles Clear?	YES	YES	-	YES	YES	YES	YES	YES	YES	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	38	Weighted Average Delay (seconds) =	40
Level of Service - LOS =	D+	Level of Service - LOS =	D+
		Intersection Capacity Utilization - ICU =	0.75

Predetermined Cycle Length is 120 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Imperial Hwy at Harbor Blvd **Fullerton** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	*L*	T	R	L	T	*R*
Movement 1: **17** secs	X			X								
Movement 2: **47** secs		X	X		X	X						
Movement 3: **16** secs							X			X		
Movement 4: **4** secs							X	X	X			
Movement 5: **36** secs								X	X		X	X
Movement 6: **0** secs												
# of Lanes (#, S, P)	2	3	S	2	3	1	2	3	1	2	3	1
Unadjusted Volume	306	1310	305	319	1421	188	395	926	147	240	697	259
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	14	31	31	14	31	31	14	28	28	14	28	28
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Output

		***		***			***					***
Peak Hour Volume (vph)	306	1310	305	319	1421	188	395	926	147	240	697	259
Saturation Flow (vph)	3500	5700	Shrd	3500	5700	1800	3500	5700	1800	3500	5700	1800
X or Volume/Capacity	0.70	0.76	-	0.73	0.66	0.28	0.75	0.51	0.26	0.59	0.43	0.51
Effective Green (sec)	15	45	-	15	45	45	18	38	38	14	34	34
Split Time (sec)	17	47	-	17	47	47	20	40	40	16	36	36
Min. Time or Ped. Time (sec)	14	31	-	14	31	31	14	28	28	14	28	28
Delay - 15 min pk (sec/veh)	59	35	-	61	33	27	58	34	32	56	36	40
Level of Service (LOS)	E+	D+	-	E	C-	C	E+	C-	C-	E+	D+	D+
Average 'Q' (veh/ln)	5	11	-	5	10	4	6	7	3	4	6	6
Design 'Q'-ft/ln (1.5*Qavg)	160	340	-	160	300	120	180	220	100	120	180	180
Do Vehicles Clear?	YES	YES	-	YES	YES	YES	YES	YES	YES	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	40	Weighted Average Delay (seconds) =	43
Level of Service - LOS =	D+	Level of Service - LOS =	D
		Intersection Capacity Utilization - ICU =	0.68

Predetermined Cycle Length is 120 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER

WEbster **B**ased Signal **T**iming **E**valuation **R**outine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Imperial Hwy at Palm St **Caltrans** **AM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	L	T	R	L	T	*R*
Movement 1: **14** secs	X			X								
Movement 2: **6** secs	X	X	X									
Movement 3: **66** secs		X	X		X	X						
Movement 4: **34** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	3	S	1	3	S	S	1	S	1	1	1
Unadjusted Volume	150	1348	10	10	1594	179	10	10	17	111	10	210
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	14	28	28	14	28	28	14	30	30	14	30	30
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	-	1.00	-	1.00	1.00	1.00

Output

	***				***							***
Peak Hour Volume (vph)	150	1348	10	10	1594	179	10	10	17	111	10	210
Saturation Flow (vph)	1800	5700	Shrd	1800	5700	Shrd	Shrd	1600	Shrd	1350	1900	1800
X or Volume/Capacity	0.56	0.41	-	0.06	0.58	-	-	0.09	-	0.31	0.02	0.44
Effective Green (sec)	18	70	-	12	64	-	-	32	-	32	32	32
Split Time (sec)	20	72	-	14	66	-	-	34	-	34	34	34
Min. Time or Ped. Time (sec)	14	28	-	14	28	-	-	30	-	14	30	30
Delay - 15 min pk (sec/veh)	55	14	-	49	20	-	-	33	-	37	33	39
Level of Service (LOS)	E+	B	-	D	B	-	-	C-	-	D+	C-	D+
Average 'Q' (veh/ln)	4	6	-	1	9	-	-	1	-	3	1	5
Design 'Q'-ft/ln (1.5*Qavg)	120	180	-	40	280	-	-	40	-	100	40	160
Do Vehicles Clear?	YES	YES	-	YES	YES	-	-	YES	-	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	22	Weighted Average Delay (seconds) =	25
Level of Service - LOS =	C+	Level of Service - LOS =	C+
		Intersection Capacity Utilization - ICU =	0.54

Predetermined Cycle Length is 120 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Imperial Hwy at Palm St | **Caltrans** | **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	L	T	R	*L*	T	R
Movement 1: **14** secs	X			X								
Movement 2: **7** secs	X	X	X									
Movement 3: **57** secs		X	X		X	X						
Movement 4: **42** secs							X	X	X	X	X	X
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	3	S	1	3	S	S	1	S	1	1	1
Unadjusted Volume	194	1865	10	12	1642	159	10	10	10	313	13	167
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	14	28	28	14	28	28	14	30	30	14	30	30
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	-	1.00	-	1.00	1.00	1.00

Output

	***				***					***		
Peak Hour Volume (vph)	194	1865	10	12	1642	159	8	10	10	313	13	167
Saturation Flow (vph)	1800	5700	Shrd	1800	5700	Shrd	Shrd	1550	Shrd	1400	1900	1800
X or Volume/Capacity	0.68	0.64	-	0.07	0.69	-	-	0.06	-	0.67	0.02	0.28
Effective Green (sec)	19	62	-	12	55	-	-	40	-	40	40	40
Split Time (sec)	21	64	-	14	57	-	-	42	-	42	42	42
Min. Time or Ped. Time (sec)	14	28	-	14	28	-	-	30	-	14	30	30
Delay - 15 min pk (sec/veh)	60	22	-	50	27	-	-	27	-	42	27	31
Level of Service (LOS)	E	C+	-	D	C	-	-	C	-	D	C	C-
Average 'Q' (veh/ln)	6	10	-	1	11	-	-	1	-	7	1	4
Design 'Q'-ft/ln (1.5*Qavg)	180	300	-	40	340	-	-	40	-	220	40	120
Do Vehicles Clear?	YES	YES	-	YES	YES	-	-	YES	-	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	28	Weighted Average Delay (seconds) =	32
Level of Service - LOS =	C	Level of Service - LOS =	C-
		Intersection Capacity Utilization - ICU =	0.68

Predetermined Cycle Length is 120 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Imperial Hwy at S Associated Rd **Caltrans** **AM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	*L*	T	R	L	*T*	R
Movement 1: **14** secs	X			X								
Movement 2: **21** secs	X	X	X									
Movement 3: **41** secs		X	X		X	X						
Movement 4: **14** secs							X			X		
Movement 5: **1** secs							X	X	X			
Movement 6: **29** secs								X	X		X	X
# of Lanes (#, S, P)	1	3	S	1	4	S	2	2	S	2	1	1
Unadjusted Volume	176	1927	84	83	1583	50	256	270	78	147	291	206
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	14	28	28	14	28	28	14	27	27	14	27	27
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-	1.00	1.00	1.00

Output

		***		***			***				***	
Peak Hour Volume (vph)	176	1927	84	83	1583	50	256	270	78	147	291	206
Saturation Flow (vph)	1800	5700	Shrd	1800	7600	Shrd	3500	3800	Shrd	3500	1900	1800
X or Volume/Capacity	0.36	0.71	-	0.46	0.66	-	0.68	0.39	-	0.42	0.68	0.51
Effective Green (sec)	33	60	-	12	39	-	13	28	-	12	27	27
Split Time (sec)	35	62	-	14	41	-	15	30	-	14	29	29
Min. Time or Ped. Time (sec)	14	28	-	14	28	-	14	27	-	14	27	27
Delay - 15 min pk (sec/veh)	37	25	-	59	36	-	61	40	-	54	51	45
Level of Service (LOS)	D+	C+	-	E+	D+	-	E	D	-	D-	D-	D
Average 'Q' (veh/ln)	4	11	-	3	9	-	4	4	-	2	8	5
Design 'Q'-ft/ln (1.5*Qavg)	120	340	-	100	280	-	120	120	-	60	240	160
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	36	Weighted Average Delay (seconds) =	33
Level of Service - LOS =	D+	Level of Service - LOS =	C-
		Intersection Capacity Utilization - ICU =	0.67

Predetermined Cycle Length is 120 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Imperial Hwy at S Associated Rd **Caltrans** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	*L*	T	R	L	*T*	R
Movement 1: **14** secs	X			X								
Movement 2: **10** secs	X	X	X									
Movement 3: **48** secs		X	X		X	X						
Movement 4: **14** secs							X			X		
Movement 5: **34** secs								X	X		X	X
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	3	S	1	4	S	2	2	S	2	1	1
Unadjusted Volume	276	2004	288	126	2372	86	295	343	34	240	415	313
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	14	28	28	14	28	28	14	27	27	14	27	27
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	1.00	1.00	-	1.00	1.00	1.00

Output	***				***		***				***	
Peak Hour Volume (vph)	276	2004	288	126	2372	86	295	343	34	240	415	313
Saturation Flow (vph)	1800	5700	Shrd	1800	7600	Shrd	3500	3800	Shrd	3500	1900	1800
X or Volume/Capacity	0.84	0.86	-	0.70	0.84	-	0.84	0.37	-	0.69	0.82	0.65
Effective Green (sec)	22	56	-	12	46	-	12	32	-	12	32	32
Split Time (sec)	24	58	-	14	48	-	14	34	-	14	34	34
Min. Time or Ped. Time (sec)	14	28	-	14	28	-	14	27	-	14	27	27
Delay - 15 min pk (sec/veh)	69	33	-	73	37	-	74	37	-	63	55	46
Level of Service (LOS)	E	C-	-	E	D+	-	E	D+	-	E	E+	D
Average 'Q' (veh/ln)	8	14	-	4	13	-	5	5	-	4	10	8
Design 'Q'-ft/ln (1.5*Qavg)	240	420	-	120	400	-	160	160	-	120	300	240
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	-	YES	YES	YES

Summary of Results

Whole Intersection		**Critical Movements**	
Weighted Average Delay (seconds) =	42	Weighted Average Delay (seconds) =	45
Level of Service - LOS =	D	Level of Service - LOS =	D
		Intersection Capacity Utilization - ICU =	0.84

Predetermined Cycle Length is 120 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Rosecrans Ave at Gilbert St **Fullerton** **AM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	*L*	T	R	L	*T*	R
Movement 1: **8** secs	X			X								
Movement 2: **2** secs	X	X	X									
Movement 3: **28** secs		X	X		X	X						
Movement 4: **12** secs							X			X		
Movement 5: **19** secs							X	X	X			
Movement 6: **31** secs								X	X		X	X
# of Lanes (#, S, P)	P	2	1	P	2	1	1	2	1	1	2	1
Unadjusted Volume	103	781	208	46	476	30	497	425	51	52	1037	175
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	8	30	30	8	28	28	12	26	26	12	28	28
Permissive Veh/Cycle	2			2								
Progression Adj. Factor (PAF)	P/P	1.00	1.00	P/P	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Output

		***		***			***				***	
Peak Hour Volume (vph)	103	781	208	46	476	30	497	425	51	52	1037	175
Saturation Flow (vph)	P/P	3800	1800	P/P	3800	1800	1800	3800	1800	1800	3800	1800
X or Volume/Capacity	0.21	0.73	0.41	0.13	0.48	0.06	0.95	0.23	0.06	0.29	0.94	0.34
Effective Green (sec)	8	28	28	6	26	26	29	48	48	10	29	29
Split Time (sec)	10	30	30	8	28	28	31	50	50	12	31	31
Min. Time or Ped. Time (sec)	8	30	30	8	28	28	12	26	26	12	28	28
Delay - 15 min pk (sec/veh)	14	37	32	5	33	28	64	16	14	46	51	30
Level of Service (LOS)	B	D+	C-	A	C-	C	E	B	B	D	D-	C
Average 'Q' (veh/ln)	1	8	4	1	5	1	11	3	1	1	11	3
Design 'Q'-ft/ln (1.5*Qavg)	40	240	120	40	160	40	340	100	40	40	340	100
Do Vehicles Clear?	YES	YES	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	40	Weighted Average Delay (seconds) =	49
Level of Service - LOS =	D+	Level of Service - LOS =	D
		Intersection Capacity Utilization - ICU =	0.83

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Rosecrans Ave at Gilbert St **Fullerton** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	*L*	T	R	L	*T*	R
Movement 1: **8** secs	X			X								
Movement 2: **5** secs	X	X	X									
Movement 3: **28** secs		X	X		X	X						
Movement 4: **12** secs							X			X		
Movement 5: **19** secs							X	X	X			
Movement 6: **28** secs								X	X		X	X
# of Lanes (#, S, P)	P	2	1	P	2	1	1	2	1	1	2	1
Unadjusted Volume	227	677	140	77	610	33	410	1137	49	49	723	93
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	8	30	30	8	28	28	12	26	26	12	28	28
Permissive Veh/Cycle	2			2								
Progression Adj. Factor (PAF)	P/P	1.00	1.00	P/P	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Output

	***				***		***				***	
Peak Hour Volume (vph)	227	677	140	77	610	33	410	1137	49	49	723	93
Saturation Flow (vph)	P/P	3800	1800	P/P	3800	1800	1800	3800	1800	1800	3800	1800
X or Volume/Capacity	0.78	0.57	0.25	0.21	0.62	0.07	0.79	0.66	0.06	0.27	0.73	0.20
Effective Green (sec)	11	31	31	6	26	26	29	45	45	10	26	26
Split Time (sec)	13	33	33	8	28	28	31	47	47	12	28	28
Min. Time or Ped. Time (sec)	8	30	30	8	28	28	12	26	26	12	28	28
Delay - 15 min pk (sec/veh)	48	31	27	6	36	28	44	24	16	45	39	30
Level of Service (LOS)	D	C-	C	A	D+	C	D	C+	B	D	D+	C
Average 'Q' (veh/ln)	4	6	3	1	6	1	8	9	1	1	7	2
Design 'Q'-ft/ln (1.5*Qavg)	120	180	100	40	180	40	240	280	40	40	220	60
Available Storage (ft)	2			2								
Do Vehicles Clear?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	33	Weighted Average Delay (seconds) =	40
Level of Service - LOS =	C-	Level of Service - LOS =	D+
		Intersection Capacity Utilization - ICU =	0.72

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Rosecrans Ave at Parks Rd | **Fullerton** | **AM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	T	R	*L*	T	R	L	T	R	*L*	T	R
Movement 1: **56** secs	X	X	X	X	X	X						
Movement 2: **44** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	1	1	1	1
Unadjusted Volume	10	751	205	153	571	101	124	205	207	234	272	38
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	24	24	24	24	24	24	23	23	23	23	23	23
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	1.00

Output *** ***

Peak Hour Volume (vph)	10	751	205	153	571	101	124	205	207	234	272	38
Saturation Flow (vph)	650	3800	Shrd	450	3800	Shrd	1300	1900	1800	900	1900	1800
X or Volume/Capacity	0.03	0.47	-	0.63	0.33	-	0.23	0.26	0.27	0.62	0.34	0.05
Effective Green (sec)	54	54	-	54	54	-	42	42	42	42	42	42
Split Time (sec)	56	56	-	56	56	-	44	44	44	44	44	44
Min. Time or Ped. Time (sec)	24	24	-	24	24	-	23	23	23	23	23	23
Delay - 15 min pk (sec/veh)	11	15	-	28	13	-	20	20	20	30	21	17
Level of Service (LOS)	B	B	-	C	B	-	B	B	B	C-	C+	B
Average 'Q' (veh/ln)	1	6	-	2	4	-	2	3	3	4	4	1
Design 'Q'-ft/ln (1.5*Qavg)	40	180	-	60	120	-	60	100	100	120	120	40
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	YES	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	18	Weighted Average Delay (seconds) =	30
Level of Service - LOS =	B	Level of Service - LOS =	C
		Intersection Capacity Utilization - ICU =	0.63

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER

WEbster Based **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Rosecrans Ave at Parks Rd **Fullerton** **PM Peak Hour**

Parameter **Values (using default set 'Webster')**

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	T	R	L	*T*	R	L	T	*R*	L	T	R
Movement 1: **74** secs	X	X	X	X	X	X						
Movement 2: **26** secs							X	X	X	X	X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	2	S	1	2	S	1	1	1	1	1	1
Unadjusted Volume	13	662	33	64	645	87	47	81	119	68	54	22
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	24	24	24	24	24	24	23	23	23	23	23	23
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	1.00

Output *** ***

Peak Hour Volume (vph)	13	662	33	64	645	87	47	81	119	68	54	22
Saturation Flow (vph)	600	3800	Shrd	650	3800	Shrd	1350	1900	1800	1100	1900	1800
X or Volume/Capacity	0.03	0.25	-	0.14	0.27	-	0.15	0.18	0.28	0.26	0.12	0.05
Effective Green (sec)	72	72	-	72	72	-	24	24	24	24	24	24
Split Time (sec)	74	74	-	74	74	-	26	26	26	26	26	26
Min. Time or Ped. Time (sec)	24	24	-	24	24	-	23	23	23	23	23	23
Delay - 15 min pk (sec/veh)	4	5	-	5	5	-	31	31	33	33	30	29
Level of Service (LOS)	A	A	-	A	A	-	C-	C-	C-	C-	C-	C
Average 'Q' (veh/ln)	1	3	-	1	3	-	1	2	3	1	1	1
Design 'Q'-ft/ln (1.5*Qavg)	40	100	-	40	100	-	40	60	100	40	40	40
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	YES	YES	YES	YES

Summary of Results

Whole Intersection		**Critical Movements**	
Weighted Average Delay (seconds) =	11	Weighted Average Delay (seconds) =	9
Level of Service - LOS =	B	Level of Service - LOS =	A
		Intersection Capacity Utilization - ICU =	0.27

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Euclid St at Rosecrans Ave | **Fullerton** | **AM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	T	*R*	L	T	R	*L*	T	R	L	*T*	R
Movement 1: **25** secs	X		X									
Movement 2: **18** secs			X				X	X				
Movement 3: **57** secs								X			X	X
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	2		2				2	2			2	1
Unadjusted Volume	332		1104				398	431			1220	213
Peak Hour Factor (PHF)	1.00		1.00				1.00	1.00			1.00	1.00
Min/Ped Time Override (sec)	27		27				12	21			29	29
Progression Adj. Factor (PAF)	1.00		1.00				1.00	1.00			1.00	1.00

Output

			***				***				***	
Peak Hour Volume (vph)	332		1104				398	431			1220	213
Saturation Flow (vph)	3500		3400				3500	3800			3800	1800
X or Volume/Capacity	0.41		0.79				0.71	0.16			0.58	0.22
Effective Green (sec)	23		41				16	73			55	55
Split Time (sec)	25		43				18	75			57	57
Min. Time or Ped. Time (sec)	27		27				12	21			29	29
Delay - 15 min pk (sec/veh)	34		30				47	4			16	12
Level of Service (LOS)	C-		C-				D	A			B	B
Average 'Q' (veh/ln)	4		9				5	2			8	3
Design 'Q'-ft/ln (1.5*Qavg)	120		280				160	60			240	100
Do Vehicles Clear?	YES		YES				YES	YES			YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	24	Weighted Average Delay (seconds) =	27
Level of Service - LOS =	C+	Level of Service - LOS =	C
		Intersection Capacity Utilization - ICU =	0.69

Predetermined Cycle Length is 100 sec
Min./Ped. Times May Not Be Satisfied
Analysis Based on User Selected Splits

WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Euclid St at Rosecrans Ave **Fullerton** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	T	R	*L*	T	R	L	*T*	R
Movement 1: **31** secs	X		X									
Movement 2: **33** secs			X				X	X				
Movement 3: **36** secs								X			X	X
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	2		2				2	2			2	1
Unadjusted Volume	276		473				632	1133			628	205
Peak Hour Factor (PHF)	1.00		1.00				1.00	1.00			1.00	1.00
Min/Ped Time Override (sec)	27		27				12	21			29	29
Progression Adj. Factor (PAF)	1.00		1.00				1.00	1.00			1.00	1.00

Output

	***						***				***	
Peak Hour Volume (vph)	276		473				632	1133			628	205
Saturation Flow (vph)	3500		3400				3500	3800			3800	1800
X or Volume/Capacity	0.27		0.22				0.58	0.45			0.49	0.33
Effective Green (sec)	29		62				31	67			34	34
Split Time (sec)	31		64				33	69			36	36
Min. Time or Ped. Time (sec)	27		27				12	21			29	29
Delay - 15 min pk (sec/veh)	28		9				31	8			27	26
Level of Service (LOS)	C		A				C	A			C	C
Average 'Q' (veh/ln)	3		2				6	5			6	4
Design 'Q'-ft/ln (1.5*Qavg)	100		60				180	160			180	120
Do Vehicles Clear?	YES		YES				YES	YES			YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	20	Weighted Average Delay (seconds) =	30
Level of Service - LOS =	B	Level of Service - LOS =	C
		Intersection Capacity Utilization - ICU =	0.45

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

8

Existing Traffic with Existing Lane Geometrics

Gilbert St at Pioneer Ave | **Fullerton** | **AM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	T	R	L	*T*	R	L	T	R	*L*	*T*	R
Movement 1: **30** secs	X	X	X	X	X	X						
Movement 2: **8** secs							X			X		
Movement 3: **62** secs								X	X		X	X
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	1	S	1	1	S	P	2	1	P	2	S
Unadjusted Volume	10	40	66	80	28	104	22	679	68	41	1249	10
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	30	30	30	30	30	30	8	31	31	8	28	28
Permissive Veh/Cycle							2			2		
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	P/P	1.00	1.00	P/P	1.00	-

Output

					***					***	***	
Peak Hour Volume (vph)	10	40	66	80	28	104	22	679	68	41	1249	10
Saturation Flow (vph)	1200	1900	Shrd	1250	1900	Shrd	P/P	3800	1800	P/P	3800	Shrd
X or Volume/Capacity	0.03	0.20	-	0.23	0.25	-	0.06	0.30	0.06	0.11	0.55	-
Effective Green (sec)	28	28	-	28	28	-	6	60	60	6	60	-
Split Time (sec)	30	30	-	30	30	-	8	62	62	8	62	-
Min. Time or Ped. Time (sec)	30	30	-	30	30	-	8	31	31	8	28	-
Delay - 15 min pk (sec/veh)	26	28	-	29	29	-	5	10	8	5	13	-
Level of Service (LOS)	C	C	-	C	C	-	A	B	A	A	B	-
Average 'Q' (veh/ln)	1	2	-	2	3	-	1	4	1	1	7	-
Design 'Q'-ft/ln (1.5*Qavg)	40	60	-	60	100	-	40	120	40	40	220	-
Available Storage (ft)							2			2		
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	YES	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	14	Weighted Average Delay (seconds) =	15
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.43

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Gilbert St at Pioneer Ave | **Fullerton** | **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	T	R	L	*T*	R	*L*	*T*	R	L	T	R
Movement 1: **30** secs	X	X	X	X	X	X						
Movement 2: **8** secs							X			X		
Movement 3: **62** secs								X	X		X	X
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1	1	S	1	1	S	P	2	1	P	2	S
Unadjusted Volume	16	27	41	53	26	69	59	1446	27	48	918	14
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	30	30	30	30	30	30	8	31	31	8	28	28
Permissive Veh/Cycle							2			2		
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	-	P/P	1.00	1.00	P/P	1.00	-

Output

					***		***	***				
Peak Hour Volume (vph)	16	27	41	53	26	69	59	1446	27	48	918	14
Saturation Flow (vph)	1250	1900	Shrd	1300	1900	Shrd	P/P	3800	1800	P/P	3800	Shrd
X or Volume/Capacity	0.05	0.13	-	0.15	0.18	-	0.16	0.63	0.03	0.13	0.41	-
Effective Green (sec)	28	28	-	28	28	-	6	60	60	6	60	-
Split Time (sec)	30	30	-	30	30	-	8	62	62	8	62	-
Min. Time or Ped. Time (sec)	30	30	-	30	30	-	8	31	31	8	28	-
Delay - 15 min pk (sec/veh)	27	27	-	28	28	-	5	14	8	5	11	-
Level of Service (LOS)	C	C	-	C	C	-	A	B	A	A	B	-
Average 'Q' (veh/ln)	1	1	-	1	2	-	1	8	1	1	5	-
Design 'Q'-ft/ln (1.5*Qavg)	40	40	-	40	60	-	40	240	40	40	160	-
Available Storage (ft)							2			2		
Do Vehicles Clear?	YES	YES	-	YES	YES	-	YES	YES	YES	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	14	Weighted Average Delay (seconds) =	15
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.47

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Parks Rd at Pioneer Ave | **Fullerton** | **AM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	T	R	L	T	R	L	*T*	R
Movement 1: **37** secs	X		X									
Movement 2: **63** secs							X	X			X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1		1				1	1			1	1
Unadjusted Volume	270		270				116	424			485	319
Peak Hour Factor (PHF)	1.00		1.00				1.00	1.00			1.00	1.00
Min/Ped Time Override (sec)			22				10	16			19	19
Progression Adj. Factor (PAF)	1.00		1.00				1.00	1.00			1.00	1.00

Output *** ***

Peak Hour Volume (vph)	268		270				116	424			485	319
Saturation Flow (vph)	1800		1800				700	1900			1900	1800
X or Volume/Capacity	0.43		0.43				0.27	0.37			0.42	0.29
Effective Green (sec)	35		35				61	61			61	61
Split Time (sec)	37		37				63	63			63	63
Min. Time or Ped. Time (sec)	10		22				10	16			19	19
Delay - 15 min pk (sec/veh)	27		27				11	11			11	10
Level of Service (LOS)	C		C				B	B			B	A
Average 'Q' (veh/ln)	5		5				1	5			5	3
Design 'Q'-ft/ln (1.5*Qavg)	160		160				40	160			160	100
Do Vehicles Clear?	YES		YES				YES	YES			YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	16	Weighted Average Delay (seconds) =	17
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.42

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Parks Rd at Pioneer Ave | **Fullerton** | **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	T	R	L	*T*	R	L	T	R
Movement 1: **35** secs	X		X									
Movement 2: **65** secs							X	X			X	X
Movement 3: **0** secs												
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	1		1				1	1			1	1
Unadjusted Volume	93		91				84	180			103	69
Peak Hour Factor (PHF)	1.00		1.00				1.00	1.00			1.00	1.00
Min/Ped Time Override (sec)			22				10	16			19	19
Progression Adj. Factor (PAF)	1.00		1.00				1.00	1.00			1.00	1.00

Output *** ***

Peak Hour Volume (vph)	93		91				84	180			103	69
Saturation Flow (vph)	1800		1800				1250	1900			1900	1800
X or Volume/Capacity	0.16		0.15				0.11	0.15			0.09	0.06
Effective Green (sec)	33		33				63	63			63	63
Split Time (sec)	35		35				65	65			65	65
Min. Time or Ped. Time (sec)	10		22				10	16			19	19
Delay - 15 min pk (sec/veh)	24		24				8	8			7	7
Level of Service (LOS)	C+		C+				A	A			A	A
Average 'Q' (veh/ln)	2		2				1	2			1	1
Design 'Q'-ft/ln (1.5*Qavg)	60		60				40	60			40	40
Do Vehicles Clear?	YES		YES				YES	YES			YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	13	Weighted Average Delay (seconds) =	14
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.15

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Bastanchury Rd at Parks Rd **Fullerton** **AM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	T	*R*	L	T	R	*L*	T	R	L	*T*	R
Movement 1: **41** secs	X		X									
Movement 2: **19** secs							X	X				
Movement 3: **40** secs								X			X	X
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	2		1				P	2			2	1
Unadjusted Volume	466		298				234	538			759	165
Peak Hour Factor (PHF)	1.00		1.00				1.00	1.00			1.00	1.00
Min/Ped Time Override (sec)	28		28				8	21			21	21
Permissive Veh/Cycle							2					
Progression Adj. Factor (PAF)	1.00		1.00				P/P	1.00			1.00	1.00

Output

			***				***				***	
Peak Hour Volume (vph)	466		298				234	538			759	165
Saturation Flow (vph)	3500		1800				P/P	3800			3800	1800
X or Volume/Capacity	0.34		0.42				0.53	0.25			0.53	0.24
Effective Green (sec)	39		39				17	57			38	38
Split Time (sec)	41		41				19	59			40	40
Min. Time or Ped. Time (sec)	28		28				8	21			21	21
Delay - 15 min pk (sec/veh)	22		24				31	11			25	22
Level of Service (LOS)	C+		C+				C-	B			C	C+
Average 'Q' (veh/ln)	4		5				4	3			7	3
Design 'Q'-ft/ln (1.5*Qavg)	120		160				120	100			220	100
Do Vehicles Clear?	YES		YES				YES	YES			YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	22	Weighted Average Delay (seconds) =	27
Level of Service - LOS =	C+	Level of Service - LOS =	C
		Intersection Capacity Utilization - ICU =	0.48

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

Notes: Bastanchury Rd WB is SB at Parks Rd, Valencia Mesa Dr, and Malvern Ave

WEBSTER
WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Bastanchury Rd at Parks Rd **Fullerton** **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	T	*R*	L	T	R	*L*	T	R	L	*T*	R
Movement 1: **28** secs	X		X									
Movement 2: **12** secs							X	X				
Movement 3: **60** secs								X			X	X
Movement 4: **0** secs												
Movement 5: **0** secs												
Movement 6: **0** secs												
# of Lanes (#, S, P)	2		1				P	2			2	1
Unadjusted Volume	140		80				64	680			667	201
Peak Hour Factor (PHF)	1.00		1.00				1.00	1.00			1.00	1.00
Min/Ped Time Override (sec)	28		28				8	21			21	21
Permissive Veh/Cycle							2					
Progression Adj. Factor (PAF)	1.00		1.00				P/P	1.00			1.00	1.00

Output

			***				***				***	
Peak Hour Volume (vph)	140		80				64	680			667	201
Saturation Flow (vph)	3500		1800				P/P	3800			3800	1800
X or Volume/Capacity	0.15		0.17				0.11	0.26			0.30	0.19
Effective Green (sec)	26		26				10	70			58	58
Split Time (sec)	28		28				12	72			60	60
Min. Time or Ped. Time (sec)	28		28				8	21			21	21
Delay - 15 min pk (sec/veh)	29		29				4	6			11	10
Level of Service (LOS)	C		C				A	A			B	B
Average 'Q' (veh/ln)	1		2				1	3			4	2
Design 'Q'-ft/ln (1.5*Qavg)	40		60				40	100			120	60
Do Vehicles Clear?	YES		YES				YES	YES			YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	11	Weighted Average Delay (seconds) =	13
Level of Service - LOS =	B	Level of Service - LOS =	B
		Intersection Capacity Utilization - ICU =	0.25

Predetermined Cycle Length is 100 sec

Min./Ped. Times Satisfied

Analysis Based on User Selected Splits

Notes: Bastanchury Rd WB is SB at Parks Rd, Valencia Mesa Dr, and Malvern Ave

WEBSTER

WEbster **B**ased **S**ignal **T**iming Evaluation **R**outine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

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Existing Traffic with Existing Lane Geometrics

Euclid St at Bastanchury Rd | **Fullerton** | **AM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	L	*T*	R	*L*	T	R	L	T	*R*	*L*	T	R
Movement 1: **12** secs	X			X								
Movement 2: **0** secs				X	X	X						
Movement 3: **32** secs		X	X		X	X						
Movement 4: **12** secs							X			X		
Movement 5: **13** secs										X	X	X
Movement 6: **31** secs								X	X		X	X
# of Lanes (#, S, P)	2	3	S	2	2	1	1	3	1	2	2	1
Unadjusted Volume	58	794	107	244	687	330	62	561	349	633	1236	104
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	12	32	32	12	32	32	12	31	31	12	31	31
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Output

		***		***					***	***		
Peak Hour Volume (vph)	58	794	107	244	687	330	62	561	349	633	1236	104
Saturation Flow (vph)	3500	5700	Shrd	3500	3800	1800	1800	5700	1800	3500	3800	1800
X or Volume/Capacity	0.17	0.53	-	0.70	0.60	0.61	0.34	0.34	0.67	0.79	0.77	0.14
Effective Green (sec)	10	30	-	10	30	30	10	29	29	23	42	42
Split Time (sec)	12	32	-	12	32	32	12	31	31	25	44	44
Min. Time or Ped. Time (sec)	12	32	-	12	32	32	12	31	31	12	31	31
Delay - 15 min pk (sec/veh)	42	30	-	54	32	35	47	29	38	44	29	18
Level of Service (LOS)	D	C-	-	D-	C-	D+	D	C	D+	D	C	B
Average 'Q' (veh/ln)	1	6	-	3	7	6	2	4	7	7	10	2
Design 'Q'-ft/ln (1.5*Qavg)	40	180	-	100	220	180	60	120	220	220	300	60
Do Vehicles Clear?	YES	YES	-	YES	YES	YES	YES	YES	YES	YES	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	34	Weighted Average Delay (seconds) =	39
Level of Service - LOS =	C-	Level of Service - LOS =	D+
		Intersection Capacity Utilization - ICU =	0.65

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER

WEbster **B**ased **S**ignal **T**iming **E**valuation **R**outine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

Existing Traffic with Existing Lane Geometrics

Euclid St at Bastanchury Rd | **Fullerton** | **PM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	T	*R*	L	*T*	R	*L*	T	R
Movement 1: **12** secs	X			X								
Movement 2: **11** secs				X	X	X						
Movement 3: **32** secs		X	X		X	X						
Movement 4: **12** secs							X			X		
Movement 5: **2** secs										X	X	X
Movement 6: **31** secs								X	X		X	X
# of Lanes (#, S, P)	2	3	S	2	2	1	1	3	1	2	2	1
Unadjusted Volume	118	809	53	298	708	702	59	1076	232	404	708	121
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	12	32	32	12	32	32	12	31	31	12	31	31
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Output

	***					***		***		***		
Peak Hour Volume (vph)	118	809	53	298	708	702	59	1076	232	404	708	121
Saturation Flow (vph)	3500	5700	Shrd	3500	3800	1800	1800	5700	1800	3500	3800	1800
X or Volume/Capacity	0.34	0.50	-	0.41	0.45	0.95	0.33	0.65	0.44	0.96	0.60	0.22
Effective Green (sec)	10	30	-	21	41	41	10	29	29	12	31	31
Split Time (sec)	12	32	-	23	43	43	12	31	31	14	33	33
Min. Time or Ped. Time (sec)	12	32	-	12	32	32	12	31	31	12	31	31
Delay - 15 min pk (sec/veh)	45	30	-	36	22	52	47	33	32	79	32	26
Level of Service (LOS)	D	C	-	D+	C+	D-	D	C-	C-	E-	C-	C
Average 'Q' (veh/ln)	1	6	-	3	6	13	1	7	5	5	7	2
Design 'Q'-ft/ln (1.5*Qavg)	40	180	-	100	180	400	40	220	160	160	220	60
Do Vehicles Clear?	YES	YES	-	YES	YES	NO	YES	YES	YES	NO	YES	YES

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	38	Weighted Average Delay (seconds) =	48
Level of Service - LOS =	D+	Level of Service - LOS =	D
		Intersection Capacity Utilization - ICU =	0.79

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits

WEBSTER

WEbster Based Signal Timing Evaluation Routine
For Capacity and Level of Service Analysis Using HCM 2000 Control Delay

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Existing Traffic with Existing Lane Geometrics

Harbor Blvd at Bastanchury Rd **Fullerton** **AM Peak Hour**

Parameter Values (using default set 'Webster')

Parameter	Other	Default	Min. Time Parameter	Other	Default	Sat. Flow Parameter	Other	Default
Duration of Peak Period (min)		15	Min. Time (Left Turns, sec)		10	Sat Flow (1 Left lane, vphg)		1800
Lost Time (sec)		2	Min/Ped Time (Thrus, sec)	Varies	Varies	Sat Flow (2 Left lanes, vphg)		3500
Vehicle Length (feet)		20				Sat Flow (1 Thru lane, vphg)		1900
						Sat Flow (1 Right lane, vphg)		1800

Input Values

	Eastbound			Westbound			Northbound			Southbound		
Movement Times	*L*	T	R	L	*T*	R	*L*	T	R	L	*T*	R
Movement 1: **13** secs	X			X								
Movement 2: **12** secs	X	X	X									
Movement 3: **31** secs		X	X		X	X						
Movement 4: **13** secs							X			X		
Movement 5: **6** secs										X	X	X
Movement 6: **25** secs								X	X		X	X
# of Lanes (#, S, P)	1	3	S	2	3	1	2	3	S	2	3	S
Unadjusted Volume	377	1065	178	258	1104	250	207	785	208	414	1224	257
Peak Hour Factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Min/Ped Time Override (sec)	13	31	31	13	31	31	13	25	25	13	25	25
Progression Adj. Factor (PAF)	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	-

Output

	***				***		***				***	
Peak Hour Volume (vph)	377	1065	178	258	1104	250	207	785	208	414	1224	257
Saturation Flow (vph)	1800	5700	Shrd	3500	5700	1800	3500	5700	Shrd	3500	5700	Shrd
X or Volume/Capacity	0.91	0.53	-	0.67	0.67	0.48	0.54	0.76	-	0.70	0.90	-
Effective Green (sec)	23	41	-	11	29	29	11	23	-	17	29	-
Split Time (sec)	25	43	-	13	31	31	13	25	-	19	31	-
Min. Time or Ped. Time (sec)	13	31	-	13	31	31	13	25	-	13	25	-
Delay - 15 min pk (sec/veh)	64	23	-	52	33	32	47	40	-	46	42	-
Level of Service (LOS)	E	C+	-	D-	C-	C-	D	D	-	D	D	-
Average 'Q' (veh/ln)	9	7	-	3	7	5	3	7	-	5	10	-
Design 'Q'-ft/ln (1.5*Qavg)	280	220	-	100	220	160	100	220	-	160	300	-
Do Vehicles Clear?	YES	YES	-	YES	YES	YES	YES	YES	-	YES	YES	-

Summary of Results

Whole Intersection		Critical Movements	
Weighted Average Delay (seconds) =	39	Weighted Average Delay (seconds) =	43
Level of Service - LOS =	D+	Level of Service - LOS =	D
		Intersection Capacity Utilization - ICU =	0.78

Predetermined Cycle Length is 100 sec
Min./Ped. Times Satisfied
Analysis Based on User Selected Splits