

Appendix F

Vehicle Miles Traveled Memorandum/Traffic Operations Report

TECHNICAL MEMORANDUM

To: Brian Sorensen, InSite Property Group

From: Carla Dietrich, Michael Baker International
Dawn Wilson, Michael Baker International

CC: Alan Ashimine, Michael Baker International

Date: July 9, 2021 (Previous Versions: November 9, 2020 and January 19, 2021)

Subject: Beverly Boulevard Warehouse VMT Assessment

Introduction

The purpose of this memorandum is to document a VMT assessment for the proposed Beverly Boulevard Warehouse (Project) located in the City of Pico Rivera, California in support of the Transportation component of the California Environmental Quality Act (CEQA) process. A separate Traffic Operations Report has been prepared for this Project. **Table 1** provides key project information. **Exhibit 1** shows the location of the Project and **Exhibit 2** shows the conceptual site plan.

Table 1: Project Information

Item	Description
Project Title	Beverly Boulevard Warehouse Project
Project Location	Situated between the San Gabriel River to the west and Interstate 605 (I-605) to the east, south of Beverly Boulevard (City of Pico Rivera, County of Los Angeles)
Existing Use	Vacant
Proposed Use	357,903 square foot (sf) Warehouse and 2,500 sf Copy Print, Express Ship Store
Area	19.06 acres

The copy, print, express ship store is envisioned to be a local serving facility with post office boxes and shipping and copying services; however, it is not anticipated to be a FedEx or UPS store.

Exhibit 1: Project Location

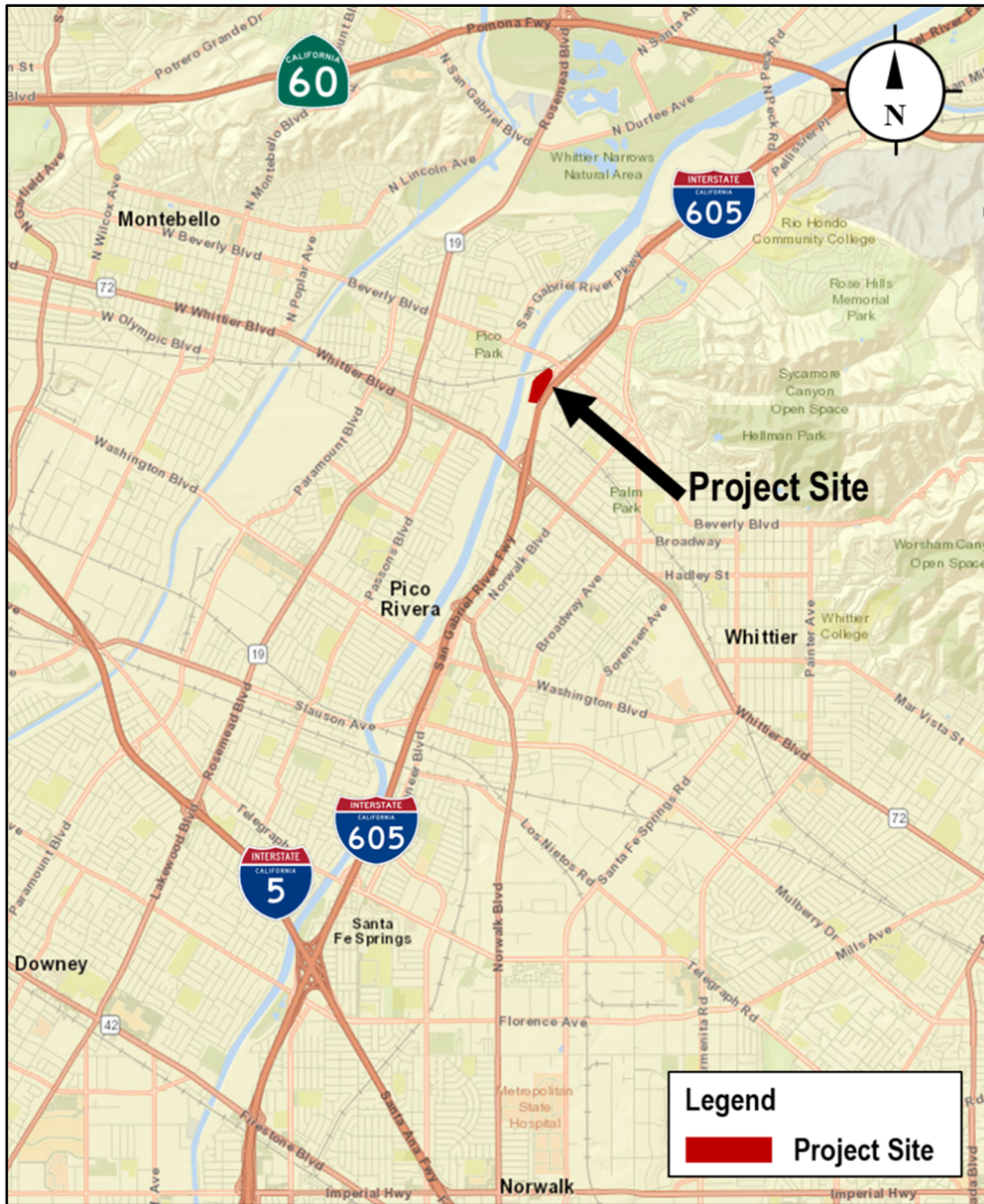
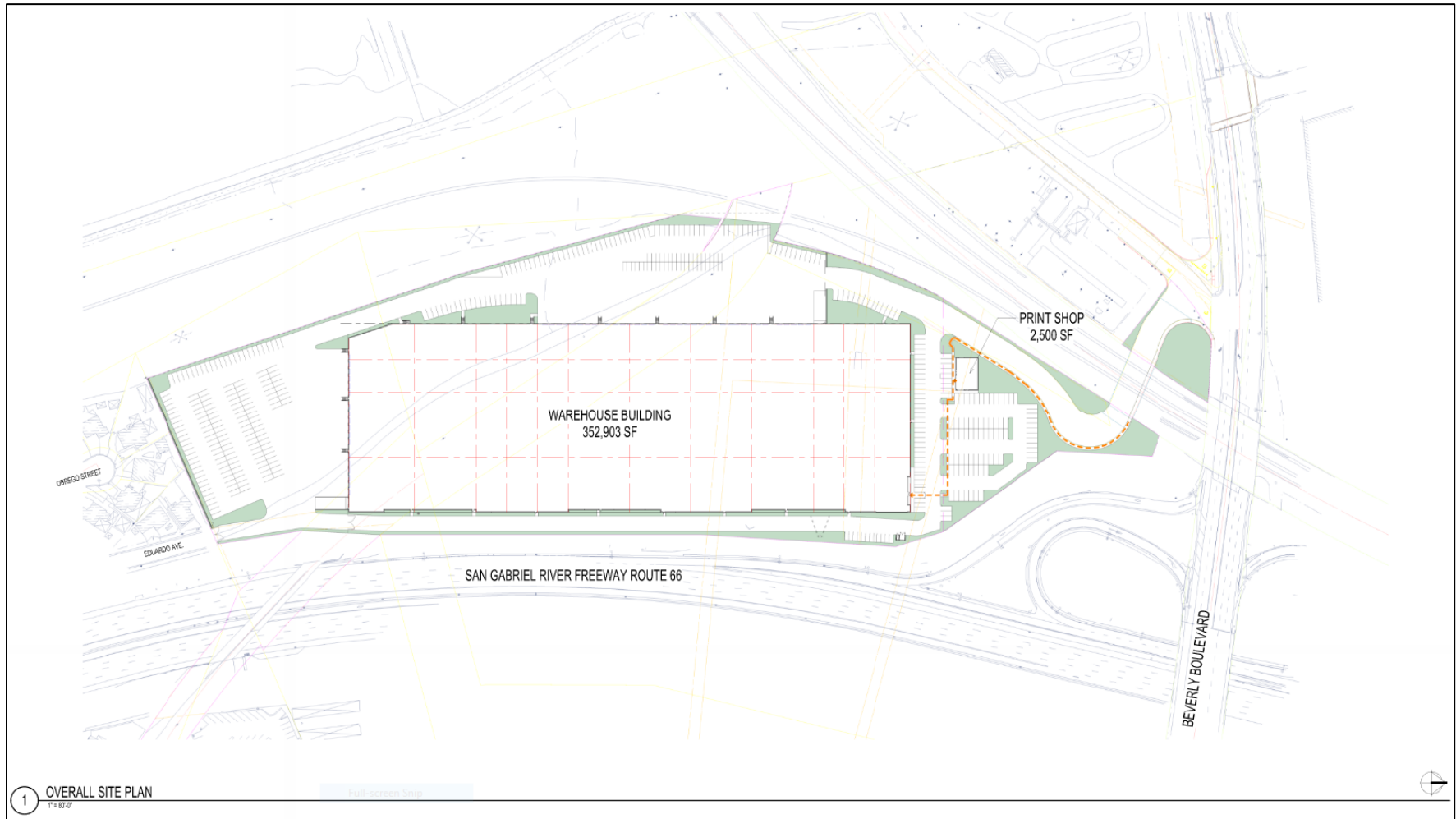


Exhibit 2: Site Plan



Source: RGA

Note: As of 1/15/2021, a revised site plan focusing on parking adjustments is under development. The updated site plan will be provided in the next submittal.

Project Trip Generation

The number of Project site trips was estimated using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (10th Edition). **Table 2** provides the trip generation rates and **Table 3** shows the trip generation calculations for the proposed Project. Modifications have been made to the Project site plan since the traffic study scoping agreement was approved by the City in September 2020. However, the estimated number of trips shown below are either equal to or less than the trips estimated during the scoping phase. The trip generation analysis including the vehicle type breakdown was reviewed and approved by City staff during project scoping.

Table 2: Trip Generation Rates

Land Use	ITE Code	Vehicle Type Breakdown		Daily Trip Rate	AM Peak Hour		PM Peak Hour	
					Rate	In / Out	Rate	In / Out
Warehousing	150	Passenger Car	69.0%	1.201 / KSF	0.117	77% / 23%	0.131	27% / 73%
		2 Axle Truck	6.8%	0.118 / KSF	0.012		0.013	
		3 Axle Truck	5.5%	0.096 / KSF	0.009		0.010	
		4+ Axle Truck	18.7%	0.325 / KSF	0.032		0.036	
		Total Truck	31.0%	0.539 / KSF	0.053		0.059	
		Total		1.74 / KSF	0.170		0.190	
Copy, Print, Express Ship Store	920	Passenger Car	100%	74.2* / KSF	2.78	75% / 25%	7.42	44% / 56%

Notes: Values may vary slightly due to rounding.

KSF = Thousand square feet.

Warehousing vehicle breakdown based on ITE-South Coast Air Quality Management District's (SCAQMD) *High-Cube Warehouse Vehicle Trip Generation Analysis* (October 2016).

* Value not provided in *Trip Generation Manual*. Daily rate was assumed to be ten times the PM Peak Hour trip rate.

Table 3: Project Trip Generation

Land Use	ITE Code	Intensity	Vehicle Type Breakdown		Daily Trips	AM Peak Hour			PM Peak Hour		
						Volume	In	Out	Volume	In	Out
Warehousing	150	357.903 ksf	Passenger Car	69.0%	430	42	32	10	47	13	34
			2 Axle Truck	6.8%	42	4	3	1	5	1	4
			3 Axle Truck	5.5%	34	3	2	1	4	1	3
			4+ Axle Truck	18.7%	116	11	8	3	13	4	9
			Total Truck	31.0%	192	18	13	5	22	6	16
			Total		622	60	45	15	69	19	50
Copy, Print, Express Ship Store	920	2.5 ksf	Passenger Car	100%	186	7	5	2	19	8	11
Total					808	67	50	17	88	27	61

Notes: Values may vary slightly due to rounding.

KSF = Thousand square feet.

Analysis Guidelines

Per the direction of City staff, the *Los Angeles County Public Works Transportation Impact Guidelines*, July 23, 2020 (*County Guidelines*) have been utilized as the primary resource in the development of this analysis since City-specific guidelines have not yet been developed. The Governor’s Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018 (*Technical Advisory*) has been used as a secondary resource.

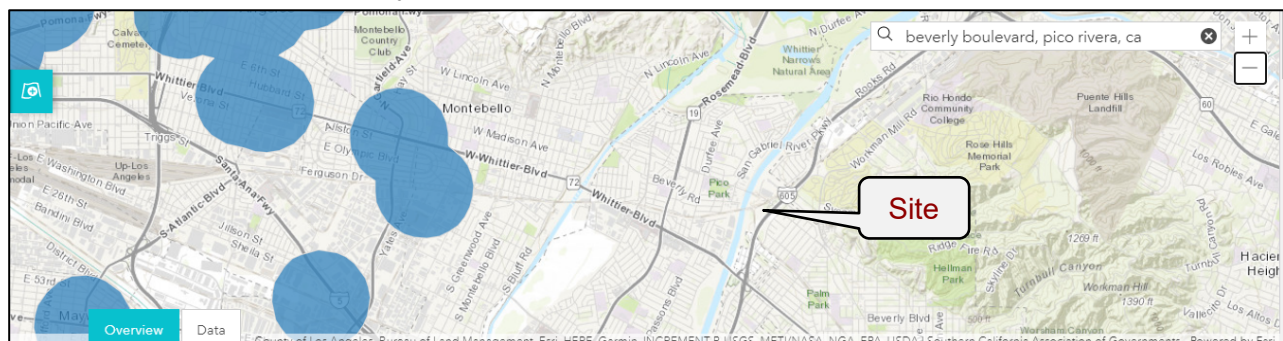
Screening Criteria

Land use projects that meet the *County Guidelines* screening thresholds identified in **Table 4** are assumed to result in a less-than-significant transportation impact under CEQA and do not require a detailed quantitative VMT assessment. **The Project does not meet any of the Screening Criteria for land use projects which would allow a determination of a less-than-significant impact on VMT, thus a project-specific VMT assessment is required.**

Table 4: Screening Criteria for Land Use Projects Exempt from VMT Calculation

Screening Criteria	OPR Recommended Screening Criteria	Project Evaluation	Result
3.1.2.1 – Non-Retail Project Trip Generation Screening Criteria	Does the development project generate a net increase of 110 or more daily vehicle trips?	Project is anticipated to generate approximately 800 daily trips.	Does Not Meet Criteria
3.1.2.2 – Retail Project Site Plan Screening Criteria	Does the project contain retail uses that exceed 50,000 square feet of gross floor area?	The project includes industrial (warehouse) and service (copy, print, and express ship store) uses.	Does Not Meet Criteria
3.1.2.3 – Proximity to Transit Based Screening Criteria	Is the project located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor?	Exhibit 3 shows that the Project is not located with a Transit Priority Area.	Does Not Meet Criteria
3.1.2.4 – Residential Lane Use Based Screening Criteria	Are 100% of the units, excluding manager’s units, set aside for lower income households?	Project does not include any residential housing.	Does Not Meet Criteria

Exhibit 3: SCAG 2016 Transit Priority Areas



Source: <https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2016-scag-region>

VMT Threshold of Significance

Table 5 shows the thresholds of significance per the *County Guidelines*. As shown, the primary site use (industrial warehouse) is not directly addressed in the guidance. Since the *County Guidelines* do not provide direct guidance and City-specific thresholds have not been developed, an assumption was made regarding an appropriate and reasonable threshold for the purposes of this analysis.

Table 5: Technical Advisory Impact Thresholds

Project Type	VMT Metric	OPR Recommended Impact Threshold
Residential	VMT/Capita	The project's residential VMT per capita would not be 16.8% below the existing residential VMT per capita for the Baseline Area in which the project is located (see Table 3.1.3-1).
Office	VMT/Employee	The project's employment VMT per employee exceeding would not be 16.8% below the existing employment VMT per employee for the Baseline Area in which the project is located (see Table 3.1.3-1).
Regional Serving Retail	Total VMT	The project would result in a net increase in existing total VMT (see Table 3.1.3-1).
Land Use Plans	VMT/Service Population	The plan total VMT per service population (residents and employees) would not be 16.8% below the existing VMT per service population for the Baseline Area in which the plan is located (see Table 3.1.3-1).
Other Land Use Types	Varies	Contact Public Works to determine which of the above area an appropriate threshold of significance to be utilized (see Table 3.1.3-1).

The VMT metric is based on the two uses planned for the site. The warehouse component of the Project would be a combination of employee trips and truck trips. Per the *Technical Advisory*, trucks are excluded from the assessment and thus only employees are considered under the warehouse evaluation. The *County Guidelines* do not specify a metric for warehouse, and as summarized in **Table 5**, other project types metrics are at the discretion of the local agency. The copy, print, express ship store component of the Project would be a combination of employee trips and patron trips. Given the mix of employee and patron trips anticipated for this site and since the *County Guidelines* state that the local agency may select the appropriate metric for use in the analysis, VMT per service population was considered for the overall project VMT metric in this analysis.

Service population is defined as the total employees for the site and the total patrons to the facility (per day). **Table 6** shows the impact thresholds as provided in the *County Guidelines*. The project falls within the South County area. The impact metric for the South County Area for the Project is 16.8% below the Baseline, or 25.9 VMT/Service Population.

Table 6: Baseline Impact Criteria

Baseline VMT for North and South County			
Baseline Area	Residential VMT per Capita	Employment VMT per Employee	Total VMT per Service Population
North County	22.3	19.0	43.1
South County	12.7	18.4	31.1
VMT Impact Criteria (16.8% Below Area Baseline)			
Baseline Area	Residential VMT per Capita	Employment VMT per Employee	Total VMT per Service Population
North County	18.6	15.8	35.9
South County	10.6	15.3	25.9

Project Level VMT Assessment

Michael Baker enlisted the assistance of Translutions, Inc. to conduct the Project specific travel demand modeling evaluation using the Southern California Association of Governments (SCAG) regional Travel Demand Model (TDM). The model was provided to the City by SCAG for use on this Project in August 2020. The 2016 SCAG RTP model with 2020 Socio-Economic Data (SED) was used for the evaluation of Project and background VMT.

The Project is located within Tier 2 Traffic Analysis Zone (TAZ-2 21848200), which is part of Tier 1 (TAZ-1 21848000). For the select zone runs, existing SED from TAZ-2 21848200 was moved to the adjacent TAZ-2 21848100, and Project related SED was included in TAZ-2 21848200. The Tier 1 TAZ of the project location contained four Tier 2 Zones. Only one Tier 2 Zone was used for the project and the existing/original socioeconomic data of project TAZ (TAZ-2 21848200) was moved to the adjacent TAZ (TAZ-2 21848100). This is consistent with modeling practice using the SCAG model.

Exhibit 4 is the TAZ map showing both Tier 1 TAZ and Tier 2 TAZ boundaries. The adjacent zone (TAZ-2 21848100) was selected based on where the centroid connectors for both project and adjacent zones are connected (on San Gabriel River Parkway for the project). No modifications were made to centroid connectors. Socioeconomic data for the other two Tier 2 TAZs was not modified. **Table 7** includes the socioeconomic data summary which shows the original data and modified data for the project.

Exhibit 4: 2016 SCAG RTP/SCS Model TAZ Map

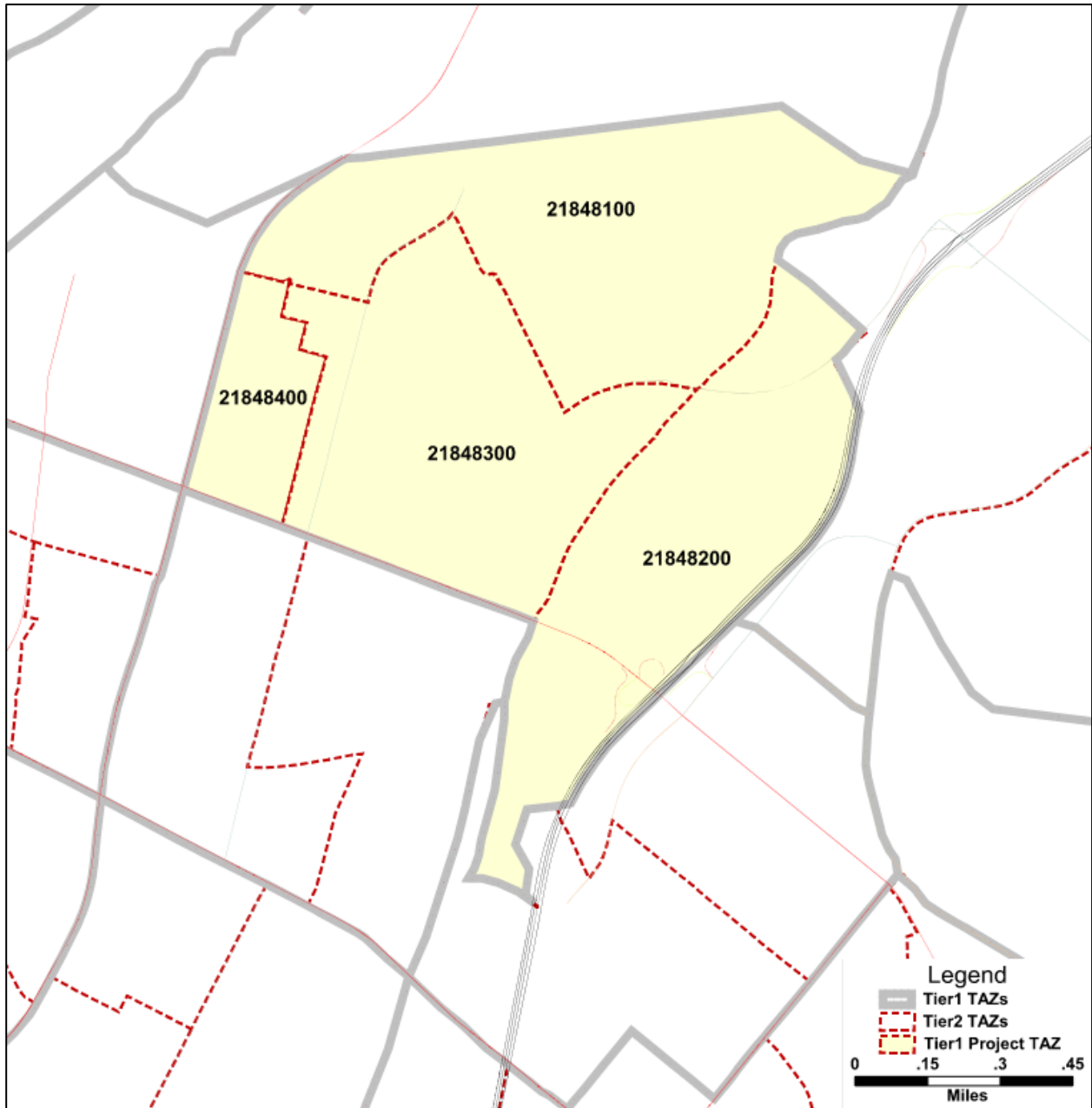


Table 7: Tier 2 TAZ Socioeconomic Data Summary

Socioeconomic Variable	Original		Modified (With Project)	
	Adjacent Zone	Project Zone	Adjacent Zone	Project Zone
TAZ	21848100	21848200	21848100	21848200
Tier1 TAZ	21848000	21848000	21848000	21848000
Population	3,226	1,528	4,754	-
Household Population	3,226	1,527	4,753	-
Households	851	373	1,224	-
Group Quarters	-	1	1	-
K-12	-	-	-	-
College	-	-	-	-
Total Employment	306	366	672	123
Agriculture & Mining	-	-	-	-
Construction	90	32	122	-
Manufacturing	32	65	97	-
Wholesale trade	78	57	135	-
Retail	5	27	32	-
Transportation, Warehousing	27	56	83	123
Information	-	2	2	-
Financial (FIRE)	-	4	4	-
Professional	1	103	104	-
Educational	38	3	41	-
Arts/Entertainment	11	5	16	-
Other Service	23	3	26	-
Public Administration	1	9	10	-

Employee forecasts for the warehouse were based on the ratio of trips generated based on area versus trips generated per employee. Employee forecasts for the copy, print, express ship store are an assumption based on discussions with individuals familiar with operations of such uses. A total of 128 employees are estimated for the Project as summarized in **Table 8**. Additionally, the number of copy, print, express ship store patrons were estimated by removing the employee trips from the total trip generation and assuming two trips per patron (one trip to the facility and one leaving the facility), as shown in **Table 9**.

Table 8: Employee Estimates

TAZ_TIER1 / Land Use		Thousand Square Feet (KSF)	ITE Land Use Code	Trips Per KSF*	Trips Per Employee**	Total Number of Employees
21848000	Warehousing	357.903	150	1.74	5.05	123
	Copy, Print, Express Ship Store	2.500	920	--	--	5***
Total						128

* Per ITE Trip Generation Manual, 10th Edition.

** Per ITE Trip Generation Manual, 10th Edition (warehouse).

*** Assumption based on anticipated use.

Table 9: Copy, Print, Express Ship Store Patron Estimate

Category	Value
Number of Employees	5
Assumed Daily Trips Per Employee*	3
Estimated Number of Employee Trips	15
Estimated Daily Trips (Trip Generation Analysis**)	186
Patron Trips***	171
Assumed Daily Trips Per Patron	2
Number of Patrons****	86

* Daily trips per employee assumed based on anticipated levels of activity.

** Daily trip estimate (2.5 ksf * 74.2 trips/ksf = 186 trips/ksf)

*** Patron Trips = 186 total trips – 15 employee trips

**** Number of Patrons = 171 patron trips / 2 trips per patron = 86 patrons

The SCAG RTP/SCS model was run with modified socioeconomic data as mentioned above. The Project VMT was calculated using the outputs of the model run. This methodology is described below and is consistent with standard SCAG RTP/SCS modeling practice, which is consistent with the method used to establish Los Angeles County thresholds.

- Homebased work matrices (both direct and strategic) from mode choice outputs were used as trips.
- Drive alone (DA), shared ride2 (SR2), shared ride3 (SR3), shared ride4 (SR4) skim matrices from the skimming outputs were used for distance.
- Trips by mode and skims (distance) by mode - DA, SR2, SR3, SR4 were used to estimate the VMT.
- The above-mentioned steps are repeated for peak and off-peak periods which were aggregated to estimate daily VMT numbers.
- All of the above-mentioned calculations were conducted at Tier2 level which provides the project VMT for the Tier2 TAZ.

The VMT travel demand model calculation results are shown in **Table 10**. As stated previously, the impact threshold is assumed to be based on service population. The Project is estimated to generate a daily total (Production-Attraction, PA) VMT of 4,207. The resulting VMT/Service Population is 19.66 (4,207 VMT / 214 service population). A comparison of the Project VMT/Service Population (19.66 VMT/Service Population) to the Baseline (25.9 VMT/Service Population) shows that the Project VMT/Service Population is anticipated to be 72.25% of the Baseline VMT/Service Population, therefore, **the Project is NOT anticipated to result in a significant transportation impact.**

Table 10: VMT Summary

Category	South County Baseline	Year 2020 Project
Total Population	--	--
Total Employment	--	128
Patrons	--	86
Total Service Population	--	214
Daily Total PA VMT	--	4,207
VMT/Service Population	25.9	19.66 <i>(75.9% of the Baseline)</i>

Note: Impact threshold of 16.8% below the South County Baseline (31.1 VMT/Service Population) equals 25.9 VMT/Service Population.

RTP/SCS Consistency

Consistency with the regional transportation plan was examined by evaluating the Project relative to *Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)* adopted on September 3, 2020 by the Southern California Association of Governments (SCAG). **Given the consistency with *Connect SoCal* as documented below, the determination of a less-than-significant impact identified under the Project Level VMT Assessment is maintained.**

Connect SoCal Goals

Ten goals have been identified in *Connect SoCal*. The proposed Project is relevant to and consistent with three (3) of the goals as shown in **Table 11**.

Table 11: Consistency with Connect SoCal Goals

Connect SoCal Goal	Project Evaluation
Goal 1 – Encourage regional economic prosperity and global competitiveness	Warehousing, the Project’s primary proposed use, is one of the critical links in the supply chain of goods movement. The warehousing portion of the project helps to support goods movement in the Southern California region which will in turn help to encourage regional economic prosperity by increasing the ability to move goods while creating jobs.
Goal 2 – Improve mobility, accessibility, reliability, and travel safety for people and goods	The Project is located adjacent to I-605, and within 6 miles of the I-5, I-10, US-60 corridors, all of which are major trucking routes. The Project is also located a travel distance of approximately 27 miles to both the Port of Los Angeles and the Port of Long Beach. Given the proximity to these travel corridors and key goods movement points of distribution, the warehouse component of the Project has the potential to improve mobility, accessibility, reliability, and travel of goods in the southern California region.
Goal 4 – Increase person and goods movement and travel choices within the transportation system	The warehouse portion of the Project has the potential to increase goods movement choices within the southern California region. The warehouse is able to provide another link in the supply chain which provides additional transport options and supports the movement of goods within a built-up area of Los Angeles County.

Source of Connect SoCal Goals: The *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*, Adopted September 3, 2020, Chapter 1 (*About the Plan*), Page 9. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176

Connect SoCal Core Vision

Connect SoCal has identified six (6) elements in its core vision that relate to “maintaining and better managing the transportation network we have for moving people and goods...” One of the *Connect SoCal’s* Core Visions is “Goods Movement.” *Connect SoCal* identifies multiple ways of promoting this vision including those shown in **Table 12**.

Table 12: Consistency with Connect SoCal Core Goods Movement Vision

Goods Movement System Vision Element	Project Evaluation
Maintaining the long-term economic competitiveness of the region	As previously mentioned, warehousing is one of the links needed in the supply chain of goods movement. Providing this link will help to support the economic competitiveness of the region.
Promoting local and regional job creation and retention	It is estimated that this project will create 150 permanent jobs for the region.

Source of Connect SoCal Good Movement Vision: The *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*, Adopted September 3, 2020. *Goods Movement Technical Report*, Page 6. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_goods-movement.pdf?1606001690

Connect SoCal also states that SCAG will continue efforts to provide the most updated data on industrial warehouses and conduct further analyses to better reflect changes in industrial uses in order to be more equipped to explore strategies that support the effective integration between goods movement needs and regional land use patterns.

Sustainable Communities Strategy (SCS)

Under the Sustainable Communities Strategy section of *Connect SoCal*, one of the strategies involving *Future Growth Near Destinations & Mobility Options* includes “Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.”¹ The Project was examined in terms of both land use and connectivity.

Land Use – The Project is currently a vacant, developable piece of land located within a built-up area, and therefore the Project can be considered infill development. The proposed Project is located near other compatible industrial and commercial land uses including a warehousing/industrial uses located both north of Beverly Boulevard and to the west along Beverly Boulevard, as well as the RV storage area and an electrical utility parcel northwest of the site which will share site access to Beverly Boulevard. The site is also adjacent to transportation corridors including active rail lines and I-605. In addition to being consistent with the existing area land uses, the proposed site uses (warehouse and copy, print, express ship store) and are consistent with local land use designations including the site’s classification as General Industrial in the City of Pico Rivera General Plan (October 2014) and the identification of appropriate land uses in the City of Pico Rivera Municipal Code (18.40.040, Table 18.40.040 Land Use Chart). Additionally, according to SCAG’s land use information for Los Angeles County, the Project site is classified as code 1310, Light Industrial.

Connectivity – Given its proximity to Beverly Boulevard, the Project is connected to the local community and therefore will provide good access for local jobs. Also, given its proximity to the highway system (I-605 corridor and connections to I-5, I-10, and US-60), the Project has the ability to provide regional connectivity by reducing regional truck trip lengths. The Project’s location would avoid unnecessary truck traffic along collectors or near neighborhoods, especially once the planned I-605/Beverly Boulevard Interchange improvements are constructed by Caltrans.

Based on the review of land use and connectivity, the Project is consistent with the Sustainable Communities Strategy section of *Connect SoCal*, specifically the *Future Growth Near Destinations & Mobility Options*.

Mitigation Measures

Since the Project is projected to not result in a significant transportation impact, mitigation measures have not been identified.

Conclusions

The VMT evaluation of the Beverly Boulevard Warehouse Project located in the City of Pico Rivera shows that the Project does not meet the screening criteria and thus a VMT assessment was required. Evaluation of the Project condition and the Citywide VMT/Service Population demonstrated that the Project does not exceed the VMT/Service Population impact threshold. As such, **the Project is not projected to result in a significant transportation impact.**

¹ Source: The *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*, Adopted September 3, 2020. Chapter 3 (*A Path to Greater Access, Mobility, and Sustainability*), Page 49. https://scag.ca.gov/sites/main/files/file-attachments/0903connectsocial-plan_0.pdf?1606001176

TRAFFIC OPERATIONS REPORT

Beverly Boulevard Warehouse Project

City of Pico Rivera

Prepared for:
InSite Property Group
811 N Catalina Avenue, Suite 1360
Redondo Beach, CA 90277

July 9, 2021

(Previous Versions: November 9, 2020 & February 2, 2021)

Prepared by:
Carla Dietrich, PTOE
Dawn Wilson, P.E., T.E.

CERTIFICATION

July 9, 2021

Mr. Brian Sorenson
InSite Property Group
811 N Cataline Avenue, Suite 1360
Redondo Beach, CA 90277

RE: Traffic Operations Report, Beverly Boulevard Warehouse, Pico Rivera, CA

Dear Mr. Sorenson,

We are pleased to submit herewith our Traffic Operations Report for the proposed Beverly Boulevard Warehouse Project which we have prepared at your request. We certify the following report has been prepared under the supervision of a registered traffic engineer.

If you have any questions regarding this report, please contact the undersigned for clarification.

Sincerely,

MICHAEL BAKER INTERNATIONAL



Carla Dietrich, P.E. (PA), PTOE
Transportation Planner



Dawn Wilson, P.E., T.E.
Traffic Engineer



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1 EXECUTIVE SUMMARY

1.1 PROJECT DESCRIPTION

The Project property, located on the southwest corner of Interstate 605 (I-605) and Beverly Boulevard, is currently vacant. The purpose of this study is to document the projected traffic conditions associated with the proposed Beverly Boulevard Warehouse Project including a new 357,902 square foot warehouse facility and a 2,500 square foot copy, print, and express ship store facility.

1.2 RESULTS SUMMARY

The study scenarios as requested by City staff are listed below. The Plus Project scenarios include full buildout of the Project site.

- Existing Year (2020) (E)
- Existing Year (2020) Plus Project (E + P)
- Opening Year (2022) (E + Ambient Growth, A)*
- Opening Year (2022) Plus Project (E + A + P)*
- Cumulative Conditions (2022) (E + A + Cumulative Projects, C)*
- Cumulative Conditions (2022) Plus Project (E + A + C + P)*
- Build-out Year (2042)
- Build-out Year (2042) Plus Project

* Scenario evaluated without and with planned Caltrans I-605 Interchange Improvements.

This traffic operations report has been prepared in accordance with the City of Pico Rivera *Traffic Impact Analysis Guidelines for the Carlson Property located on the SWC of I-605 and Beverly Blvd* provided to Michael Baker in June 2020. The scope of this traffic study was coordinated with City staff. The Project was evaluated in terms of passenger car equivalents (PCEs) given the industrial nature of the proposed development. The analysis of the proposed Project assumes 1,133 daily PCE site trips which includes 98 AM Peak Hour PCE trips and 125 PM Peak Hour PCE trips during a typical weekday.

Traffic operations analysis was conducted for the following study intersections:

1. Site Driveway & Beverly Boulevard
2. I-605 Southbound Ramps & Beverly Boulevard
3. Pioneer Boulevard & Beverly Boulevard
4. Norwalk Boulevard/Workman Mill Road & Beverly Boulevard
5. Pioneer Boulevard & I-605 Northbound Ramps
6. I-605 Southbound Ramp & Rose Hills Road
7. Abbeywood Avenue & Beverly Boulevard
8. San Gabriel River Parkway & Beverly Boulevard
9. Durfee Avenue & Beverly Boulevard
10. Rosemead Boulevard & Beverly Boulevard

Caltrans is currently planning an interchange improvement project at the I-605 / Beverly Boulevard Interchange. Intersection #6 was only analyzed under the scenarios where the I-605 interchange improvements are not assumed to be constructed and Intersection #2 was analyzed under the scenarios where the interchange improvements are assumed to be constructed.

Traffic Operations Analysis Results – Intersections

The results of the intersection operations analysis show that all City of Pico Rivera and City of Whittier study intersections are projected to operate at levels which do not exceed threshold differences in v/c under all scenarios with the exception of the Site Driveway / Beverly Boulevard Intersection (#1) which is projected to operate with a v/c increase greater than allowable under the Build-out Year (2042) Plus Project scenario. At each of the Caltrans study intersections, no change in LOS is projected between the baseline and Plus Project conditions for all scenarios.

Traffic Operations Analysis Results – Roadway Segment

The results of the segment operations analysis show that the segment of Beverly Boulevard near the Project is currently over LOS D capacity and is projected to continue to operate over LOS D capacity under all analysis scenarios.

Queuing

Queuing in the area of the Project driveway is anticipated to be minimal under the Cumulative Conditions (2022) (W/O I-605 Interchange Improvements). With the planned I-605 Interchange Improvements, including the planned signalized intersection at the I-605 Southbound Ramps, traffic is projected to queue back in the eastbound direction past the site driveway intersection towards the signal at Abbeywood Avenue under both the Cumulative Conditions (2022) and Build-out Year (2042) conditions. This queuing is projected to occur during the baseline and Plus Project conditions.

Recommended Improvements

The following findings are based on the operations analysis results:

Threshold Exceeded Condition #1 – Site Driveway / Beverly Boulevard Intersection (#1) during the Build-out Year (2042) PM Peak Hour.

Proposed Improvement #1A – In addition to the planned Project features of including an eastbound right turn lane into the site and extending the westbound left turn storage lane, restriping the northbound driveway approach to provide two exiting lanes (one right turn and one left turn) will result in an allowable v/c change between the baseline and Plus Project conditions.

While Proposed Improvement #1A would not exceed threshold differences in v/c at the Beverly Boulevard / Site Driveway Intersection (#1), other potential improvements could be considered as discussed below. Either of these options below could be combined with Proposed Improvement #1A, however Option A and Option B should not be combined with one another unless time or vehicle classification restrictions were considered under Option B.

Other Potential Improvement Option A – Construct a sanctuary lane on Beverly Boulevard to accommodate left turning vehicles exiting the site driveway. The sanctuary lane provides an area where left turning traffic can enter before merging with conflicting traffic.

Other Potential Improvement Option B – Restrict left-turn movement for traffic exiting the site driveway. This option would require further consideration since it would not only impact access from the proposed Project, but also from existing land uses. Additionally, this potential restriction could only apply to trucks.

Proposed Improvement #1B – The addition of the Other Potential Improvement Option A (sanctuary lane) and/or Other Potential Improvement Option B (left turn restrictions) at the Site Driveway / Beverly Boulevard Intersection (#1) shall be predicated on a post opening traffic study provided by the developer’s traffic engineer or a traffic engineer selected by the City to analyze left turn movements in and out of the development and the general operation of the driveway. The study is to include a queuing analysis and gap study. If the study finds that left turn gaps are not adequate, left turn restrictions shall be implemented. A post opening traffic will also be required after construction of the I-605/Beverly Boulevard Interchange improvement project if the development opening day occurs prior to interchange improvement implementation.

An improvement is proposed given the results of the queuing analysis.

Threshold Exceeded Condition #2 – Queuing is projected through the Site Driveway / Beverly Boulevard Intersection (#1) during conditions where the I-605 Interchange Improvement project has been constructed both without and with the proposed Project.

Proposed Improvement #2 – Add “Do Not Block” pavement marking along Beverly Boulevard to ensure exiting Project traffic maintains access to all movements. This improvement shall be provided regardless of the post opening study identified under Improvement #1B.

CEQA VMT Assessment

The VMT assessment for the proposed Project is contained in a separate document.

Additional Analysis

This document also details analysis findings relative to intersection queuing, safety analysis, intersection control evaluation, site circulation, proposed parking conditions, and truck activity during construction.

2 INTRODUCTION

2.1 PROJECT DESCRIPTION

The proposed Project would include construction of a warehouse building and a copy, print, and express ship store on the 19.06-acre site. The new warehouse building would encompass 357,903 square feet of building area. The copy, print, and express ship store would encompass 2,500 square feet of building area.

2.2 PROJECT LOCATION

Regionally, the Project site is located within the central portion of the City of Pico Rivera (City), within the County of Los Angeles (County). Locally, the 19.06-acre Project site is situated between the San Gabriel River to the west and Interstate 605 (I-605) to the east, south of Beverly Boulevard. The property is currently vacant. **Exhibit 2-1** shows the Project location within the region and **Exhibit 2-2** shows the site area.

EXHIBIT 2-1: PROJECT LOCATION

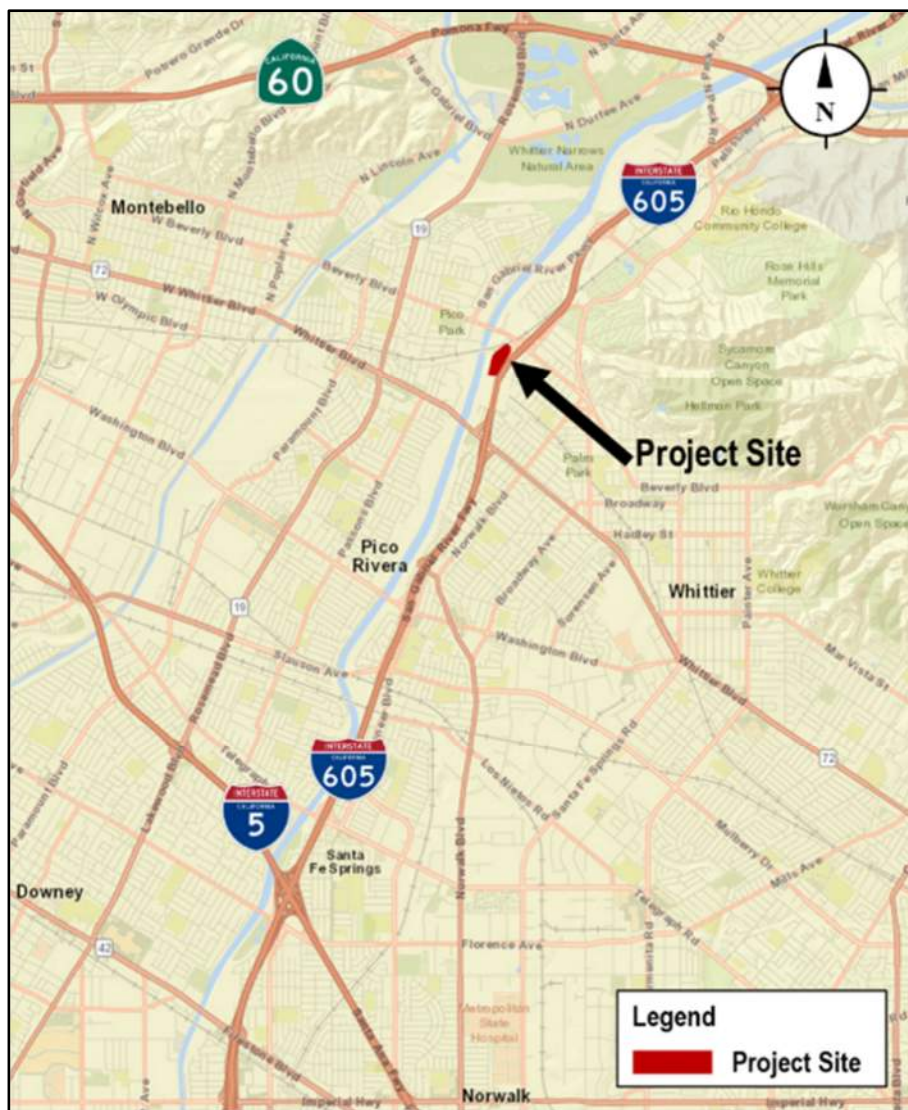


EXHIBIT 2-2: SITE AREA

The project area that extends towards Pioneer Boulevard is along an existing rail line. Surrounding land uses in proximity to the Project site are primarily comprised of industrial and residential uses.

2.3 SITE PLAN

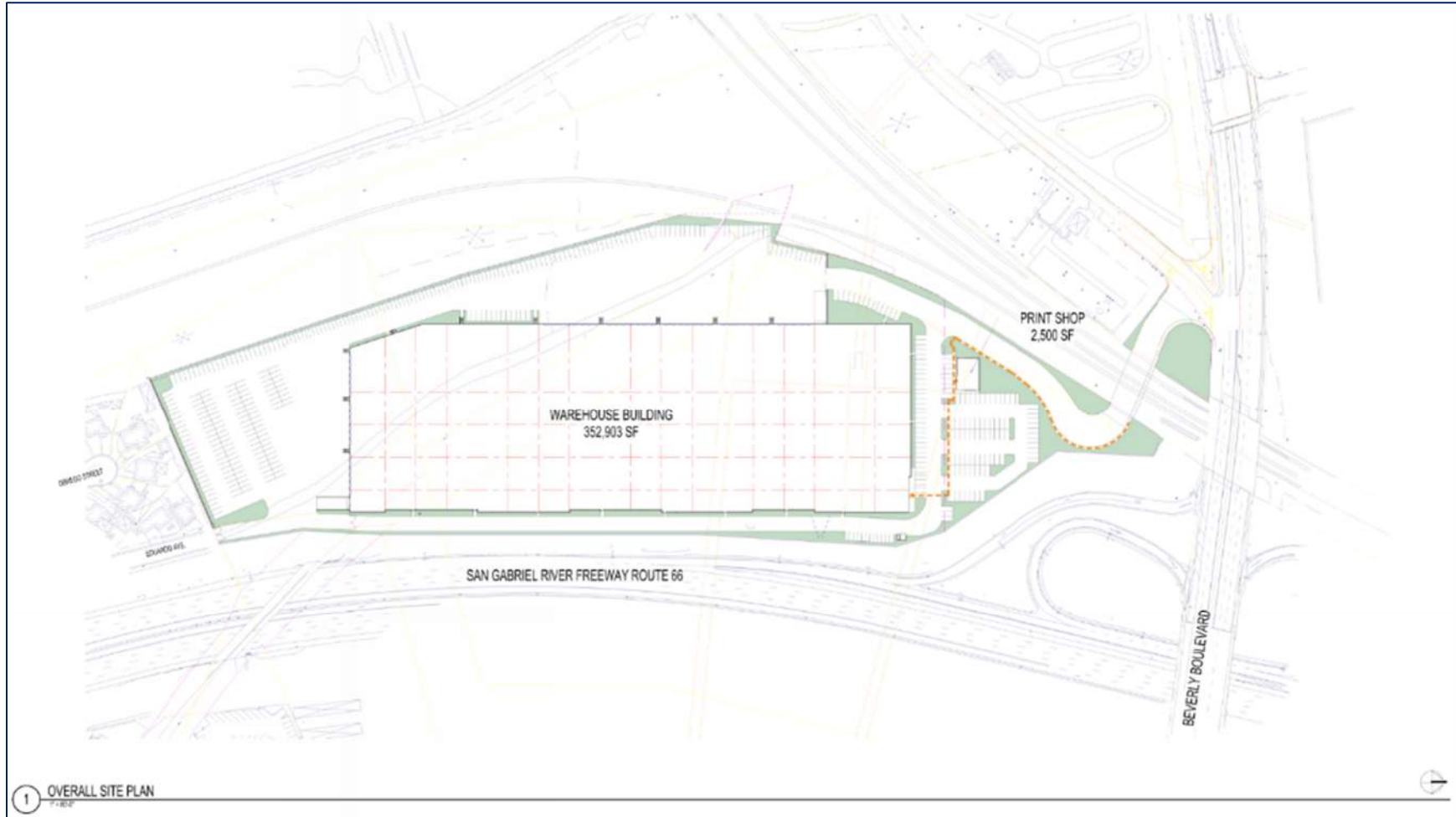
The Project site plan is shown in **Exhibit 2-3**. A full-size Project site plan is included in **Appendix A**. Access to the site is provided at an existing side street stop-controlled intersection at Beverly Boulevard which currently provides access to the existing RV/boat/vehicle storage parcel and utility usage.

2.4 STUDY INTERSECTIONS

The study intersections examined in this report are as follows:

- 1) Site Driveway & Beverly Boulevard
- 2) I-605 Southbound Ramps & Beverly Boulevard
- 3) Pioneer Boulevard & Beverly Boulevard
- 4) Norwalk Boulevard/Workman Mill Road & Beverly Boulevard
- 5) Pioneer Boulevard & I-605 Northbound Ramps
- 6) I-605 Southbound Ramp & Rose Hills Road
- 7) Abbeywood Avenue & Beverly Boulevard
- 8) San Gabriel River Parkway & Beverly Boulevard
- 9) Durfee Avenue & Beverly Boulevard
- 10) Rosemead Boulevard & Beverly Boulevard

EXHIBIT 2-3: SITE PLAN



Source: RGA

3 AREA CONDITIONS & PLANS

3.1 SURROUNDING ROADWAY NETWORK

The characteristics of the roadway system near the Project site are described below:

Beverly Boulevard is a four-lane divided roadway within the Project vicinity in the City of Pico Rivera. It travels east-west from the eastern city limits, near Pioneer Boulevard, to the western city limits, near Rea Drive. It varies from a four-lane road with two travel lanes in each direction to a six-lane road with three travel lanes in each direction. Sections of Beverly Boulevard have three travel lanes in one direction and two travel lanes in the other direction. Under the City of Pico Rivera General Plan Circulation Element, Beverly Boulevard is classified as a Major Arterial roadway. The posted speed limit is 40 mph within the study area.

Rosemead Boulevard is a four-lane divided roadway within the City of Pico Rivera. It travels north-south from the northern city limits, near Gallatin Road, to the southern city limits, near Telegraph Road. The roadway has two travel lanes in each direction. Under the City of Pico Rivera General Plan Circulation Element, Rosemead Boulevard is classified as a Major Arterial roadway. The posted speed limit is 40 mph within the study area.

Durfee Avenue is a two-lane roadway within the City of Pico Rivera. It travels north to south from the northern city limits, near Kruse Road, to Whittier Boulevard to the south. The roadway has one travel lane in each direction. Under the City of Pico Rivera General Plan Circulation Element, Durfee Avenue is classified as a Collector Arterial north of Beverly Boulevard and a Secondary Arterial south of Beverly Boulevard. The posted speed limit is 25 mph within the study area. Parking is allowed along Durfee Avenue at various locations, but primarily on the west side of the roadway, both north and south of Beverly Boulevard.

San Gabriel River Parkway is a four-lane roadway within the City of Pico Rivera. It travels north to south from Rose Hills Road in the north, to Beverly Road in the south. The northern terminus of the roadway is the I-605 Southbound Off Ramp at Rose Hills Road. From the northern terminus to approximately 1,200' north of Beverly Boulevard, it is a divided four-lane roadway. From approximately 1,200' north of Beverly Boulevard to Beverly Boulevard, it is an undivided four-lane roadway. From the intersection with Beverly Boulevard to its southern terminus, it is a two-lane undivided roadway. Under the City of Pico Rivera General Plan Circulation Element, San Gabriel River Parkway is classified as a Secondary Arterial roadway between its northern terminus and Beverly Boulevard. Between Beverly Boulevard and Beverly Road, San Gabriel River Parkway is classified as a Collector roadway under the City of Pico Rivera General Plan Circulation Element. The posted speed limit varies from 25 mph to 45 mph within the study area.

Pioneer Boulevard is a two-lane roadway within the City of Whittier. It travels north to south from the northern city limit, near Deveron Drive in the north, to Orchard Avenue in the south. The roadway has one travel lane in each direction. The posted speed limit varies from 30 mph to 40 mph. The City of Whittier General Plan Transportation Element does not provide a classification for Pioneer Boulevard.

Norwalk Boulevard/ Workman Mill Road is a four-lane roadway within the City of Whittier. It travels north to south from the northern city limits, near Strong Avenue, to the southern city limits near Bexley Drive. The roadway has two travel lanes in each direction. The roadway changes names at the Beverly Boulevard intersection. Under the City of Whittier

General Plan Transportation Element, Norwalk Boulevard is classified as a Minor Arterial roadway. The posted speed limit varies from 40 mph to 45 mph within the study area.

Interstate 605 runs north-south within Southern California from near Irwindale in the north to Seal Beach in the south. Within the project vicinity, I-605 is 10-lane facility with 5 lanes in each direction. The project site is proposed to be located adjacent to the freeway ROW. Interchange access to/from I-605 Northbound is provided via hook ramps on Pioneer Avenue. Interchange access is currently provided to I-605 Southbound via an on-ramp located approximately 275 feet to the east of the existing site access driveway. Access from I-605 Southbound currently does not exist, however an interchange improvement project is currently under development which will result in access from I-605 Southbound.

3.2 CITY-PLANNED ROADWAY IMPROVEMENT PROJECTS

City-planned roadway network improvement projects in the area include the following:

- 1) Beverly Boulevard Traffic Signal Synchronization Program (2020/2021) – Beverly Boulevard intersections with Abbeywood Avenue, Paramount Boulevard, and Durfee Avenue.
- 2) Citywide Traffic Signal Upgrades (2020/2021) – Beverly Boulevard intersection with Rosemead Boulevard.

3.3 PEDESTRIAN & BICYCLE FACILITIES

Along Beverly Boulevard within the Project vicinity, non-buffered sidewalks are provided on both sides of the roadway. A Beverly Boulevard crossing is provided via a marked crosswalk on the east side of the signalized intersection of Abbeywood Avenue and Beverly Boulevard. Additionally, marked crosswalks are provided on 3 of the 4 legs at the intersection of Pioneer Boulevard and Beverly Boulevard, with the missing crosswalk located on the west leg of Beverly Boulevard.

3.4 TRANSIT SERVICE

Transit service near the Project site is provided by Montebello Bus Lines (MBL). Specifically, MBL provides service via Route 40 Beverly Blvd and Route 90 Express, as shown in **Exhibit 3-1**. Route 90 provides access directly to downtown Los Angeles, as well as neighboring communities. There are two Route 40 transits stops within the vicinity of the Project site located at the Beverly Boulevard intersections with Abbeywood Avenue and Pioneer Boulevard. The closest Route 90 Express service bus stop is located at the Beverly Boulevard and Durfee Avenue intersection. Metro rail service does not exist in proximity to the Project site.

EXHIBIT 3-1: AREA TRANSIT SERVICE MAP

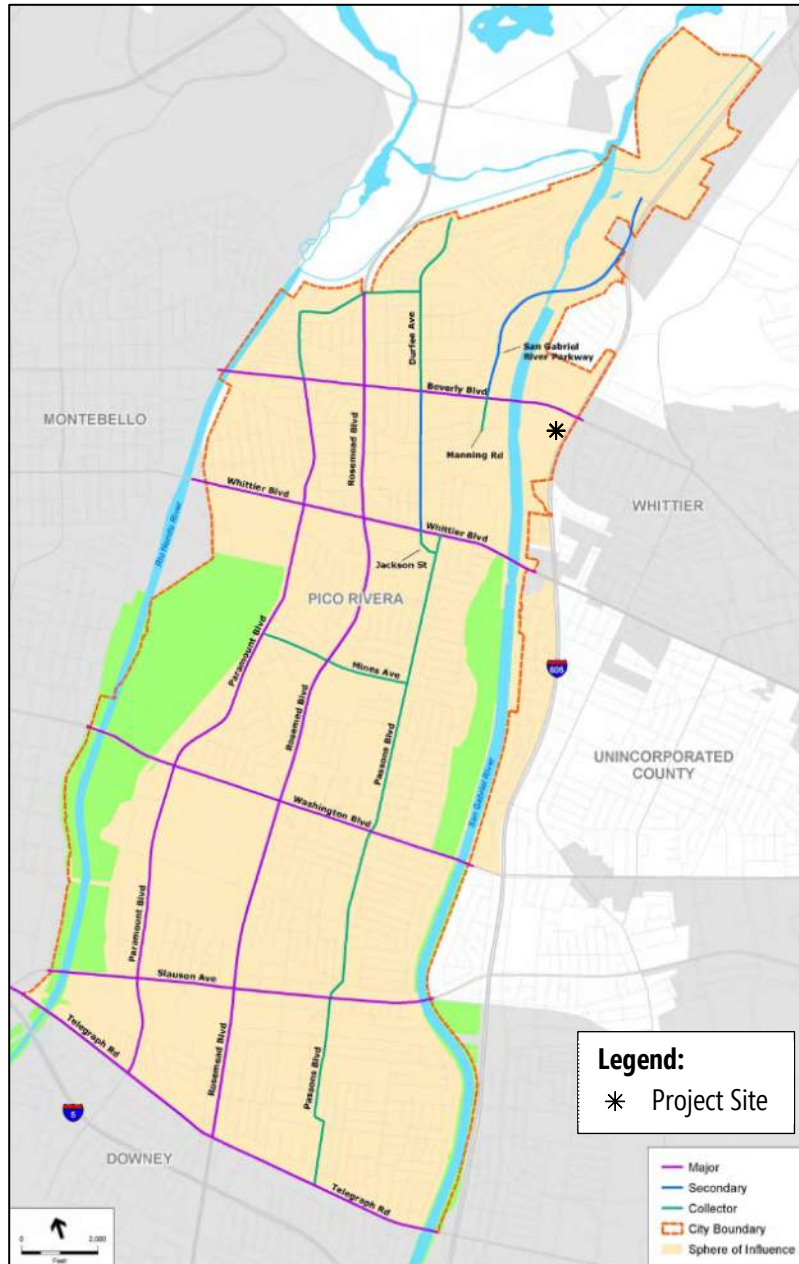


Source: <http://www.ridembl.com/>

3.5 AREA PLANS

The City of Pico Rivera General Plan Circulation Element (October 2014) lists Beverly Boulevard as Major Arterial as shown in Exhibit 3-2.

EXHIBIT 3-2: CITY OF PICO RIVERA CIRCULATION PLAN

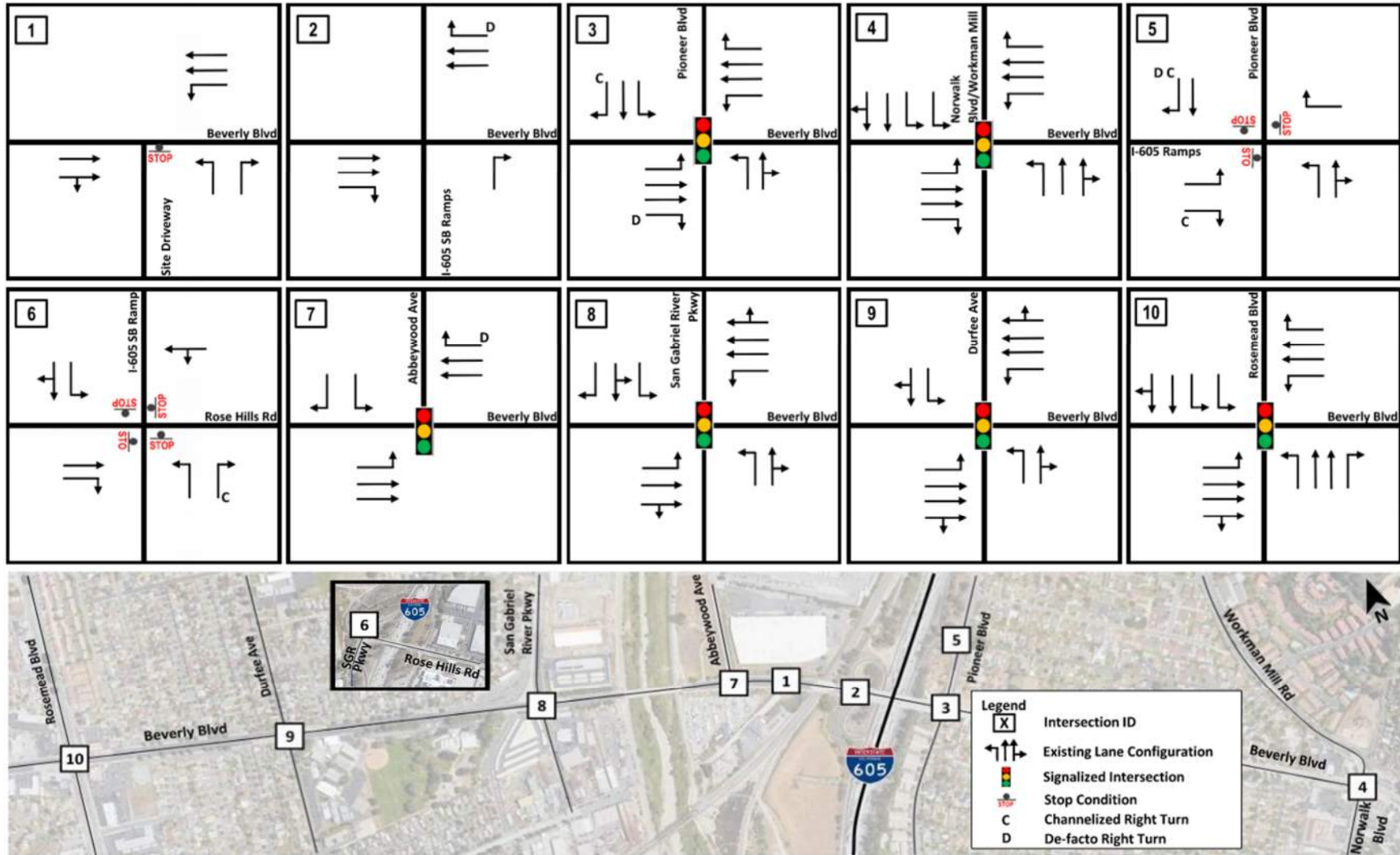


Source: City of Pico Rivera General Plan Circulation Element

3.6 EXISTING LANE CONFIGURATIONS

Exhibit 3-3 shows the Existing study intersection lane geometry and traffic control.

EXHIBIT 3-3: EXISTING INTERSECTION LANE CONFIGURATIONS



4 OPERATIONS ANALYSIS METHODOLOGY

4.1 ANALYSIS SCENARIOS

The study scenarios are listed below. The Plus Project scenarios include full buildout of the Project site.

- Existing Year (2020) (E)
- Existing Year (2020) Plus Project (E+P)
- Opening Year (2022) (E + Ambient Growth, A)– W/O I-605 Interchange Improvements
- Opening Year (2022) Plus Project (E + A + P) – W/O I-605 Interchange Improvements
- Opening Year (2022) – W/ I-605 Interchange Improvements
- Opening Year (2022) Plus Project – W/ I-605 Interchange Improvements
- Cumulative Conditions (2022) (E + A + Cumulative Projects, C) – W/O I-605 Interchange Improvements
- Cumulative Conditions (2022) Plus Project (E + A + C + P) – W/O I-605 Interchange Improvements
- Cumulative Conditions (2022) (E + A + C) – W/ I-605 Interchange Improvements
- Cumulative Conditions (2022) Plus Project (E + A + C + P) – W/ I-605 Interchange Improvements
- Build-out Year (2042)
- Build-out Year (2042) Plus Project

4.2 STUDY FACILITIES

Ten (10) study intersections were evaluated as listed in **Table 4-1** along with their existing traffic control and the controlling jurisdiction.

TABLE 4-1: STUDY INTERSECTIONS

ID	Study Intersection	Existing Traffic Control	Jurisdiction
1	Site Driveway & Beverly Blvd	Stop-Controlled	Pico Rivera
2	I-605 SB Ramps & Beverly Blvd	N/A (1)	Caltrans
3	Pioneer Blvd & Beverly Blvd	Signalized	Whittier
4	Norwalk Blvd/Workman Mill Rd & Beverly Blvd	Signalized	Whittier
5	Pioneer Blvd & I-605 NB Ramps	Stop-Controlled	Caltrans
6	I-605 SB Ramp & Rose Hills Rd	Stop-Controlled	Caltrans
7	Abbeywood Ave & Beverly Blvd	Signalized	Pico Rivera
8	San Gabriel River Pkwy & Beverly Blvd	Signalized	Pico Rivera
9	Durfee Ave & Beverly Blvd	Signalized	Pico Rivera
10	Rosemead Blvd & Beverly Blvd	Signalized	Pico Rivera

Notes: (1) Future Signalized Intersection

4.3 ASSUMPTIONS AND METHODOLOGIES

The Project's location and study intersections fall within the jurisdiction of various entities. The traffic analysis conducted to determine existing and projected capacities utilizes the various methodology guidelines of the following jurisdictions: City of Pico Rivera, City of Whittier, and Caltrans.

4.3.1 Pico Rivera Methodology

Per the *City of Pico Rivera Traffic Impact Analysis Guidelines*, the intersection capacity utilization (ICU) method based on a volume-to-capacity ratio (v/c) is to be utilized to conduct the operations analysis for intersections. **Table 4-2** provides the City of Pico Rivera's Level of Service (LOS) thresholds based on v/c.

TABLE 4-2: CITY OF PICO RIVERA ICU INTERSECTION LEVEL OF SERVICE THRESHOLDS

Level of Service	V/C Ratio
LOS A	$x \leq 0.60$
LOS B	$0.61 \leq x \leq 0.70$
LOS C	$0.71 \leq x \leq 0.80$
LOS D	$0.81 \leq x \leq 0.90$
LOS E	$0.91 \leq x \leq 1.00$
LOS F	$x \geq 1.00$

Source: *City of Pico Rivera Traffic Impact Analysis Guidelines*.

4.3.2 Whittier Methodology

The *City of Whittier Traffic Impact Analysis Report Preparation Guidelines* (July 4, 2006) also requires that the ICU method based on a volume-to-capacity ratio be utilized. The LOS thresholds based on v/c shown in **Table 4-2** also apply to the City of Whittier study intersections.

4.3.3 Caltrans Methodology

In accordance with Caltrans guidelines, the traffic operations analysis conducted should be based on the *HCM*. Using *HCM* methodologies, results are typically presented as a LOS. LOS is a qualitative measure that describes traffic operational conditions provided by a transportation facility. It can range from LOS A (free-flow conditions) to LOS F (severely congested conditions). The *HCM* analysis methodology describes the operation of an intersection based on the corresponding average stopped delay experienced per vehicle as shown in **Table 4-3**.

TABLE 4-3: HCM INTERSECTION LEVEL OF SERVICE & DELAY THRESHOLDS

Level of Service	Signalized Intersection Average Delay (seconds/vehicle)	Two-Way Stop-Controlled & All-Way Stop-Controlled (seconds/vehicle)
LOS A	$x \leq 10$	$x \leq 10$
LOS B	$10 < x \leq 20$	$10 < x \leq 15$
LOS C	$20 < x \leq 35$	$15 < x \leq 25$
LOS D	$35 < x \leq 55$	$25 < x \leq 35$
LOS E	$55 < x \leq 80$	$35 < x \leq 50$
LOS F	$80 < x$	$50 < x$

Note: If the volume-to-capacity ratio (v/c) > 1.0, LOS = F.

Source: *Highway Capacity Manual, 6th Edition*.

LOS is reported for the average stopped delay per vehicle for the overall intersection (all movements) for signalized intersections and all-way stop-controlled intersections. For one-way or two-way stop-controlled intersections, LOS is reported for the worst stop-controlled approach.

4.3.4 Analysis Software

The ICU analysis using an Excel spreadsheet was supplemented with Synchro (version 10) software operations analysis based on the *Highway Capacity Manual*, 6th Edition (*HCM*), published by the Transportation Research Board in 2016. Roundabout analysis was conducted using SIDRA (version 9).

4.3.5 Segment Analysis Methodology

This study includes the analysis of Beverly Boulevard near the Project site driveway, a four-lane roadway classified as a Major Arterial. The City's General Plan states that the capacity of a Major Arterial is up to 50,000 vehicles per day (vpd) depending on the number of lanes. The assumed LOS D capacity for the 4-lane roadway segment utilized in this analysis is 35,000 vpd, based on the guidance found in the City of San Diego Transportation Study Manual.

4.3.6 Operational Criteria – Intersections

The jurisdiction's operational criteria have been referenced in this evaluation. **Table 4-4** shows the City of Pico Rivera's operational thresholds for this Project. The same values apply to the City of Whittier study intersections.

TABLE 4-4: CITY OF PICO RIVERA OPERATIONAL THRESHOLDS – INTERSECTIONS

With Project LOS	Significant Impact Threshold (V/C Increase)
C	≥0.04
D	≥0.02
E/F	≥0.01

Caltrans' target LOS is C or better with a delay of less than 35 seconds per vehicle for intersections and ramp terminals. If the existing facility operates less than the target LOS, then the existing LOS should be maintained.

4.3.7 Traffic Signal Warrant Analysis Methodologies

The *California Manual on Uniform Traffic Control Devices* (CA MUTCD), 2014 Edition includes nine (9) signal warrants:

- 1) Warrant 1, Eight-Hour Vehicular Volume
- 2) Warrant 2, Four-Hour Vehicular Volume
- 3) Warrant 3, Peak Hour
- 4) Warrant 4, Pedestrian Volume
- 5) Warrant 5, School Crossing
- 6) Warrant 6, Coordinated Signal System
- 7) Warrant 7, Crash Experience
- 8) Warrant 8, Roadway Network
- 9) Warrant 9, Intersection Near a Grade Crossing

The Peak Hour (Warrant 3) was utilized in this study. This signal warrant is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. The Peak Hour (Warrant 3) was the focus of this analysis in order to determine the potential influence of the planned Project given the minimal existing volumes entering/exiting the site driveway.

4.4 CITY COORDINATION

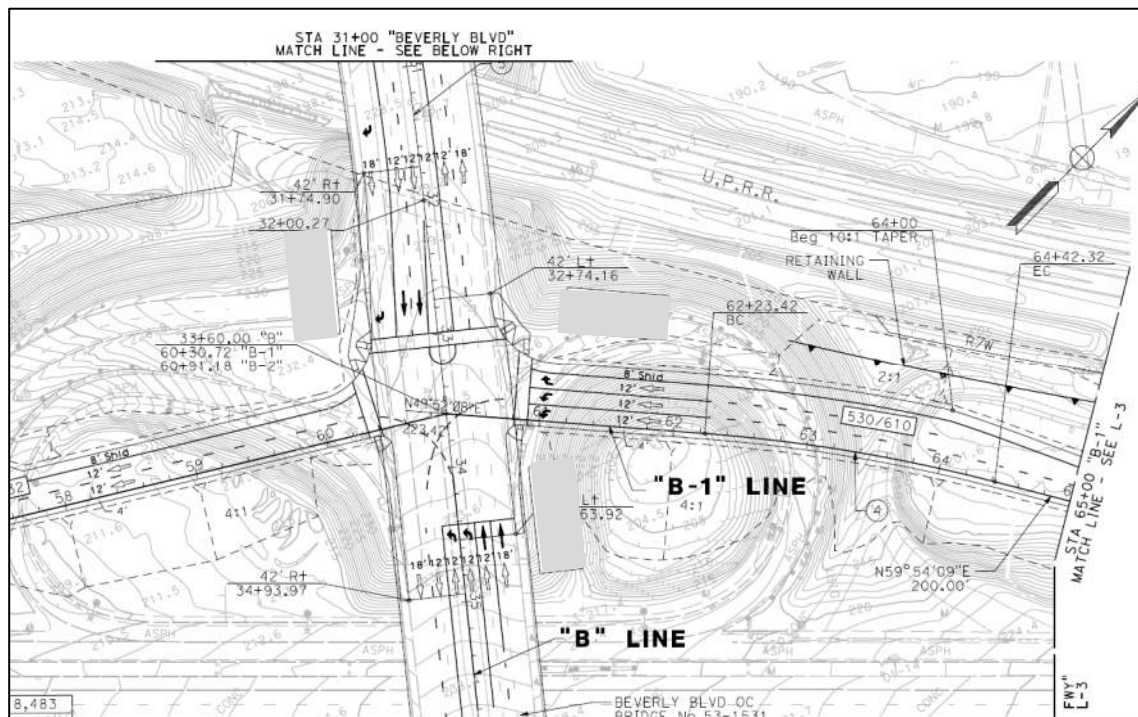
Coordination was conducted with City staff regarding the study process. Concurrence on the traffic study scoping agreement was obtained from the City on September 11, 2020. The approved study scoping agreement is contained in **Appendix B**.

4.5 OTHER PLANNED TRANSPORTATION PROJECTS

As part of the Los Angeles Metro I-605 Corridor Improvement project, the interchange at Beverly Boulevard and I-605 has been identified as an early action project with plans to complete all improvement construction within 2 to 5 years. Plans at the Beverly Boulevard interchange include the construction of a southbound off-ramp which eliminates the short weaving length between the existing southbound on-ramps. A signalized intersection would be created east of the existing Project site driveway. Project Approval & Environmental Document (PA/ED) was completed in March of 2020 with final design scheduled to be completed by Spring 2021. Construction bid would occur in late 2021. Since the construction of the interchange improvements are similar to the Opening Year for this Project, the analysis contained in this report examines Opening Year conditions both Without and With the interchange improvements. With interchange conditions were modeled using information from the following documents: *SB I-605 Beverly Boulevard Interchange Improvement Project Approval and Environmental Document Traffic Operations Analysis Report* (Cambridge Systematics Inc., June 2019), the *SB I-605 Beverly Boulevard IC PAED Intersection Control Evaluation Memorandum* (Cambridge Systematics Inc., February 2019) and the *Southbound I-605 Beverly Boulevard Draft Project Report* (Caltrans, April 2019).

Exhibit 4-1 shows the preferred configuration of I-605 Southbound Ramp intersection as contained within the Project Report. The planned project includes two through lanes per direction along Beverly Boulevard.

EXHIBIT 4-1: PLANNED I-605 SOUTHBOUND RAMP SIGNALIZED INTERSECTION



Source: *Southbound I-605 Beverly Boulevard Draft Project Report* (Caltrans April 2019)

4.6 PROJECT FEATURES

The Project proposes to construct an eastbound right turn lane along Beverly Boulevard into the site driveway and to extend the westbound left turn lane storage. These improvements are included as Project features for all Plus Project conditions.

5 EXISTING CONDITION TRAFFIC VOLUMES

5.1 COVID-19 ADJUSTMENT FACTOR

Traffic volumes have the potential to be impacted given current requirements and recommendations on daily and special event activities in an effort to curb the spread of COVID-19. Therefore, the Year 2020 traffic counts obtained for this Project were compared to historic count data to determine adjustment factors. Historic data from Year 2019 and Year 2016 provided by City staff was utilized in the development of the factors. Data was pulled from both 24-hour segment counts and intersection turning movement counts and factors were averaged using multiple data points during multiple time periods. Adjustment factors were determined for the time periods as follows: Daily (1.429), AM Peak Hour (1.841) and PM Peak Hour (1.294). These factors were then applied to the traffic counts in an effort to obtain a representative Year 2020 volume set. Traffic count data is contained in **Appendix C** and worksheets showing the development of these factors are included in **Appendix D**.

5.2 TRAFFIC COUNTS

Year 2020 intersection turning movement count data and Year 2020 24-hour segment data were utilized to establish the Existing Year (2020) traffic volumes. Traffic count data is contained in **Appendix C**. The existing peak hour vehicle trips were converted to Passenger Car Equivalents (PCEs) for analysis purposes. Passenger Car Equivalents is a unit used to represent the effects of large vehicles, such as multi axle semi-trucks, on traffic conditions by comparing to a typical passenger car. The PCEs conversion factors were based on the City's guidelines. **Exhibit 5-1** shows the Existing Year (2020) peak hour traffic volumes in PCEs. **Table 5-1** summarizes the average daily traffic (ADT) volumes (vehicular). The ADT volumes were not converted into PCEs as part of this analysis. The ADTs for segments 1 through 4 were based actual 24-hour traffic counts while the ADTs for segments 5 through 11 were based on hourly volume averages which were converted to ADTs by applying a k-factor of 0.86.

TABLE 5-1: EXISTING YEAR (2020) ADTs

ID	Segment	ADT
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	27,400
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	34,100
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	35,200
4	Beverly Blvd between San Gabriel River Pkwy and I-605 SB Ramp	38,700
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	41,700
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	34,800
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	38,200
8	Rosemead Blvd north of Beverly Blvd	32,000
9	Rosemead Blvd south of Beverly Blvd	30,200
10	San Gabriel River Pkwy north of Beverly Blvd	11,900
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	16,700

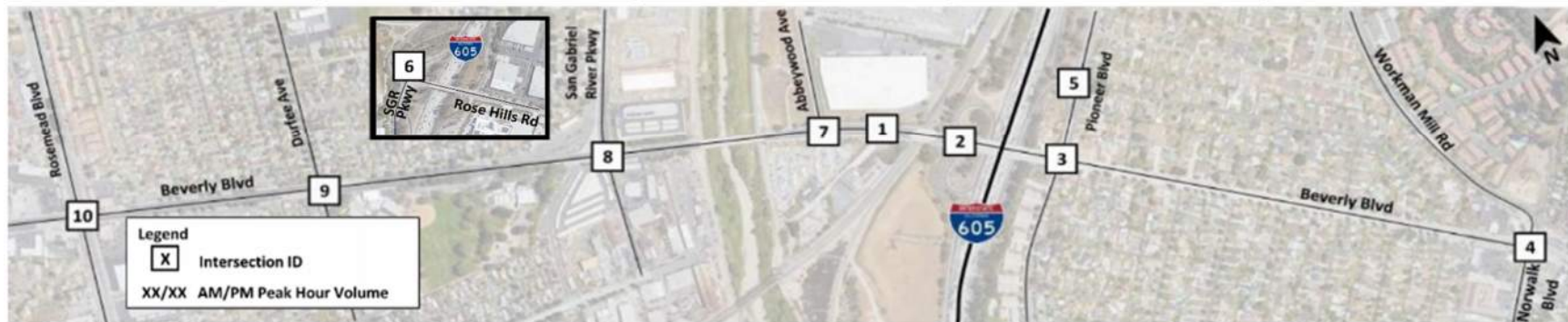
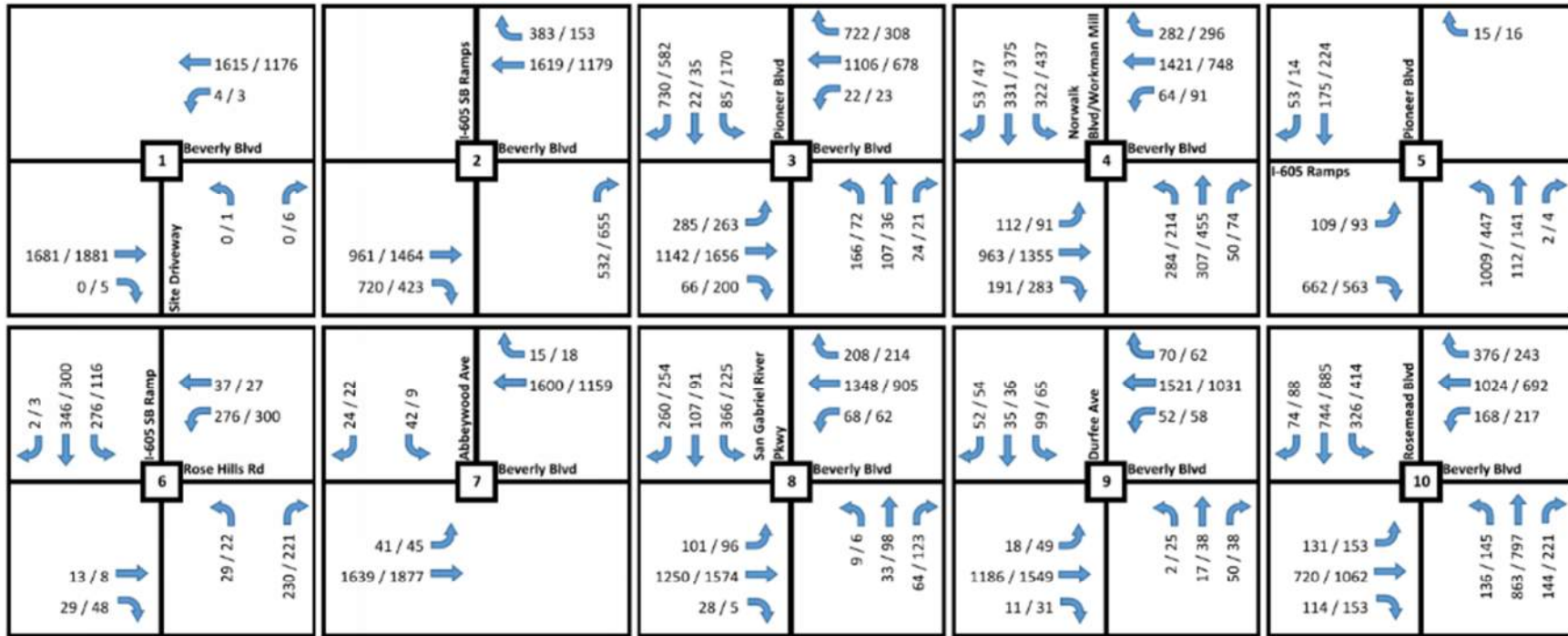
Notes: (1) ADTs are rounded to the nearest 100.

(2) ADTs are shown as vehicle trips, not PCEs.

5.3 BICYCLE AND PEDESTRIAN COUNTS

Bicycle and pedestrian counts were collected at the Beverly Boulevard intersection with the site driveway. The count data showed minimal activity during each of the 2-hour peak periods. Eight (8) pedestrians were counted during the AM Peak period and zero pedestrians were counted during the PM Peak period. Observed bicycle activity was generally higher than pedestrian activity. A total of twelve (12) bicyclists were counted during the AM Peak period and four (4) bicyclists were counted during the PM Peak period. Bicycle and pedestrian volumes were incorporated into the analysis.

EXHIBIT 5-1: EXISTING YEAR (2020) PEAK HOUR TRAFFIC VOLUMES IN PCEs



6 PROJECT TRAFFIC VOLUMES

6.1 TRIP GENERATION

The number of Project site trips was estimated using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (10th Edition). **Table 6-1** shows the ITE trip generation rates used for this analysis. **Table 6-2** shows the estimated trips generated by the Project in terms of vehicles and **Exhibit 6-3** shows the estimated trips in terms of PCEs. Due to the nature of the warehouse traffic, site trips were converted to PCEs for analysis purposes. The PCEs conversion factors were based on the City's guidelines.

TABLE 6-1: TRIP GENERATION RATES

Land Use	ITE Code	Vehicle Type Breakdown		Daily Trip Rate	AM Peak Hour			PM Peak Hour				
					Rate	In	Out	Rate	In	Out		
Warehousing	150	Passenger Car	69.0%	1.201 / KSF	0.117	77%	/	23%	0.131	27%	/	73%
		2 Axle Truck	6.8%	0.118 / KSF	0.012				0.013			
		3 Axle Truck	5.5%	0.096 / KSF	0.009				0.010			
		4+ Axle Truck	18.7%	0.325 / KSF	0.032				0.036			
		Total Truck	31.0%	0.539 / KSF	0.053				0.059			
		Total		1.74 / KSF	0.170				0.190			
Copy, Print, Express Ship Store	920	Passenger Car	100%	74.2* / KSF	2.78	75%	/	25%	7.42	44%	/	56%

Notes: Values may vary slightly due to rounding.

KSF = Thousand square feet.

Warehousing vehicle breakdown based on ITE-South Coast Air Quality Management District's (SCAQMD) High-Cube Warehouse Vehicle Trip Generation Analysis (October 2016).

* Value not provided in Trip Generation Manual. Daily rate was assumed to be ten times the PM Peak Hour trip rate.

TABLE 6-2: SITE TRIP GENERATION (VEHICLES)

Land Use	ITE Code	Intensity	Vehicle Type Breakdown		Daily Trips	AM Peak Hour			PM Peak Hour		
						Total	In	Out	Total	In	Out
Warehousing	150	357.903 ksf	Passenger Car	69.0%	430	42	32	10	47	13	34
			2 Axle Truck	6.8%	42	4	3	1	5	1	4
			3 Axle Truck	5.5%	34	3	2	1	4	1	3
			4+ Axle Truck	18.7%	116	11	8	3	13	4	9
			Total Truck	31.0%	192	18	13	5	22	6	16
			Total		622	60	45	15	69	19	50
Copy, Print, Express Ship Store	920	2.5 ksf	Passenger Car	100%	186	7	5	2	19	8	11
Total					808	67	50	17	88	27	61

Notes: Values may vary slightly due to rounding.

KSF = Thousand square feet.

TABLE 6-3: SITE TRIP GENERATION IN PCEs

Trip Generation (PCEs)											
Land Use	ITE Code	PCE	Vehicle Type Breakdown		Daily Trips	AM Peak Hour			PM Peak Hour		
						Total	In	Out	Total	In	Out
Warehousing	150	1.0	Passenger Car	69.0%	430	42	32	10	47	13	34
		2.0	2 Axle Truck	6.8%	84	8	6	2	10	2	8
		2.5	3 Axle Truck	5.5%	85	8	5	3	10	3	8
		3.0	4+ Axle Truck	18.7%	348	33	24	9	39	12	27
			Total Truck	31.0%	517	49	35	14	59	17	43
			Total			947	91	67	24	106	30
Copy, Print, Express Ship Store	151	1.0	Passenger Car	100%	186	7	5	2	19	8	11
Total					1,133	98	72	26	125	38	88

Note: Values may vary slightly due to rounding.

The land use square footages and land use type utilized in this analysis vary slightly from those shown on the Project site plan due to site modifications made during the development of this study. A comparison of the trip generation utilized in this analysis compared to the current site plan is included in Section 6.2. Since the analysis utilized in this study is anticipated to generate slightly more trips than would be produced by the latest version of the analysis, the trip generation and traffic operations analysis were not modified as they would represent a slightly more conservative approach.

A total of 812 daily vehicle trips are expected to be added due to the proposed warehouse Project. The vehicle type split was estimated using the ITE-South Coast Air Quality Management District's (SCAQMD) *High-Cube Warehouse Vehicle Trip Generation Analysis* (October 2016). With the PCEs conversion and mode split calculations, a total of 1,133 daily PCE trips are expected from the Project. This includes 98 AM Peak Hour PCE trips and 125 PM Peak Hour PCE trips during a typical weekday.

6.2 SITE PLAN REVISION TRIP GENERATION COMPARISON

Revisions were made to the site plan after the operations analysis was conducted including minor modifications to the warehouse square footage in addition to the replacement of the mini-warehouse (self-storage) facility with a copy, print, and express ship store building. The copy, print, express ship store is envisioned to be a local serving facility with post office boxes and shipping and copying services; however, it is not anticipated to be a FedEx or UPS store. **Table 6-4** summarizes the trip generation for the revised site plan and compares the values to those utilized in this report. As shown, the estimated site trips utilized in this analysis are slightly greater than those estimated to be generated by the land uses contained in the new site plan. The anticipated site distribution for the new site plan is anticipated to be the same as the distribution previously documented. Therefore, the analysis presented in this report represents a slightly conservative approach. Detailed trip generation comparisons of the prior and revised site plan are contained in **Appendix E**.

TABLE 6-4: SITE TRIP GENERATION COMPARISON IN PCEs

Trip Generation Comparison (PCEs)							
Scenario	Daily Trips	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Original Site Plan (Utilized in this Analysis)	1,137	104	75	29	127	40	88
Revised Site Plan (Proposed Project)	1,133	98	72	26	125	38	88
Difference	-4	-6	-3	-3	-2	-2	0

6.3 PROJECT TRIP DISTRIBUTION & ASSIGNMENT

The Project trip distribution was based on existing traffic patterns and the regional community access. City staff provided input into the assumed trip distribution. Based on the available roadway network and the existing traffic count data, the projected trip distribution directs the majority of the Project site traffic to the adjacent I-605. Due to the nature of the Project, two separate distributions were used for passenger cars and trucks. The forecast trip percent distribution for the proposed Project is as follows:

Passenger Cars

- I-605 to the North = 15%
- Beverly Boulevard to the East = 15%
- I-605 to the South = 30%
- Beverly Boulevard to the West = 40%

Trucks

- I-605 to the North = 35%
- Beverly Boulevard to the East = 0%
- I-605 to the South = 55%
- Beverly Boulevard to the West = 10%

Exhibit 6-1 shows the forecast trip percent distribution of the proposed Project within the study area. **Exhibits 6-2** through **6-5** show the trip assignment percentages for each of the mode types and for conditions both without and with the I-605 Interchange Improvements project. **Exhibit 6-6** shows the corresponding forecast assignment of AM Peak Hour and PM Peak Hour Project generated trips for the conditions without the I-605 Interchange Improvements and **Exhibit 6-7** shows the forecast assignment of AM Peak Hour and PM Peak Hour Project generated trips for the conditions with the I-605 Interchange Improvements. **Table 6-5** shows the Project Only ADTs in terms of vehicles. Project Only ADTs were determined by distributing the site generated trips (in vehicles), assuming the above distribution patterns, and rounding to the nearest 100.

EXHIBIT 6-1: PROJECT TRAFFIC DISTRIBUTION

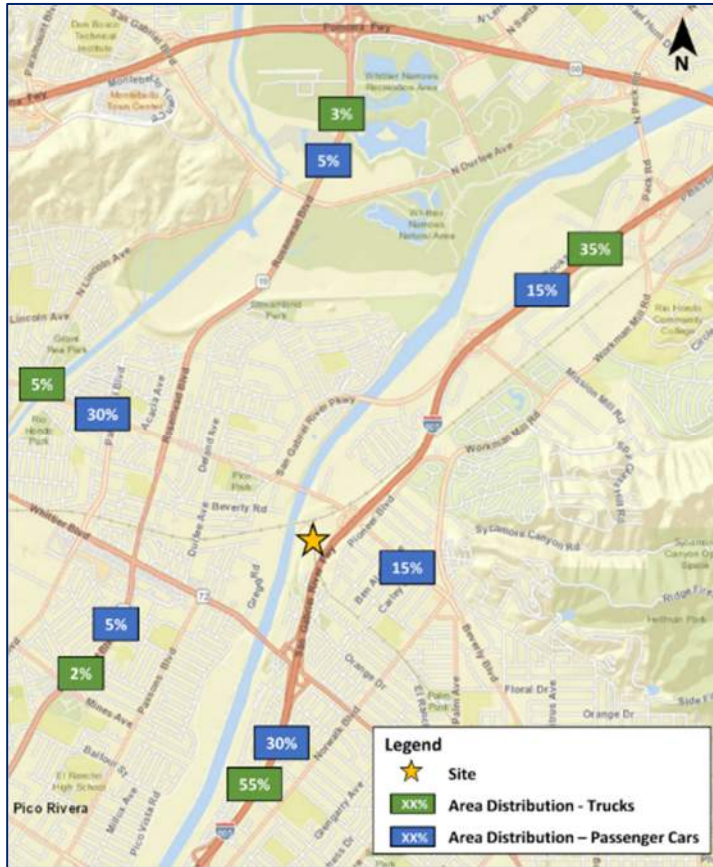


EXHIBIT 6-2: PROJECT TRAFFIC PEAK HOUR TRIP ASSIGNMENT - PASSENGER CARS (W/O I-605 INTERCHANGE IMPROVEMENTS)

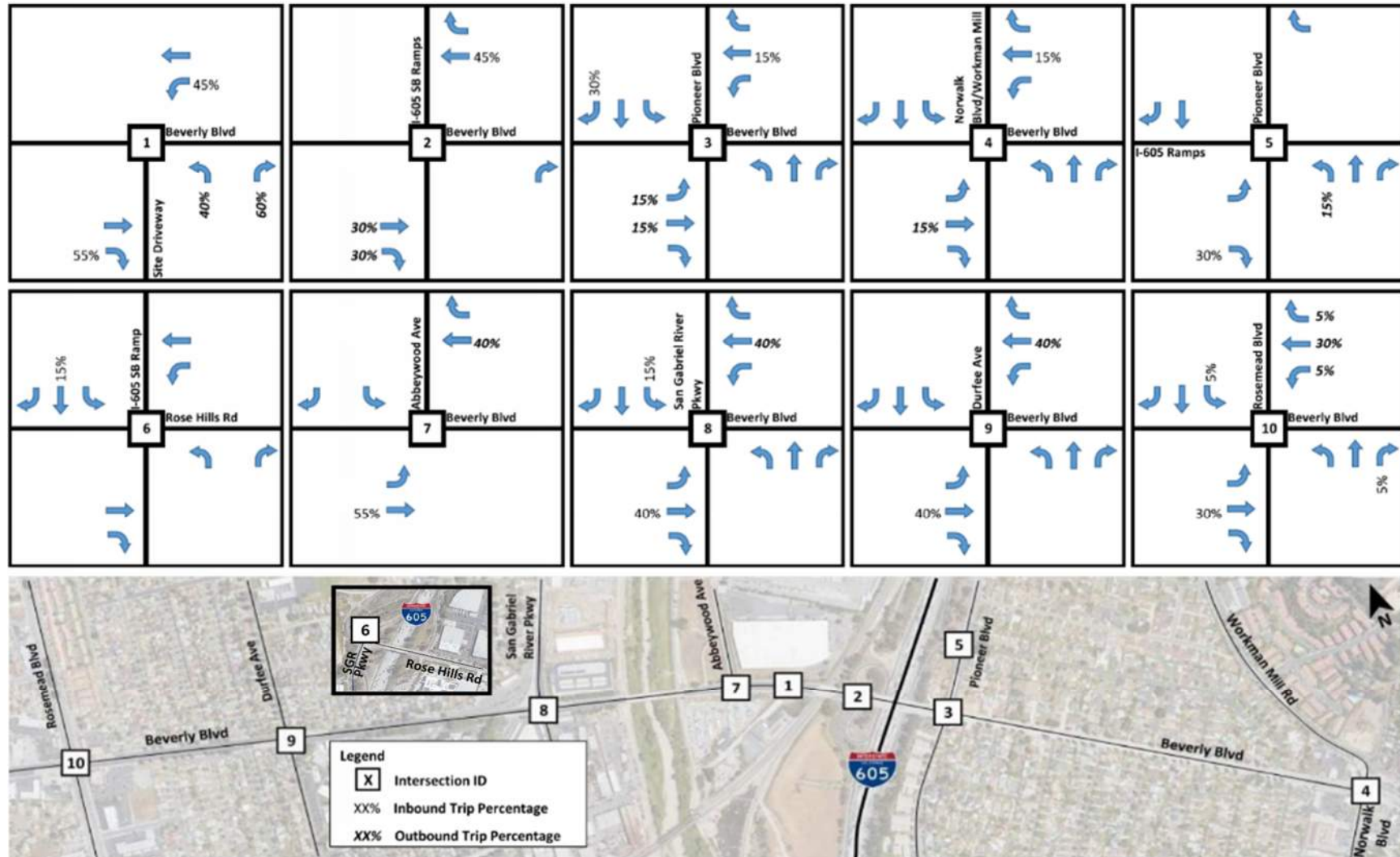


EXHIBIT 6-3: PROJECT TRAFFIC PEAK HOUR TRIP ASSIGNMENT - TRUCKS (W/O I-605 INTERCHANGE IMPROVEMENTS)

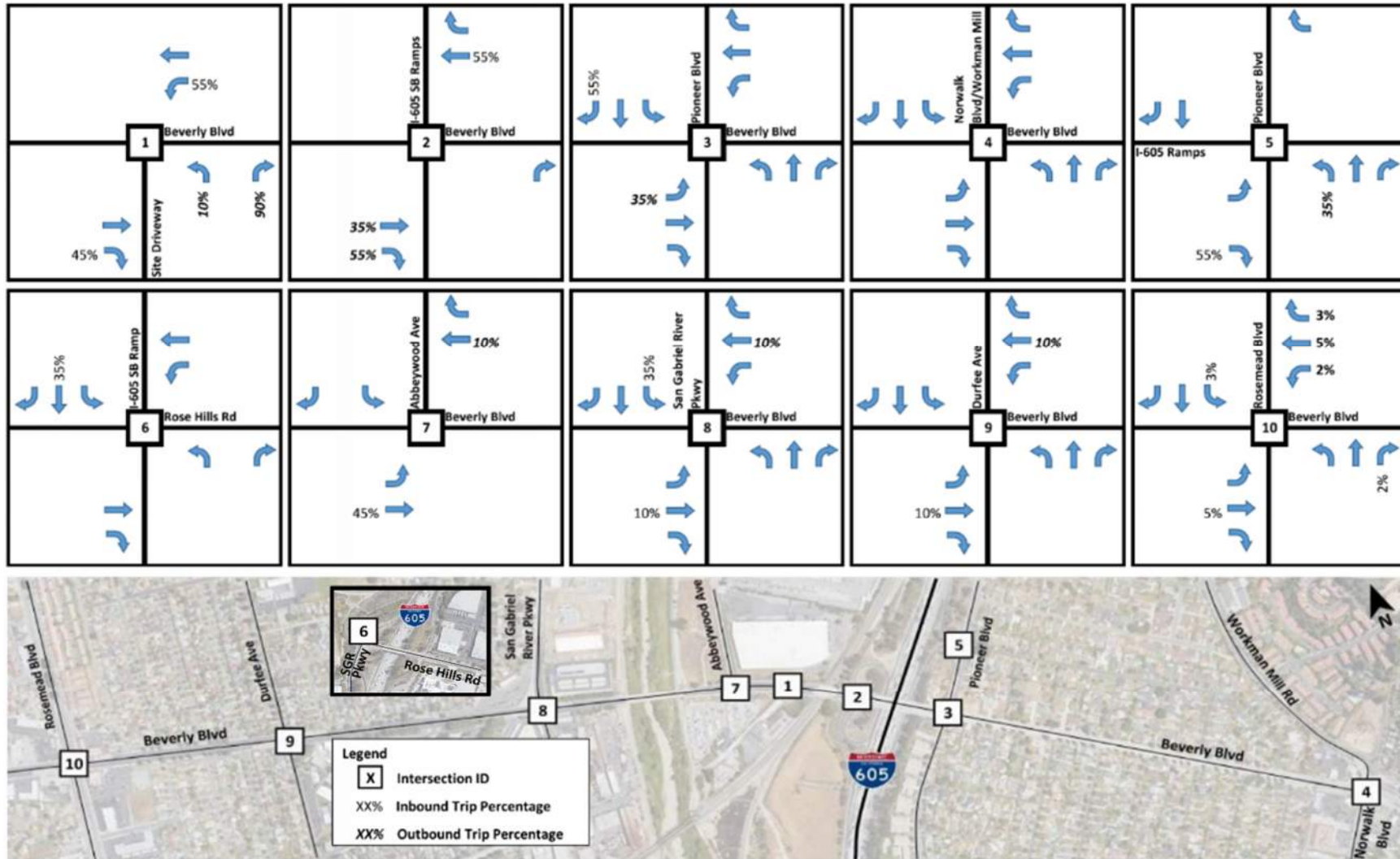


EXHIBIT 6-4: PROJECT TRAFFIC PEAK HOUR TRIP ASSIGNMENT - PASSENGER CARS (W/ I-605 INTERCHANGE IMPROVEMENTS)

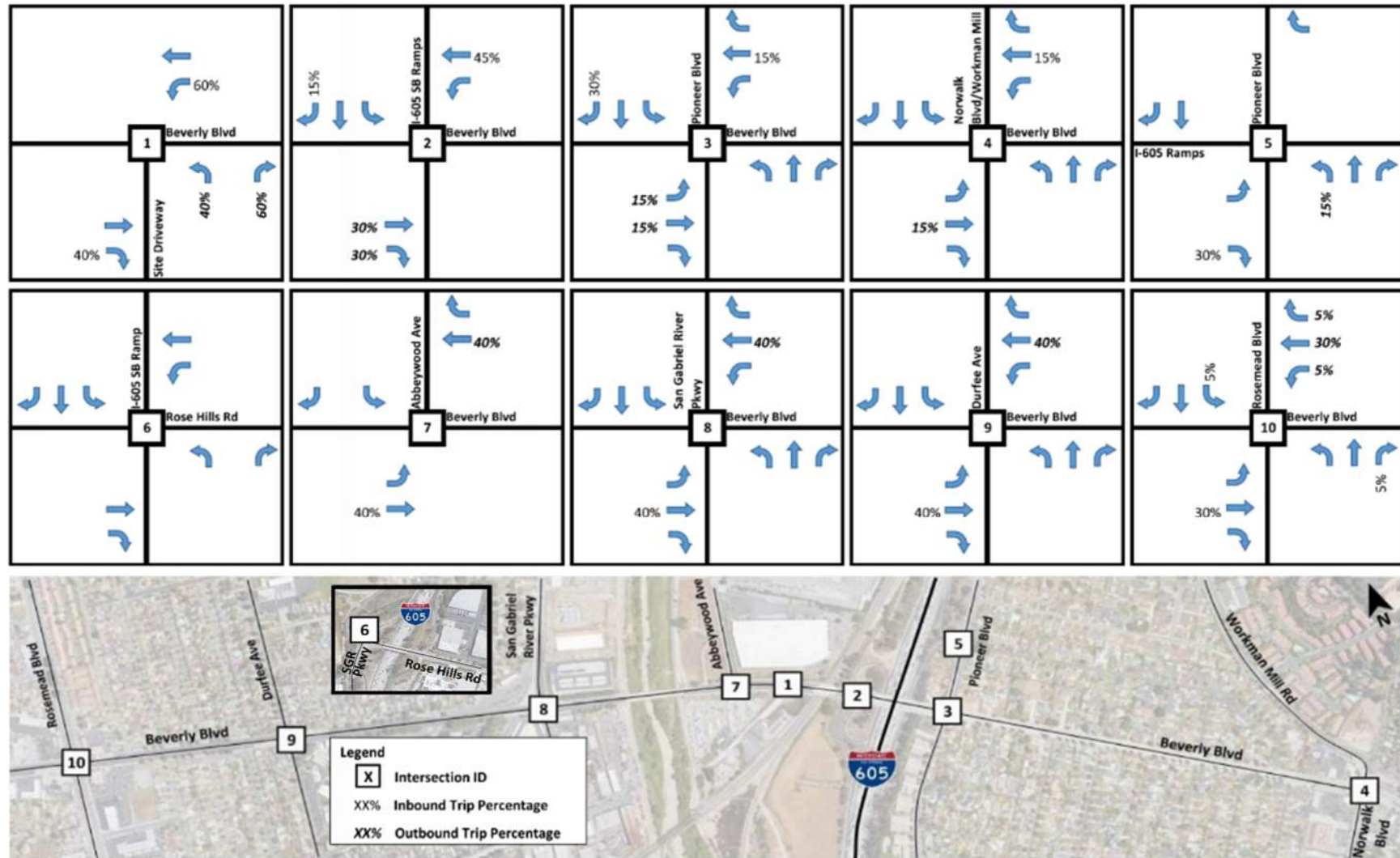


EXHIBIT 6-5: PROJECT TRAFFIC PEAK HOUR TRIP ASSIGNMENT - TRUCKS (W/ I-605 INTERCHANGE IMPROVEMENTS)

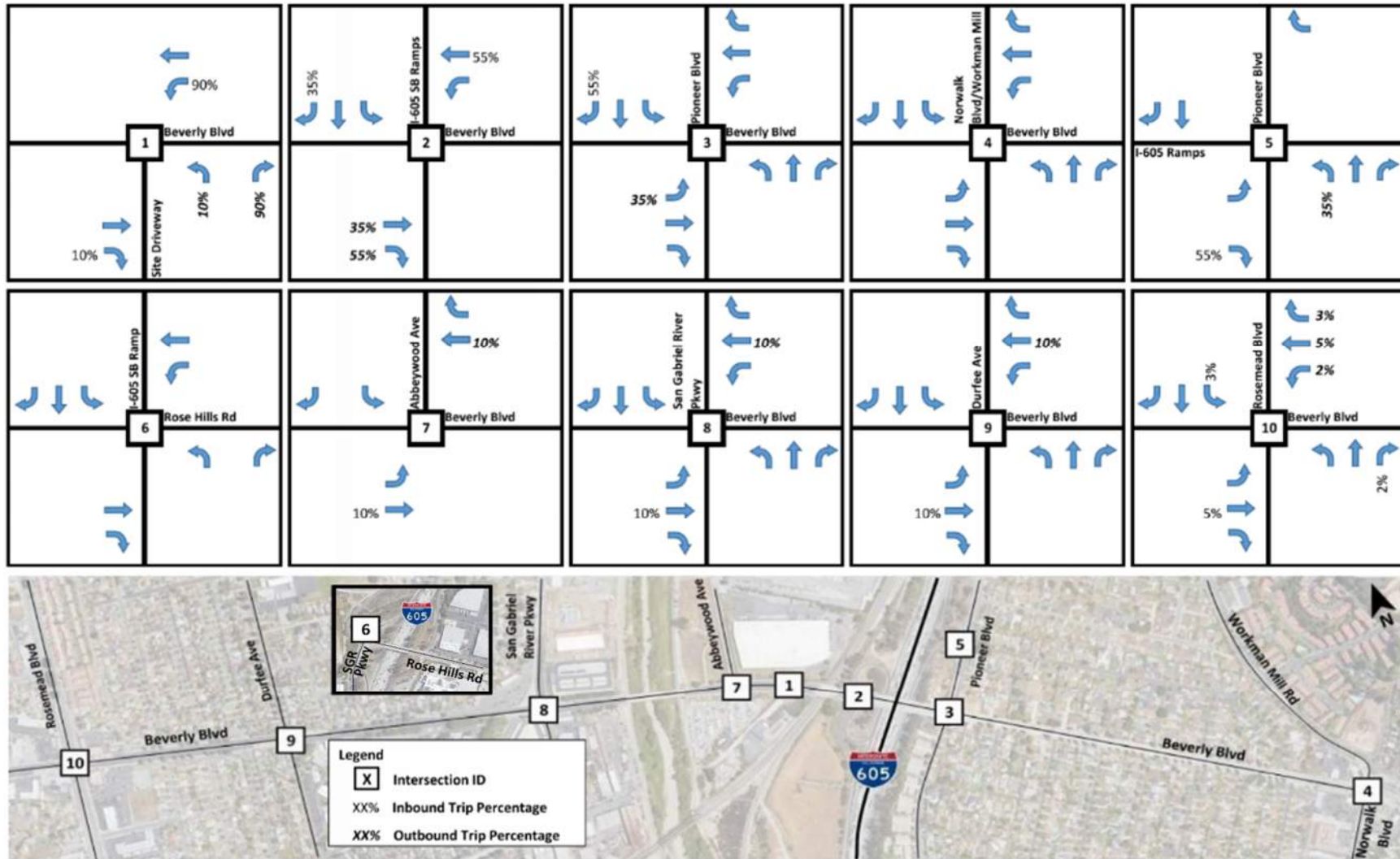


EXHIBIT 6-6: PROJECT TRAFFIC PEAK HOUR TRIP ASSIGNMENT IN PCES (W/O I-605 INTERCHANGE IMPROVEMENTS)

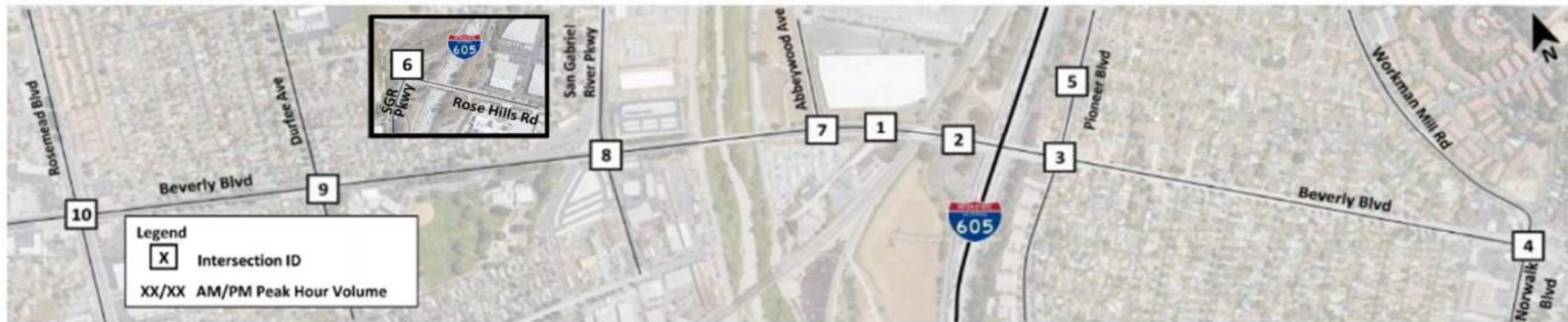
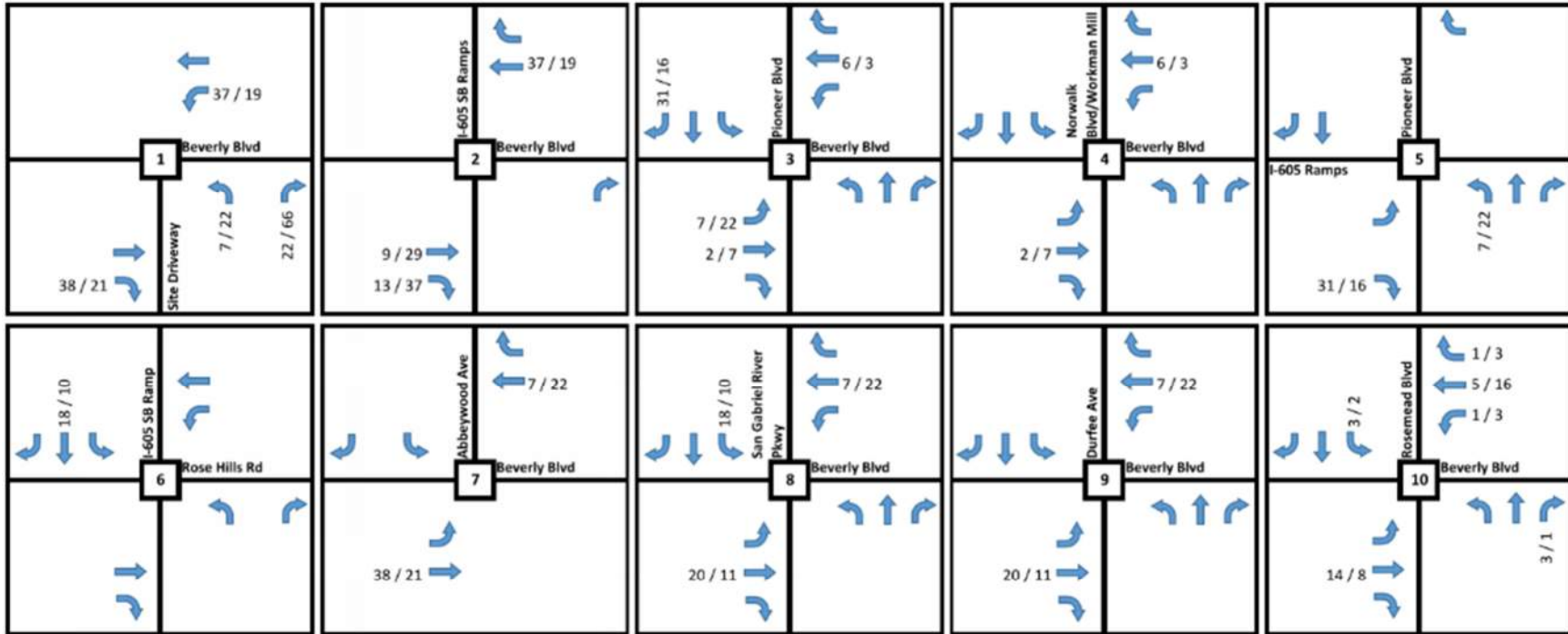


EXHIBIT 6-7: PROJECT TRAFFIC PEAK HOUR TRIP ASSIGNMENT IN PCES (W/ I-605 INTERCHANGE IMPROVEMENTS)

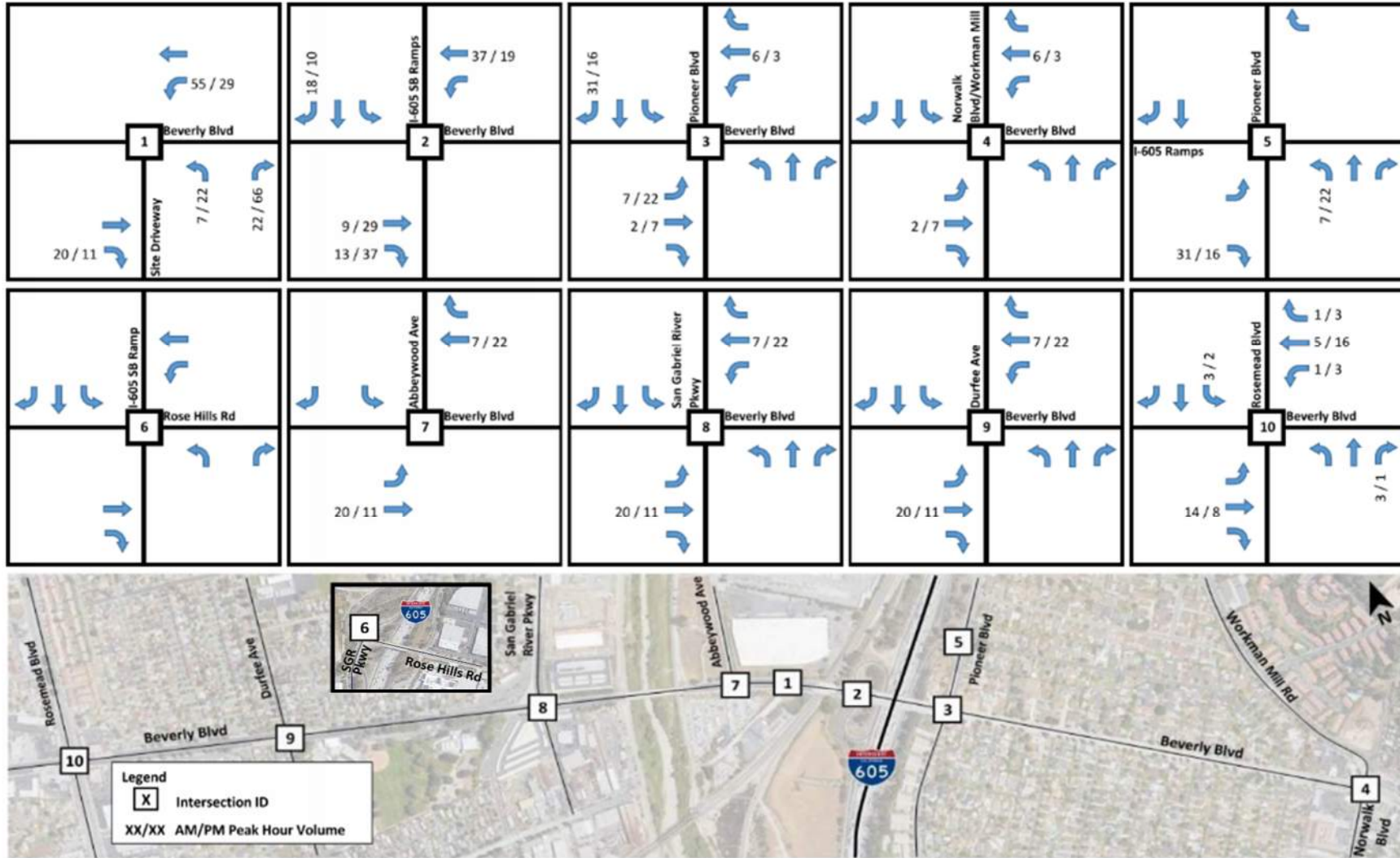


TABLE 6-5: PROJECT ONLY ADTs

ID	Segment	ADT (W/O I-605 Interchange Improvements)	ADT (W/ I-605 Interchange Improvements)
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	200	200
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	300	300
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	300	300
4	Beverly Blvd between San Gabriel River Pkwy and I-605 SB Ramp	500	500
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	300	300
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	100	100
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	100	100
8	Rosemead Blvd north of Beverly Blvd	100	100
9	Rosemead Blvd south of Beverly Blvd	100	100
10	San Gabriel River Pkwy north of Beverly Blvd	100	0
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	200	200

Notes: (1) ADTs are rounded to the nearest 100.

(2) ADTs are shown as vehicle trips, not PCEs.

7 TRAFFIC VOLUME FORECASTS

7.1 EXISTING YEAR (2020) PLUS PROJECT

The Existing Year (2020) traffic volumes and the Project Only traffic volumes were combined to estimate the Existing Year (2020) Plus Project traffic volumes. ADT volumes (vehicular) are summarized in **Table 7-1** and **Exhibit 7-1** shows the Existing Year (2020) Plus Project peak hour PCEs. **Appendix D** contains the traffic volume development worksheets.

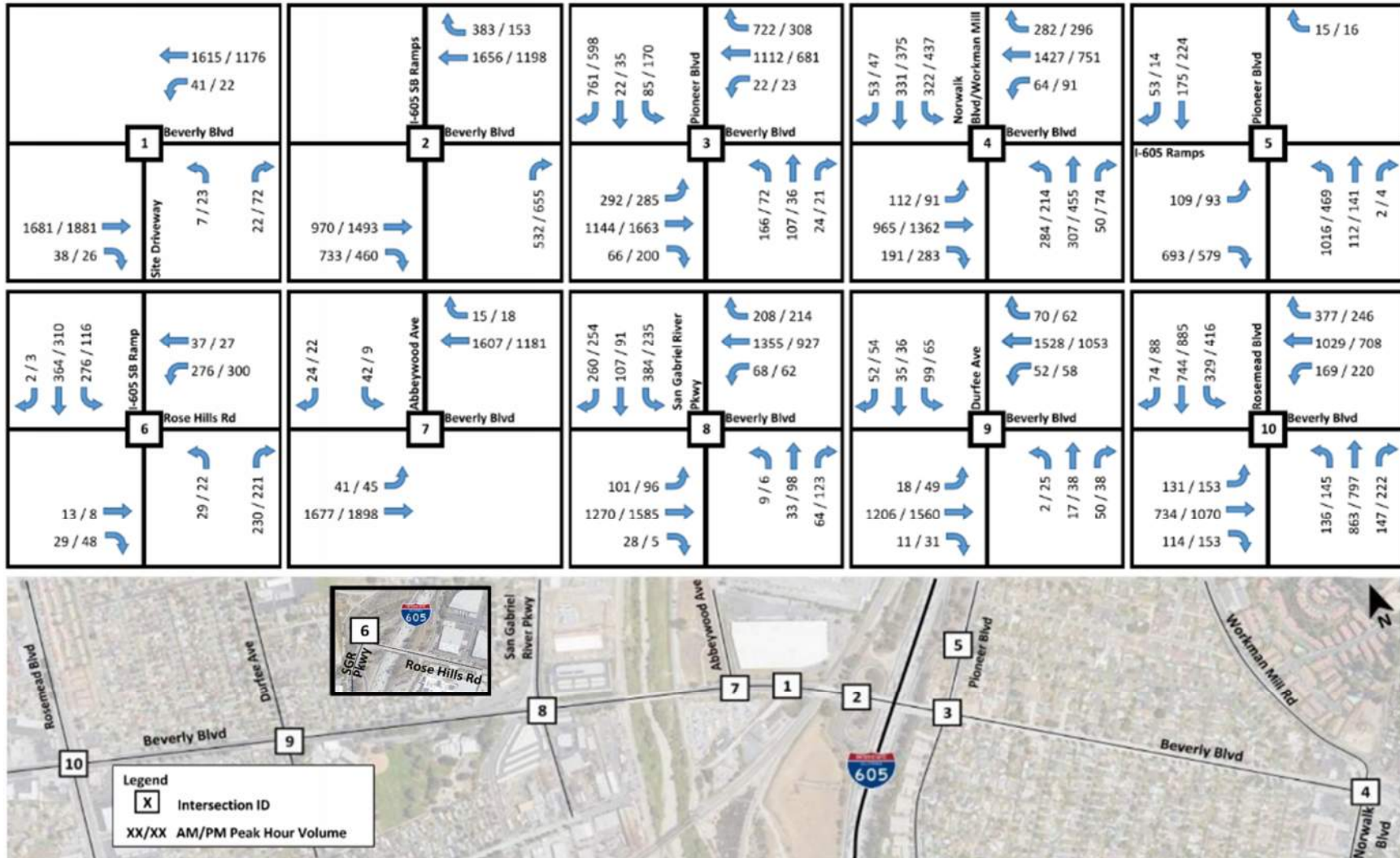
TABLE 7-1: EXISTING YEAR (2020) PLUS PROJECT ADTs

ID	Segment	ADT
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	27,600
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	34,400
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	35,500
4	Beverly Blvd between San Gabriel River Pkwy and I-605 SB Ramp	39,200
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	42,000
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	34,900
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	38,300
8	Rosemead Blvd north of Beverly Blvd	32,100
9	Rosemead Blvd south of Beverly Blvd	30,300
10	San Gabriel River Pkwy north of Beverly Blvd	12,000
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	16,900

Notes: (1) ADTs are rounded to the nearest 100.

(2) ADTs are shown as vehicle trips, not PCEs.

EXHIBIT 7-1: EXISTING YEAR (2020) PLUS PROJECT PEAK HOUR VOLUMES IN PCES



7.2 OPENING YEAR (2022)

7.2.1 Opening Year (2022) (W/O I-605 Interchange Improvements)

Existing Year (2020) traffic volumes were utilized to establish the Opening Year (2022) (W/O I-605 Interchange Improvements) traffic volumes. Year 2020 data was grown by a factor of 0.4% (linear, per year) to determine the Year 2022 volumes. The growth rate was developed using Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) forecasts. The growth rate was coordinated with the City during the Scoping Agreement process. **Table 7-2** summarizes the ADT volumes (vehicular). **Exhibit 7-2** shows the Opening Year (2022) (W/O I-605 Interchange Improvements) peak hour PCEs. **Appendix D** contains the traffic volume development worksheets.

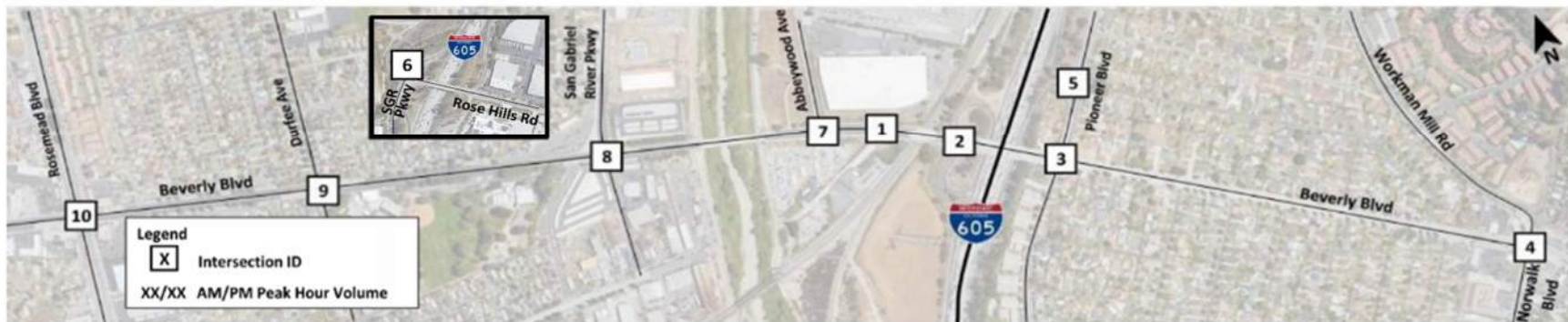
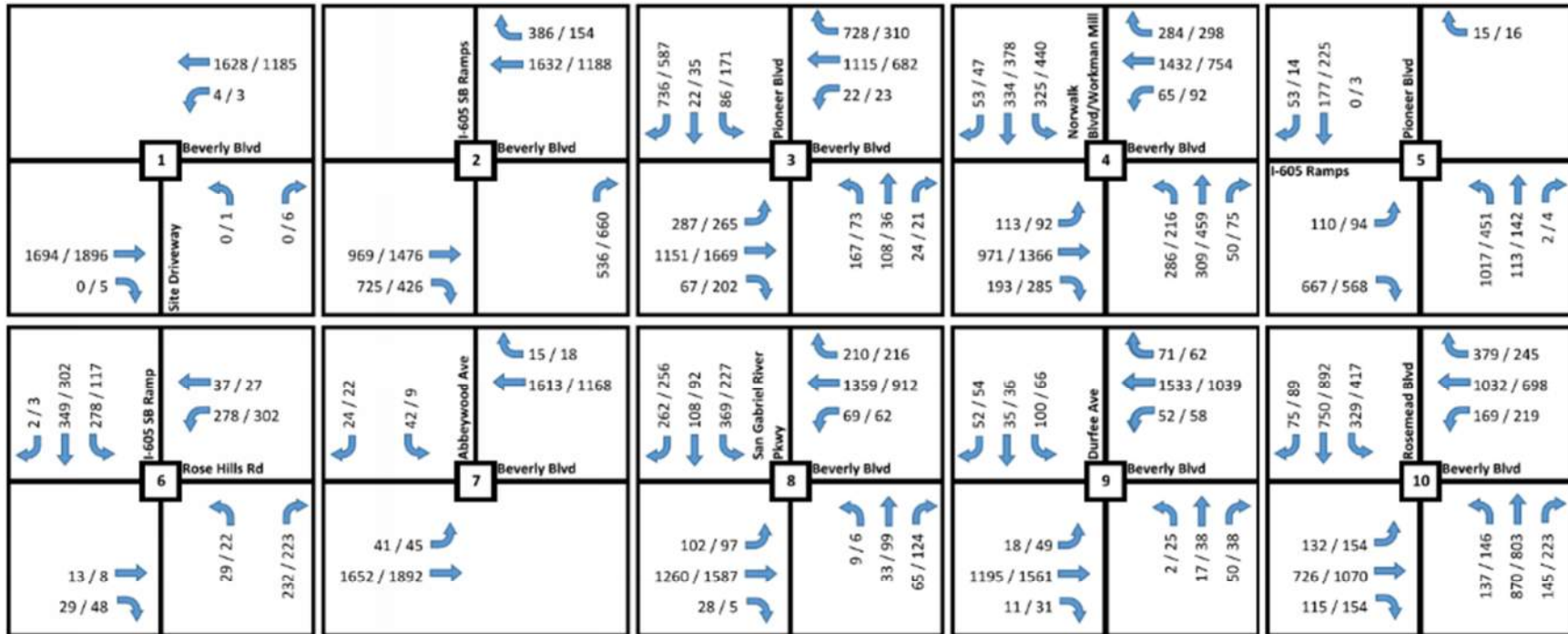
TABLE 7-2: OPENING YEAR (2022) (W/O I-605 INTERCHANGE IMPROVEMENTS) ADTs

ID	Segment	ADT
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	27,600
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	34,400
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	35,500
4	Beverly Blvd between San Gabriel River Pkwy and I-605 SB Ramp	39,000
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	42,000
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	35,100
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	38,500
8	Rosemead Blvd north of Beverly Blvd	32,300
9	Rosemead Blvd south of Beverly Blvd	30,400
10	San Gabriel River Pkwy north of Beverly Blvd	12,000
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	16,800

Notes: (1) ADTs are rounded to the nearest 100.

(2) ADTs are shown as vehicle trips, not PCEs.

EXHIBIT 7-2: OPENING YEAR (2022) (W/O I-605 INTERCHANGE IMPROVEMENTS) PEAK HOUR TRAFFIC VOLUMES IN PCEs



7.2.2 Opening Year (2022) Plus Project (W/O I-605 Interchange Improvements)

The Opening Year (2022) traffic volumes and the Project Only traffic volumes were combined to estimate the Opening Year (2022) Plus Project (W/O I-605 Interchange Improvements) traffic volumes. ADT volumes (vehicular) are summarized in **Table 7-3** and **Exhibit 7-3** shows the Opening Year (2022) Plus Project (W/O I-605 Interchange Improvements) peak hour PCEs. **Appendix D** contains the traffic volume development worksheets.

TABLE 7-3: OPENING YEAR (2022) PLUS PROJECT (W/O I-605 INTERCHANGE IMPROVEMENTS) ADTs

ID	Segment	ADT
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	27,800
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	34,700
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	35,800
4	Beverly Blvd between San Gabriel River Pkwy and I-605 SB Ramp	39,500
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	42,300
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	35,200
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	38,600
8	Rosemead Blvd north of Beverly Blvd	32,400
9	Rosemead Blvd south of Beverly Blvd	30,500
10	San Gabriel River Pkwy north of Beverly Blvd	12,100
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	17,000

Notes: (1) ADTs are rounded to the nearest 100.

(2) ADTs are shown as vehicle trips, not PCEs.

7.2.3 Opening Year (2022) (W/ I-605 Interchange Improvements)

The Opening Year (2022) (W/ I-605 Interchange Improvements) traffic volumes were estimated by using the Opening Year (2022) (W/O I-605 Interchange Improvements) traffic volumes and accounting for route change due to the new I-605 Southbound off ramp. ADT volumes (vehicular) are summarized in **Table 7-4** and **Exhibit 7-4** shows the Opening Year (2022) (W/ I-605 Interchange Improvements) peak hour PCEs. **Appendix D** contains the traffic volume development worksheets.

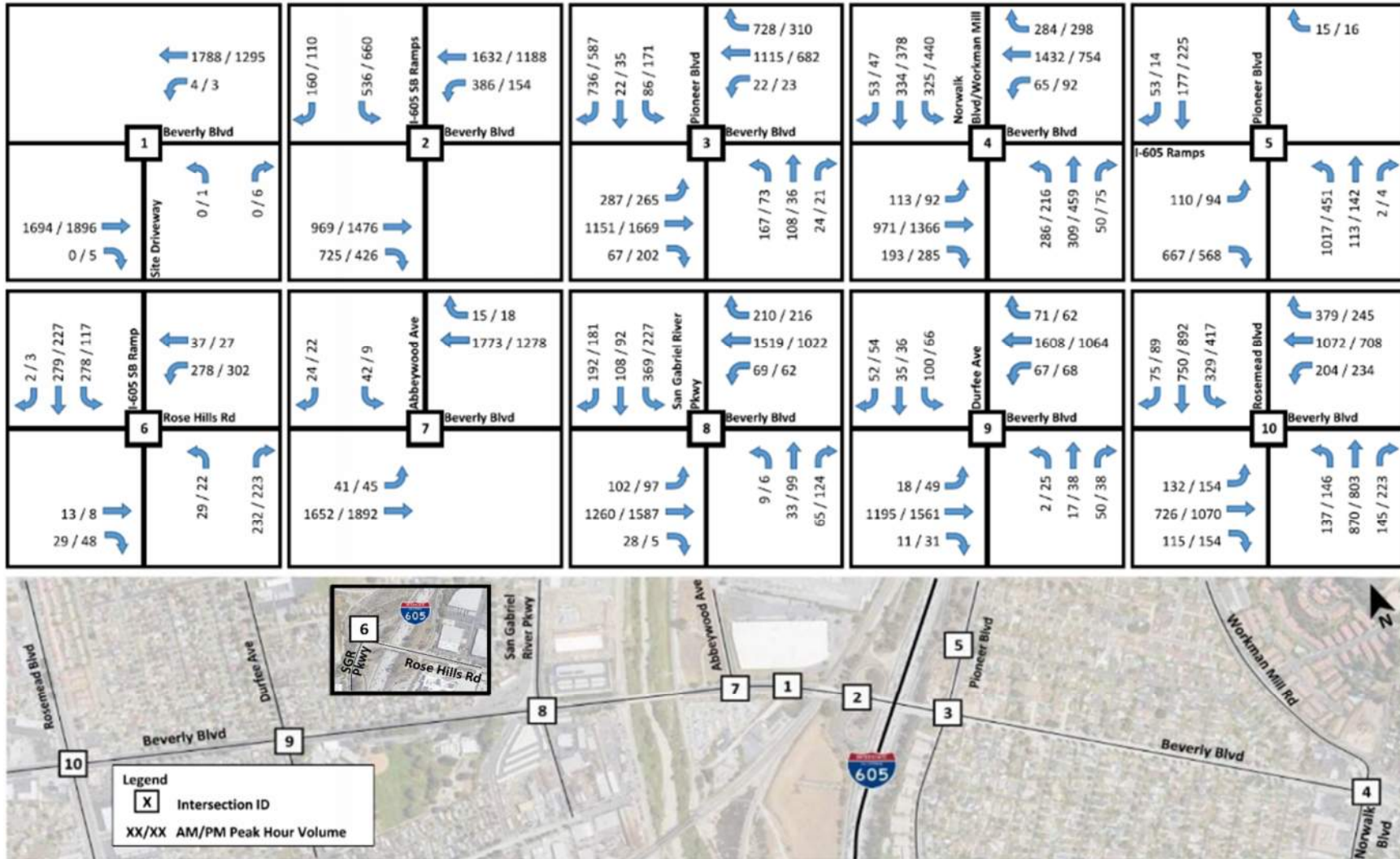
TABLE 7-4: OPENING YEAR (2022) (W/ I-605 INTERCHANGE IMPROVEMENTS) ADTs

ID	Segment	ADT
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	28,800
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	35,700
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	36,400
4	Beverly Blvd between San Gabriel River Pkwy and I-605 SB Ramp	40,000
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	42,000
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	35,100
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	38,500
8	Rosemead Blvd north of Beverly Blvd	32,300
9	Rosemead Blvd south of Beverly Blvd	30,600
10	San Gabriel River Pkwy north of Beverly Blvd	10,700
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	16,800

Notes: (1) ADTs are rounded to the nearest 100.

(2) ADTs are shown as vehicle trips, not PCEs.

EXHIBIT 7-4: OPENING YEAR (2022) (W/ I-605 INTERCHANGE IMPROVEMENTS) PEAK HOUR VOLUMES IN PCES



7.2.4 Opening Year (2022) Plus Project (W/ I-605 Interchange Improvements)

The Opening Year (2022) (W/ I-605 Interchange Improvements) traffic volumes and the Project Only traffic volumes were combined to estimate the Opening Year (2022) Plus Project (W/ I-605 Interchange Improvements) traffic volumes. The Project Only volumes were based on the W/I-605 Interchange Improvements trip distributions and assignments. ADT volumes (vehicular) are summarized in **Table 7-5** and **Exhibit 7-5** shows the Opening Year (2022) Plus Project (W/ I-605 Interchange Improvements) peak hour PCEs. **Appendix D** contains the traffic volume development worksheets.

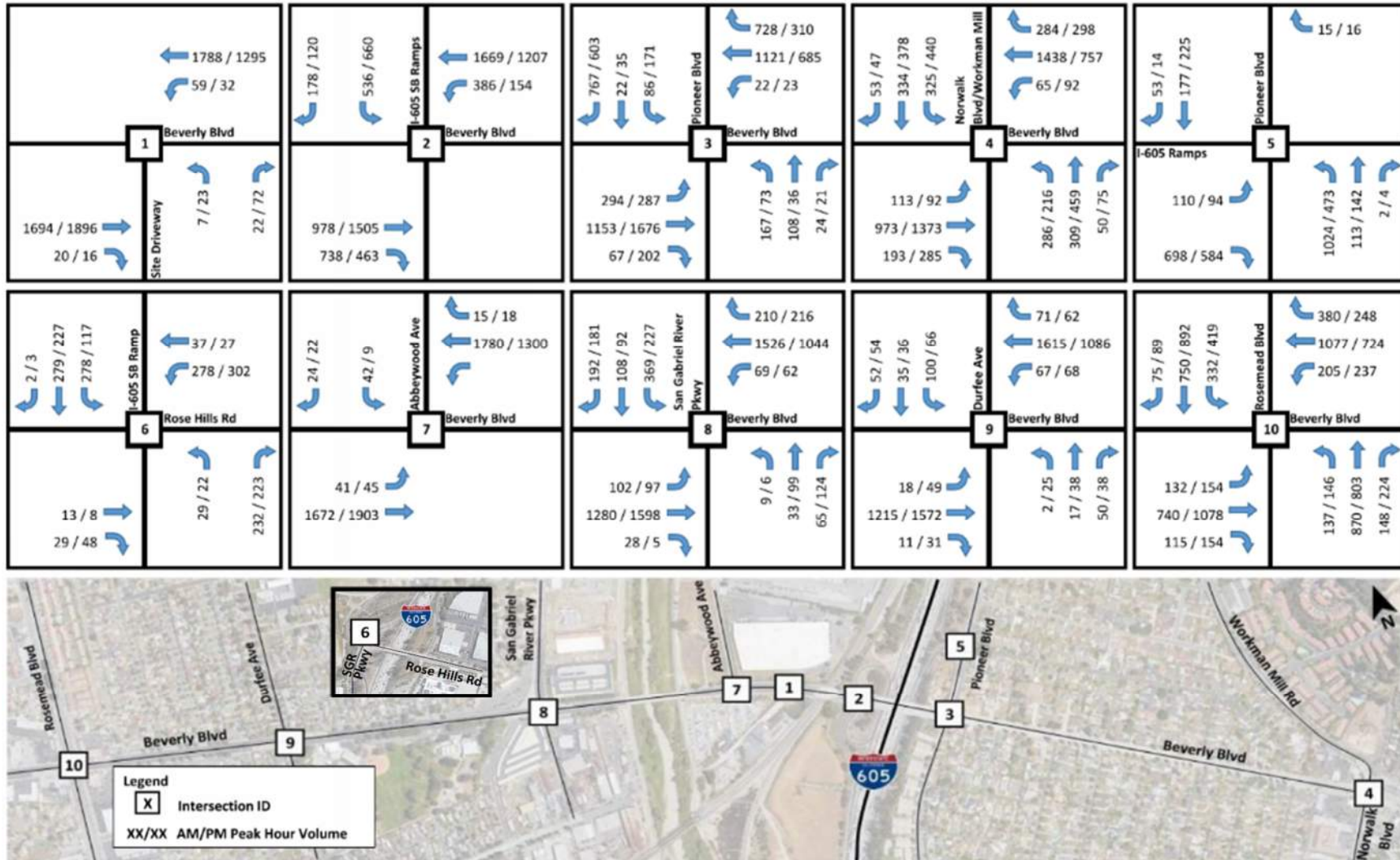
TABLE 7-5: OPENING YEAR (2022) PLUS PROJECT (W/ I-605 INTERCHANGE IMPROVEMENTS) ADTs

ID	Segment	ADT
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	29,000
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	36,000
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	36,700
4	Beverly Blvd between San Gabriel River Pkwy and I-605 SB Ramp	40,500
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	42,300
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	35,200
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	38,600
8	Rosemead Blvd north of Beverly Blvd	32,400
9	Rosemead Blvd south of Beverly Blvd	30,700
10	San Gabriel River Pkwy north of Beverly Blvd	10,700
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	17,000

Notes: (1) ADTs are rounded to the nearest 100.

(2) ADTs are shown as vehicle trips, not PCEs.

EXHIBIT 7-5: OPENING YEAR (2022) PLUS PROJECT (W/ I-605 INTERCHANGE IMPROVEMENTS) PEAK HOUR VOLUMES IN PCEs



7.3 CUMULATIVE CONDITIONS (2022) TRAFFIC VOLUMES

7.3.1 Cumulative Projects

The City of Pico Rivera and the City of Whittier provided lists of projects to consider in the development of the Cumulative Conditions traffic volumes. **Table 7-6** shows the projects considered in the development of the subsequent volumes. A map of the cumulative projects is also included in **Appendix D**.

TABLE 7-6: CUMULATIVE PROJECTS

ID	Project Location/Name	Project Type	Jurisdiction
1	140 Whittier Blvd	Townhomes	Montebello
2	3928 Rosemead Blvd	Condominiums	Pico Rivera
3	4139 Rosemead Blvd	Apartments	Pico Rivera
4	4525 Rosemead Blvd	Auto Repair Shop	Pico Rivera
5	6605 Rosemead Blvd	Hotel	Pico Rivera
6	5360 Workman Mill Rd & 5303 Davidson Dr	Condos/Townhomes &	Whittier
7	10727 Orange Grove	Apartments	Whittier
8	WRD - 4320 San Gabriel River Pkwy	Water Treatment Facility	Pico Rivera
9	Chick-fil-A & Commercial Pad -	Fast Food & Retail	Pico Rivera
10	Raising Cane's - 5005 Paramount Blvd	Fast Food	Pico Rivera
11	8813 Gallatin Rd	Multi-Family	Pico Rivera
12	4211 Columbia Ave	Park	Pico Rivera

7.3.2 Cumulative Conditions (2022) (W/O I-605 Interchange Improvements)

Lists of local projects were provided by the City of Pico Rivera and the City of Whittier for the development of the cumulative project traffic volumes. Individual trip generation and assignment was conducted for individual projects, resulting in the cumulative project traffic volumes. The cumulative project traffic volumes and the Opening Year (2022) (W/O I-605 Interchange Improvements) traffic volumes were combined to estimate the Cumulative (W/O I-605 Interchange Improvements) traffic volumes. The volume development for this scenario assumed that the I-605 Interchange Improvements would not yet be constructed. The ADT volumes (vehicular) are summarized in **Table 7-7** and **Exhibit 7-7** shows the Cumulative Conditions (W/O I-605 Interchange Improvements) peak hour PCEs. **Appendix D** contains the traffic volume development worksheets.

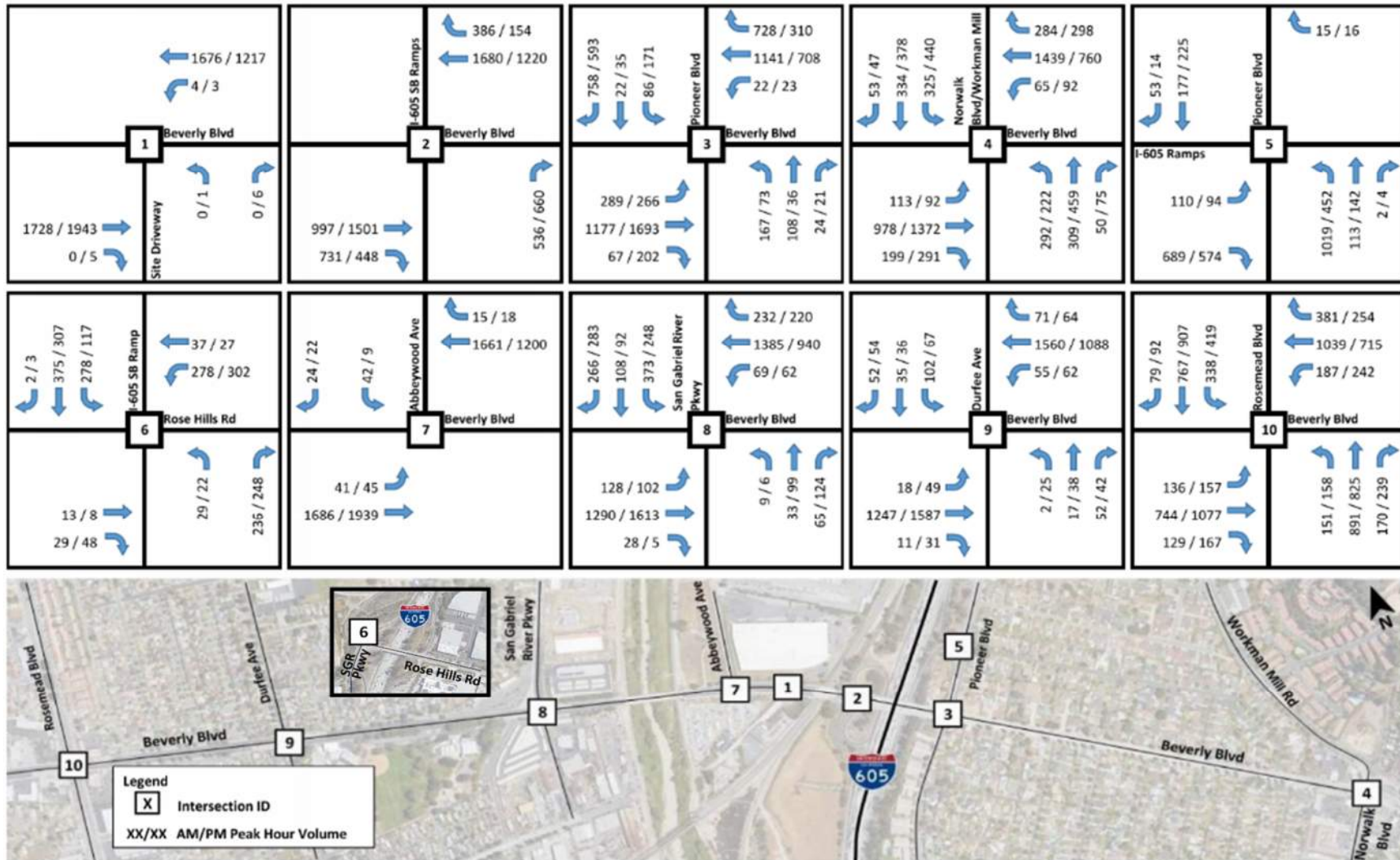
TABLE 7-7: CUMULATIVE CONDITIONS (2022) (W/O I-605 INTERCHANGE IMPROVEMENTS) ADTs

ID	Segment	ADT
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	28,300
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	35,300
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	36,500
4	Beverly Blvd between San Gabriel River Pkwy and I-605 SB Ramp	39,900
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	42,800
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	35,800
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	38,800
8	Rosemead Blvd north of Beverly Blvd	33,000
9	Rosemead Blvd south of Beverly Blvd	32,300
10	San Gabriel River Pkwy north of Beverly Blvd	12,500
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	16,900

Notes: (1) ADTs are rounded to the nearest 100.

(2) ADTs are shown as vehicle trips, not PCEs.

EXHIBIT 7-7: CUMULATIVE CONDITIONS (2022) (W/O I-605 INTERCHANGE IMPROVEMENTS) PEAK HOUR VOLUMES IN PCES



7.3.3 Cumulative Conditions (2022) Plus Project (W/O I-605 Interchange Improvements)

The Cumulative (W/O I-605 Interchange Improvements) traffic volumes and the Project Only traffic volumes were combined to estimate the Cumulative Conditions (2022) Plus Project (W/O I-605 Interchange Improvements) traffic volumes. The volume development for this scenario assumed that the I-605 Interchange Improvements would not yet be constructed. ADT volumes (vehicular) are summarized in **Table 7-8** and **Exhibit 7-8** shows the Cumulative Plus Project (W/O Interchange Improvements) peak hour PCEs. **Appendix D** contains the traffic volume development worksheets.

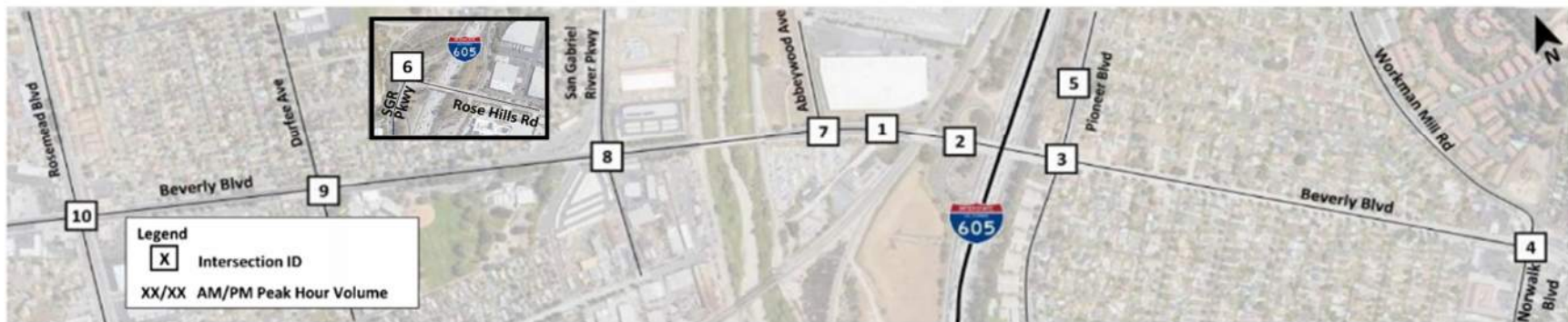
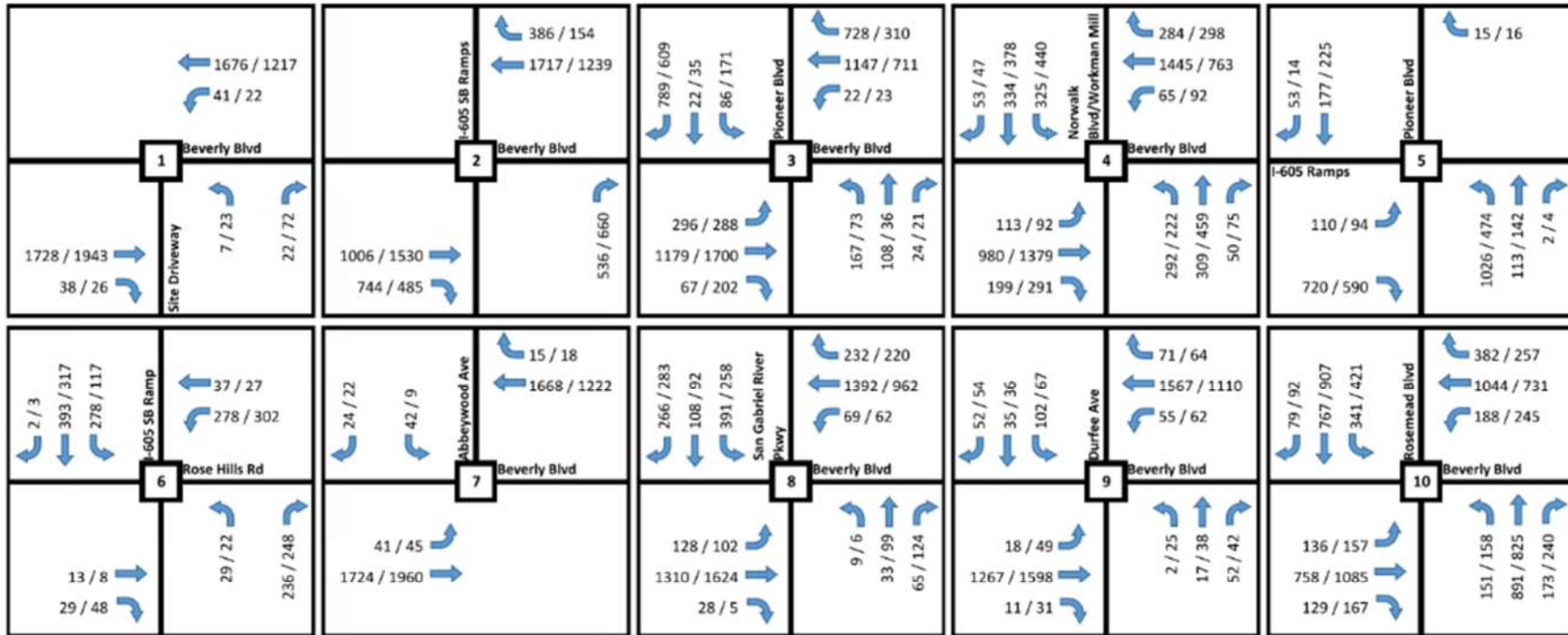
TABLE 7-8: CUMULATIVE CONDITIONS (2022) PLUS PROJECT (W/O I-605 INTERCHANGE IMPROVEMENTS) ADTs

ID	Segment	ADT
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	28,500
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	35,600
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	36,800
4	Beverly Blvd between San Gabriel River Pkwy and I-605 SB Ramp	40,400
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	43,100
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	35,900
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	38,900
8	Rosemead Blvd north of Beverly Blvd	33,100
9	Rosemead Blvd south of Beverly Blvd	32,400
10	San Gabriel River Pkwy north of Beverly Blvd	12,600
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	17,100

Notes: (1) ADTs are rounded to the nearest 100.

(2) ADTs are shown as vehicle trips, not PCEs.

EXHIBIT 7-8: CUMULATIVE CONDITIONS (2022) PLUS PROJECT (W/O I-605 INTERCHANGE IMPROVEMENTS) PEAK HOUR VOLUMES IN PCEs



7.3.4 Cumulative Conditions (2022) (W/ I-605 Interchange Improvements)

The Cumulative Conditions (2022) (W/ I-605 Interchange Improvements) traffic volumes were estimated by using the Cumulative (W/O I-605 Interchange Improvements) and accounting for route change due to the new I-605 Southbound off ramp based on information contained in the *SB I-605 Beverly Boulevard Interchange Improvement Project Approval and Environmental Document Traffic Operations Analysis Report* (Cambridge Systematics Inc., June 2019). ADT (vehicular) are summarized in **Table 7-9** and **Exhibit 7-9** shows the Cumulative Conditions (2022) Plus Project (W/ I-605 Interchange Improvements) peak hour PCEs. **Appendix D** contains the traffic volume development worksheets.

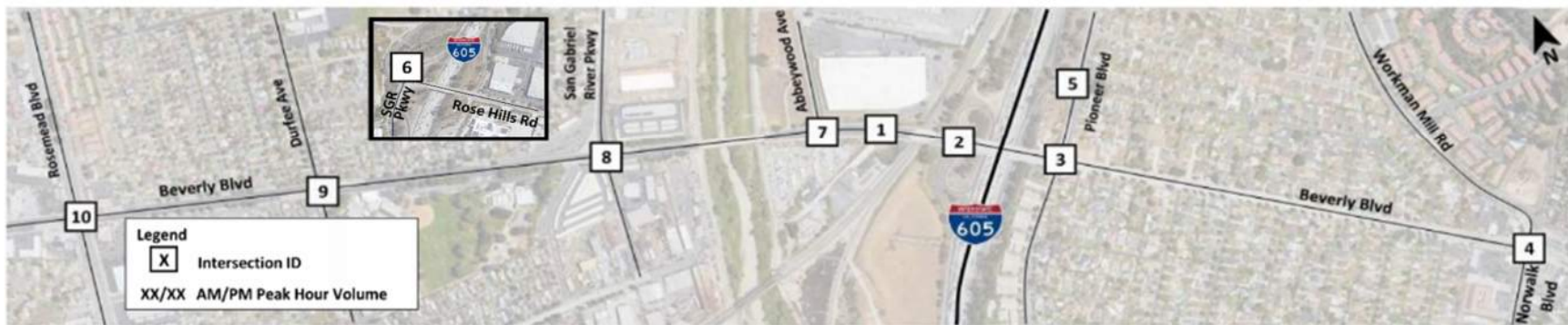
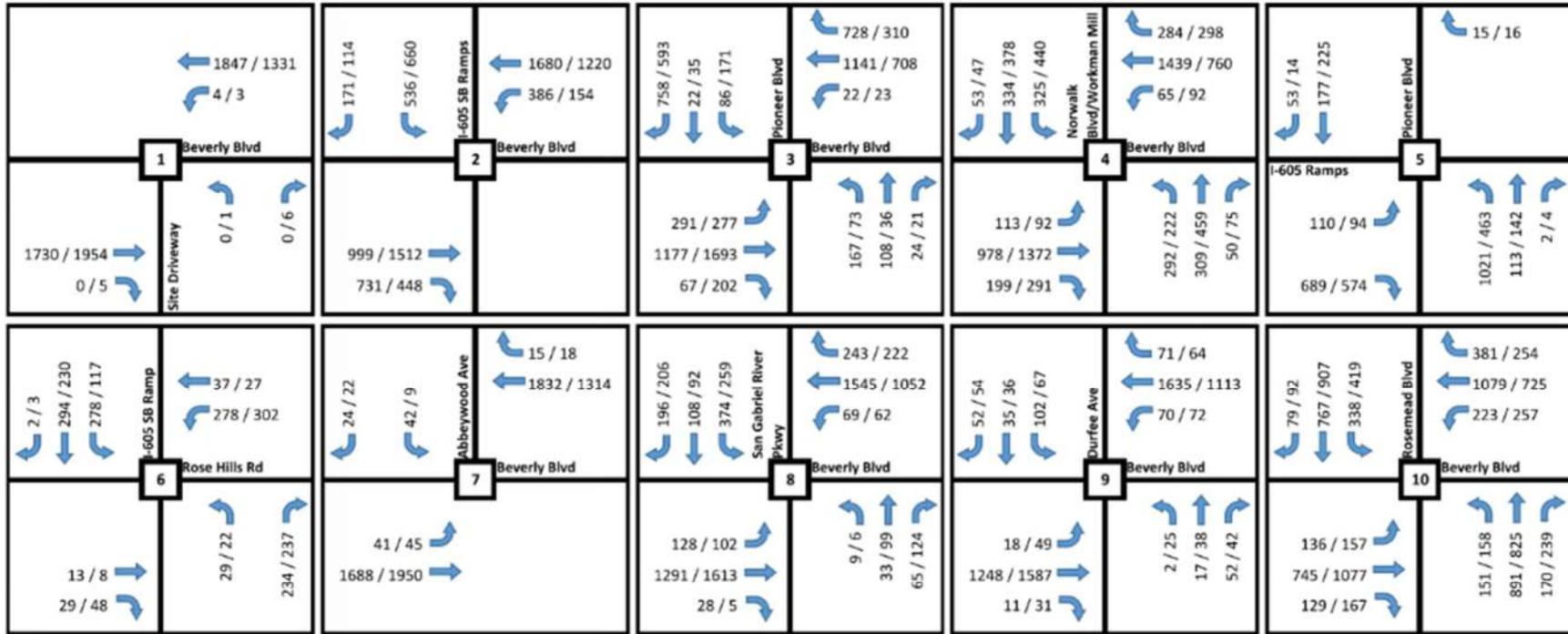
TABLE 7-9: CUMULATIVE CONDITIONS (2022) (W/ I-605 INTERCHANGE IMPROVEMENTS) ADTs

ID	Segment	ADT
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	29,500
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	36,600
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	37,400
4	Beverly Blvd between San Gabriel River Pkwy and I-605 SB Ramp	41,100
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	42,900
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	35,800
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	38,800
8	Rosemead Blvd north of Beverly Blvd	33,000
9	Rosemead Blvd south of Beverly Blvd	32,500
10	San Gabriel River Pkwy north of Beverly Blvd	11,300
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	17,000

Notes: (1) ADTs are rounded to the nearest 100.

(2) ADTs are shown as vehicle trips, not PCEs.

EXHIBIT 7-9: CUMULATIVE CONDITIONS (2022) (W/ I-605 INTERCHANGE IMPROVEMENTS) PEAK HOUR VOLUMES IN PCES



7.3.5 Cumulative Conditions (2022) Plus Project (W/ I-605 Interchange Improvements)

The Cumulative Conditions (2022) (W/ I-605 Interchange Improvements) traffic volumes and the Project Only traffic volumes were combined to estimate the Cumulative Conditions (2022) Plus Project (W/ I-605 Interchange Improvements) traffic volumes. The Project Only volumes were based on the W/I-605 Interchange Improvements trip distributions and assignments. ADT volumes (vehicular) are summarized in **Table 7-10** and **Exhibit 7-10** shows the Cumulative Conditions (2022) Plus Project (W/ I-605 Interchange Improvements) peak hour PCEs. **Appendix D** contains the traffic volume development worksheets.

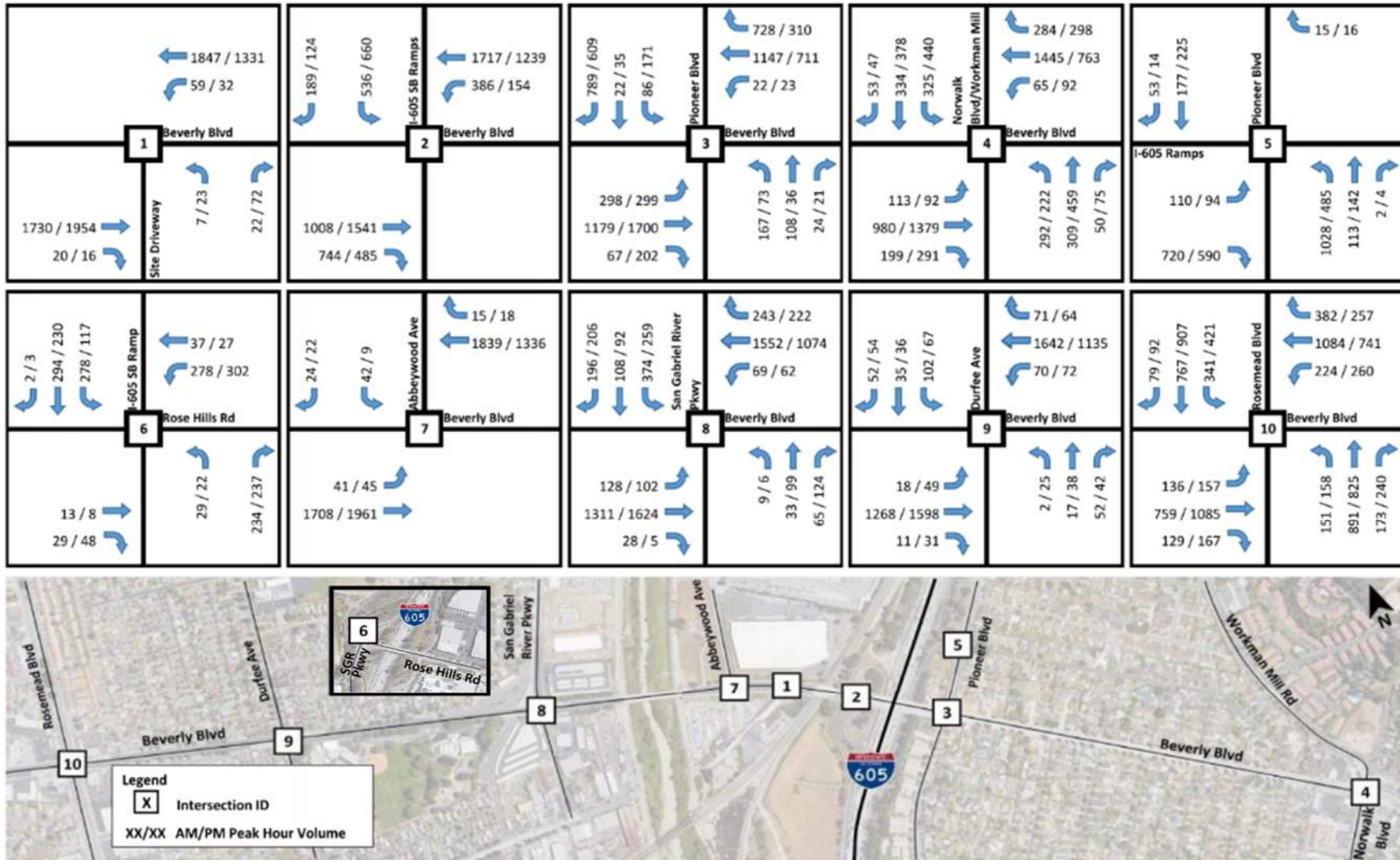
TABLE 7-10: CUMULATIVE CONDITIONS (2022) PLUS PROJECT (W/ I-605 INTERCHANGE IMPROVEMENTS) ADTs

ID	Segment	ADT
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	29,700
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	36,900
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	37,700
4	Beverly Blvd between San Gabriel River Pkwy and I-605 SB Ramp	41,600
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	43,200
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	35,900
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	38,900
8	Rosemead Blvd north of Beverly Blvd	33,100
9	Rosemead Blvd south of Beverly Blvd	32,600
10	San Gabriel River Pkwy north of Beverly Blvd	11,300
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	17,200

Notes: (1) ADTs are rounded to the nearest 100.

(2) ADTs are shown as vehicle trips, not PCEs.

EXHIBIT 7-10: CUMULATIVE CONDITIONS (2022) PLUS PROJECT (W/I-605 INTERCHANGE IMPROVEMENTS) PEAK HOUR VOLUMES IN PCES



7.4 BUILD-OUT YEAR (2042)

Opening Year (2022) intersection turning movement count data and Opening Year (2022) 24-hour segment data were utilized to establish the Build-out Year (2042) traffic volumes. Opening Year (2022) data was grown by a factor of 0.4% (linear, per year) and Cumulative project traffic volumes were added to determine the Build-out Year (2042) volumes. As discussed previously, the growth rate was calculated by evaluating projected growth in the region. The growth was applied to the existing peak hour volumes after the conversion to PCEs. The Build-out condition assumes that the I-605 Interchange Improvement project will be completed before the Build-out year. ADT volumes (vehicular) are summarized in **Table 7-11** and **Exhibit 7-11** shows the Build-out Year (2042) peak hour PCEs. **Appendix D** contains the traffic volume development worksheets.

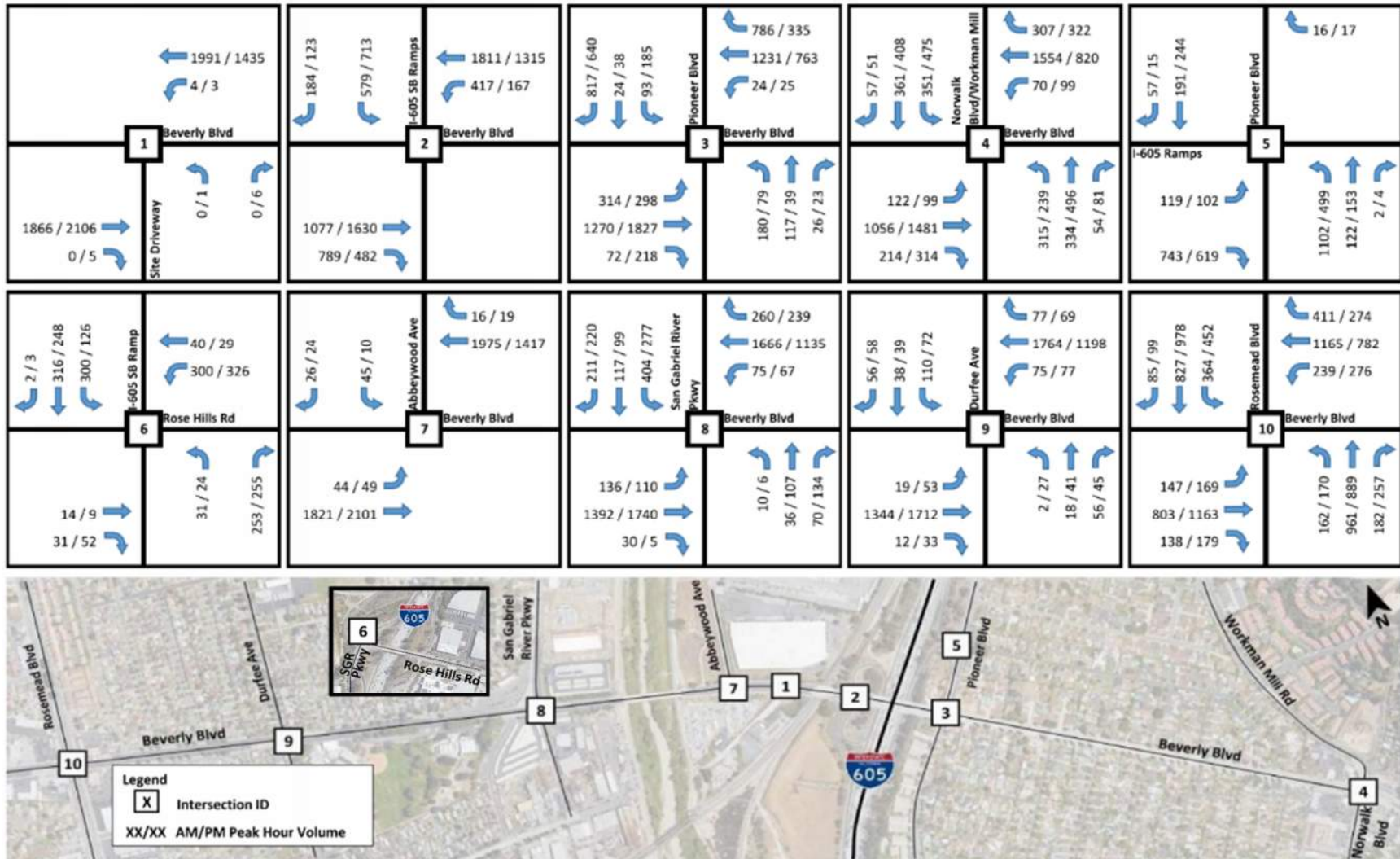
TABLE 7-11: BUILD-OUT YEAR (2042) ADTs

ID	Segment	ADT
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	31,800
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	39,400
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	40,300
4	Beverly Blvd between San Gabriel River Pkwy and I-605 SB Ramp	44,300
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	46,300
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	38,600
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	41,900
8	Rosemead Blvd north of Beverly Blvd	35,500
9	Rosemead Blvd south of Beverly Blvd	35,000
10	San Gabriel River Pkwy north of Beverly Blvd	12,100
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	18,400

Notes: (1) ADTs are rounded to the nearest 100.

(2) ADTs are shown as vehicle trips, not PCEs.

EXHIBIT 7-11: BUILD-OUT YEAR (2042) PEAK HOUR VOLUMES IN PCES



7.5 BUILD-OUT YEAR (2042) PLUS PROJECT

The Build-out Year (2042) traffic volumes and the Project Only traffic volumes were combined to estimate the Build-out Year (2042) Plus Project traffic volumes. The Build-out condition assumes that the I-605 Interchange Improvement project will be completed before the Build-out year. The Project Only volumes were based on the W/I-605 Interchange Improvements trip distributions and assignments. ADT volumes (vehicular) are summarized in **Table 7-12** and **Exhibit 7-12** shows the Build-out Year (2042) Plus Project peak hour PCEs. **Appendix D** contains the traffic volume development worksheets.

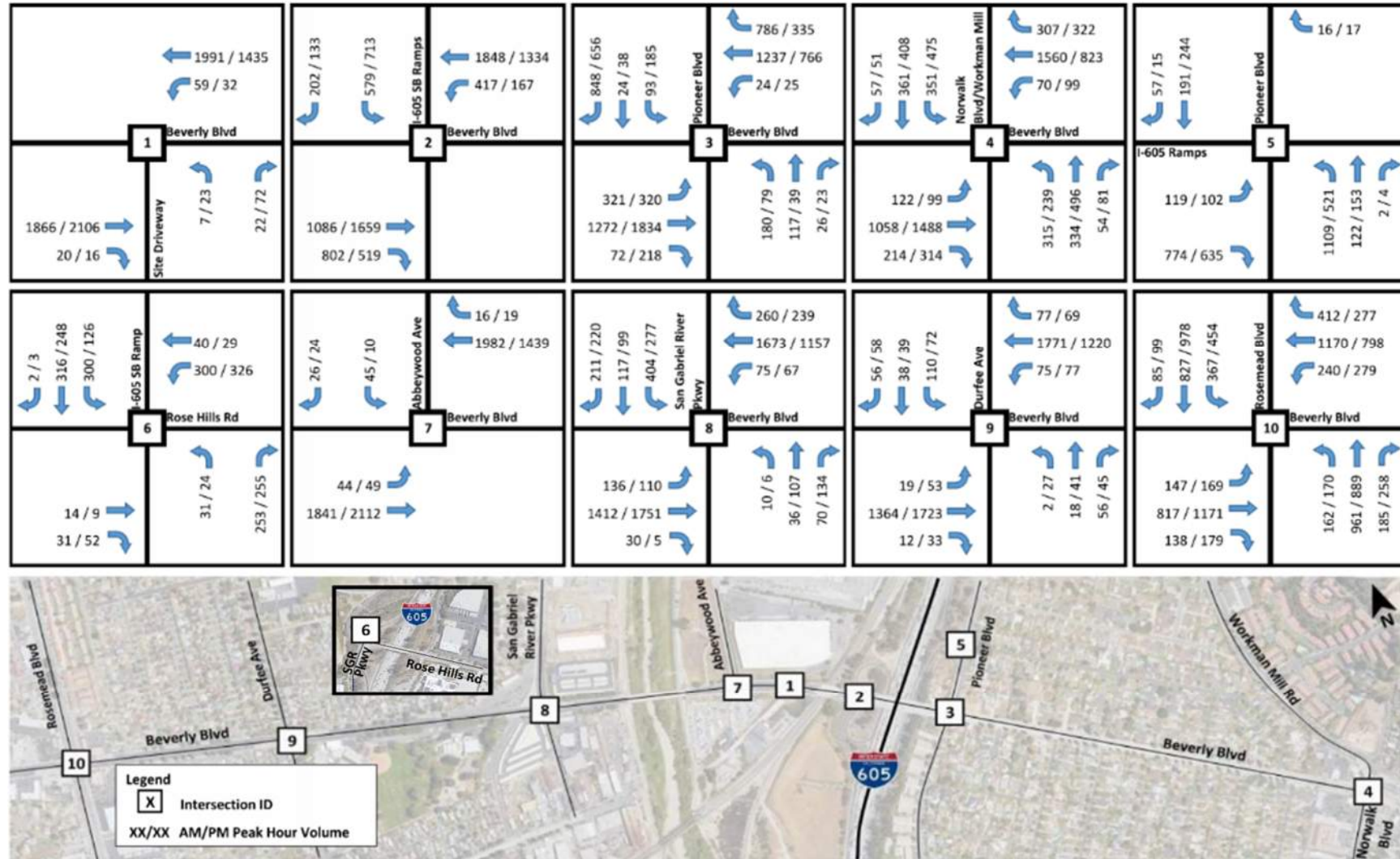
TABLE 7-12: BUILD-OUT YEAR (2042) PLUS PROJECT ADTs

ID	Segment	ADT
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	32,000
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	39,700
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	40,600
4	Beverly Blvd between San Gabriel River Pkwy and I-605 SB Ramp	44,800
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	46,600
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	38,700
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	42,000
8	Rosemead Blvd north of Beverly Blvd	35,600
9	Rosemead Blvd south of Beverly Blvd	35,100
10	San Gabriel River Pkwy north of Beverly Blvd	12,100
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	18,600

Notes: (1) ADTs are rounded to the nearest 100.

(2) ADTs are shown as vehicle trips, not PCEs.

EXHIBIT 7-12: BUILD-OUT YEAR (2042) PLUS PROJECT PEAK HOUR VOLUMES IN PCEs



8 TRAFFIC OPERATIONS ANALYSIS

8.1 EXISTING YEAR (2020)

Roadway Segment Analysis

Table 8-1 summarizes the study roadway segment analysis results for the Existing Year (2020) conditions. As shown, the segment of Beverly Boulevard near the Project is currently over LOS D capacity and is projected to continue to operate over LOS D capacity under the Existing Year (2020) Plus Project scenario. There is an approximate 1.3% (500 vehicle) ADT increase in the Plus Project condition.

TABLE 8-1: EXISTING YEAR (2020) SEGMENT RESULTS COMPARISON

ID	Road	Segment	Capacity LOS D	Existing		Existing Plus Project	
				ADT	Over LOS D Capacity?	ADT	Over LOS D Capacity?
4	Beverly Blvd	Between San Gabriel River Pkwy and I-605 SB Ramp	35,000	38,700	Yes	39,200	Yes

Intersection Analysis

Table 8-2 summarizes the Existing Year (2020) peak hour intersection analysis results. The analysis results show that all City of Pico Rivera and City of Whittier intersections do not exceed threshold differences in v/c. At the Caltrans study intersections, no change in LOS is projected between the scenarios. ICU analysis worksheets are contained in **Appendix F** and Synchro analysis sheets for the Existing Year (2020) conditions are contained in **Appendix G**.

TABLE 8-2: EXISTING YEAR (2020) PEAK HOUR INTERSECTION RESULTS COMPARISON

ID	Study Intersection	Control Type	Jurisdiction	Existing Year 2020						Existing Year 2020 Plus Project						Difference			
				AM			PM			AM			PM			AM		PM	
				ICU	Delay	LOS	ICU	Delay	LOS	ICU	Delay	LOS	ICU	Delay	LOS	ICU	Exceeds Threshold?	ICU	Exceeds Threshold?
1	Site Driveway / Beverly Blvd	OWSC*	Pico Rivera	0.6670	--	B	0.7350	--	C	0.6670	--	B	0.7650	--	C	0.0000	No	0.0300	No
2	I-605 SB Ramps / Beverly Blvd	UN	Caltrans	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	Pioneer Blvd / Beverly Blvd	SIG	Whittier	0.8087	--	D	0.8238	--	D	0.8150	--	D	0.8238	--	D	0.0063	No	0.0000	No
4	Norwalk Blvd / Workman Mill / Beverly Blvd	SIG	Whittier	0.9616	--	E	0.9473	--	E	0.9634	--	E	0.9495	--	E	0.0018	No	0.0022	No
5	Pioneer Blvd / I-605 Ramps	ThWSC**	Caltrans	1.0240	--	F	0.6730	--	B	1.0280	--	F	0.6880	--	B	0.0040	No	0.0150	No
6	I-605 SB Ramp / Rose Hills Rd	AWSC	Caltrans	--	19.4	C	--	16.7	C	--	20.1	C	--	17.0	C	--	No	--	No
7	Abbeywood Ave / Beverly Blvd	SIG	Pico Rivera	0.7019	--	C	0.7422	--	C	0.7041	--	C	0.7487	--	C	0.0022	No	0.0065	No
8	San Gabriel River Pkwy / Beverly Blvd	SIG	Pico Rivera	0.8167	--	D	0.9300	--	E	0.8292	--	D	0.9370	--	E	0.0125	No	0.0070	No
9	Durfee Ave / Beverly Blvd	SIG	Pico Rivera	0.5966	--	A	0.6036	--	B	0.5980	--	A	0.6059	--	B	0.0014	No	0.0023	No
10	Rosemead Blvd / Beverly Blvd	SIG	Pico Rivera	0.9348	--	E	0.9316	--	E	0.9374	--	E	0.9358	--	E	0.0026	No	0.0042	No

Notes:

- 1) ICU = Intersection Capacity Utilization
- 2) LOS = Level of Service
- 3) OWSC = One-Way Stop-Control
- 4) UN = Uncontrolled

- 5) SIG = Signalized Control
- 6) ThWSC = Three-Way Stop-Control
- 7) AWSC = All-Way Stop-Control
- 8) * = ICU & LOS for unsignalized intersections calculated using Synchro 10

- 9) Caltrans intersections report HCM 6th Edition delay and LOS
- 10) Delay in seconds per vehicle
- 11) ** = ICU reported from Synchro 10 due to irregular sign control

8.2 OPENING YEAR (2022) (W/O I-605 INTERCHANGE IMPROVEMENTS)

Roadway Segment Analysis

Table 8-3 summarizes the v/c ratio of the study roadway segment for the Opening Year (2022) (W/O I-605 Interchange Improvements) conditions. As shown, the segment of Beverly Boulevard near the Project is projected to continue to operate over LOS D capacity under both of the scenarios. There is an approximate 1.3% (500 vehicle) ADT increase in the Plus Project condition.

TABLE 8-3: OPENING YEAR (2022) (W/O I-605 INTERCHANGE IMPROVEMENTS) SEGMENT RESULTS COMPARISON

ID	Road	Segment	Capacity LOS D	Opening		Opening Plus Project	
				ADT	Over LOS D Capacity?	ADT	Over LOS D Capacity?
4	Beverly Blvd	Between San Gabriel River Pkwy and I-605 SB Ramp	35,000	39,000	Yes	39,500	Yes

Intersection Analysis

Table 8-4 summarizes the Opening Year (2022) (W/O I-605 Interchange Improvements) peak hour intersection analysis results. The analysis results show that all City of Pico Rivera and City of Whittier intersections do not exceed threshold differences in v/c. At the Caltrans study intersections, no change in LOS is projected between the scenarios. ICU analysis worksheets are contained in **Appendix F** and Synchro analysis sheets for this condition are contained in **Appendix H**.

TABLE 8-4: OPENING YEAR (2022) (W/O I-605 INTERCHANGE IMPROVEMENTS) PEAK HOUR INTERSECTION RESULTS COMPARISON

ID	Study Intersection	Control Type	Jurisdiction	Opening Year 2022						Opening Year 2022 Plus Project						Difference			
				AM			PM			AM			PM			AM		PM	
				ICU	Delay	LOS	ICU	Delay	LOS	ICU	Delay	LOS	ICU	Delay	LOS	ICU	Exceeds Threshold?	ICU	Exceeds Threshold?
1	Site Driveway / Beverly Blvd	OWSC*	Pico Rivera	0.6710	--	B	0.7400	--	C	0.6710	--	B	0.7700	--	C	0.0000	No	0.0300	No
2	I-605 SB Ramps / Beverly Blvd	UN	Caltrans	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	Pioneer Blvd / Beverly Blvd	SIG	Whittier	0.8141	--	D	0.8285	--	D	0.8204	--	D	0.8307	--	D	0.0063	No	0.0022	No
4	Norwalk Blvd / Workman Mill / Beverly Blvd	SIG	Whittier	0.9678	--	E	0.9541	--	E	0.9697	--	E	0.9563	--	E	0.0019	No	0.0022	No
5	Pioneer Blvd / I-605 Ramps	ThWSC**	Caltrans	1.0310	--	F	0.6770	--	B	1.0350	--	F	0.6910	--	B	0.0040	No	0.0140	No
6	I-605 SB Ramp / Rose Hills Rd	AWSC	Caltrans	--	20.0	C	--	16.9	C	--	20.5	C	--	17.2	C	--	No	--	No
7	Abbeywood Ave / Beverly Blvd	SIG	Pico Rivera	0.7060	--	C	0.7469	--	C	0.7082	--	C	0.7534	--	C	0.0022	No	0.0065	No
8	San Gabriel River Pkwy / Beverly Blvd	SIG	Pico Rivera	0.8225	--	D	0.9365	--	E	0.8351	--	D	0.9433	--	E	0.0126	No	0.0068	No
9	Durfee Ave / Beverly Blvd	SIG	Pico Rivera	0.5999	--	A	0.6068	--	B	0.6013	--	B	0.6091	--	B	0.0014	No	0.0023	No
10	Rosemead Blvd / Beverly Blvd	SIG	Pico Rivera	0.9411	--	E	0.9398	--	E	0.9438	--	E	0.9434	--	E	0.0027	No	0.0036	No

Notes:

- 1) ICU = Intersection Capacity Utilization
- 2) LOS = Level of Service
- 3) OWSC = One-Way Stop-Control
- 4) UN = Uncontrolled

- 5) SIG = Signalized Control
- 6) ThWSC = Three-Way Stop-Control
- 7) AWSC = All-Way Stop-Control
- 8) * = ICU & LOS for unsignalized intersections calculated using Synchro 10

- 9) Caltrans intersections report HCM 6th Edition delay and LOS
- 10) Delay in seconds per vehicle
- 11) ** = ICU reported from Synchro 10 due to irregular sign control

8.3 OPENING YEAR (2022) (W/ I-605 INTERCHANGE IMPROVEMENTS)

Roadway Segment Analysis

Table 8-5 summarizes the v/c ratio of the study roadway segment for the Opening Year (2022) (W/ I-605 Interchange Improvements) conditions. As shown, the segment of Beverly Boulevard near the Project is projected to continue to operate over LOS D capacity under all the Opening Year (2022) (W/ I-605 Interchange Improvements) scenarios. There is an approximate 1.3% (500 vehicle) ADT increase in the Plus Project condition.

TABLE 8-5: OPENING YEAR (2022) (W/ I-605 INTERCHANGE IMPROVEMENTS) SEGMENT RESULTS COMPARISON

ID	Road	Segment	Capacity LOS D	Opening		Opening Plus Project	
				ADT	Over LOS D Capacity?	ADT	Over LOS D Capacity?
4	Beverly Blvd	Between San Gabriel River Pkwy and I-605 SB Ramp	35,000	40,000	Yes	40,500	Yes

Intersection Analysis

Table 8-6 summarizes the Opening Year (2022) (W/ I-605 Interchange Improvements) peak hour intersection analysis results. The analysis results show that all City of Pico Rivera and City of Whittier intersections do not exceed threshold differences in v/c. At the Caltrans study intersections, no change in LOS is projected between the scenarios. ICU analysis worksheets are contained in **Appendix F** and Synchro analysis sheets for the Opening Year (2022) (W/ I-605 Interchange Improvements) conditions are contained in **Appendix I**.

TABLE 8-6: OPENING YEAR (2022) (W/ I-605 INTERCHANGE IMPROVEMENTS) PEAK HOUR INTERSECTION RESULTS COMPARISON

ID	Study Intersection	Control Type	Jurisdiction	Opening Year 2022						Opening Year 2022 Plus Project						Difference			
				AM			PM			AM			PM			AM		PM	
				ICU	Delay	LOS	ICU	Delay	LOS	ICU	Delay	LOS	ICU	Delay	LOS	ICU	Exceeds Threshold?	ICU	Exceeds Threshold?
1	Site Driveway / Beverly Blvd	OWSC*	Pico Rivera	0.7020	--	C	0.7400	--	C	0.7020	--	C	0.7700	--	C	0.0000	No	0.0300	No
2	I-605 SB Ramps / Beverly Blvd	SIG	Caltrans	--	29.3	C	--	18.4	B	--	30.4	C	--	18.9	B	--	No	--	No
3	Pioneer Blvd / Beverly Blvd	SIG	Whittier	0.8141	--	D	0.8285	--	D	0.8204	--	D	0.8307	--	D	0.0063	No	0.0022	No
4	Norwalk Blvd / Workman Mill / Beverly Blvd	SIG	Whittier	0.9678	--	E	0.9541	--	E	0.9697	--	E	0.9563	--	E	0.0019	No	0.0022	No
5	Pioneer Blvd / I-605 Ramps	ThWSC**	Caltrans	1.0310	--	F	0.6770	--	B	1.0350	--	F	0.6910	--	B	0.0040	No	0.0140	No
6	I-605 SB Ramp / Rose Hills Rd	AWSC	Caltrans	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
7	Abbeywood Ave / Beverly Blvd	SIG	Pico Rivera	0.7560	--	C	0.7469	--	C	0.7582	--	C	0.7503	--	C	0.0022	No	0.0034	No
8	San Gabriel River Pkwy / Beverly Blvd	SIG	Pico Rivera	0.8225	--	D	0.9365	--	E	0.8288	--	D	0.9399	--	E	0.0063	No	0.0034	No
9	Durfee Ave / Beverly Blvd	SIG	Pico Rivera	0.6155	--	B	0.6130	--	B	0.6170	--	B	0.6153	--	B	0.0015	No	0.0023	No
10	Rosemead Blvd / Beverly Blvd	SIG	Pico Rivera	0.9536	--	E	0.9492	--	E	0.9563	--	E	0.9527	--	E	0.0027	No	0.0035	No

Notes:

- 1) ICU = Intersection Capacity Utilization
- 2) LOS = Level of Service
- 3) OWSC = One-Way Stop-Control
- 4) UN = Uncontrolled

- 5) SIG = Signalized Control
- 6) ThWSC = Three-Way Stop-Control
- 7) AWSC = All-Way Stop-Control
- 8) * = ICU & LOS for unsignalized intersections calculated using Synchro 10

- 9) Caltrans intersections report HCM 6th Edition delay and LOS
- 10) Delay in seconds per vehicle
- 11) ** = ICU reported from Synchro 10 due to irregular sign control

8.4 CUMULATIVE CONDITIONS (2022) (W/O I-605 INTERCHANGE IMPROVEMENTS)

Roadway Segment Analysis

Table 8-7 summarizes the v/c ratio of the study roadway segment for the Cumulative Conditions (2022) (W/O I-605 Interchange Improvements) analysis. As shown, the segment of Beverly Boulevard near the Project is projected to continue to operate over LOS D capacity under both the Cumulative Conditions (2022) (W/O I-605 Interchange Improvements) scenarios. There is an approximate 1.3% (500 vehicle) ADT increase in the Plus Project condition.

TABLE 8-7: CUMULATIVE CONDITIONS (2022) (W/O I-605 INTERCHANGE IMPROVEMENTS) SEGMENT RESULTS COMPARISON

ID	Road	Segment	Capacity LOS D	Forecast Cumulative		Forecast Cumulative Plus Project	
				ADT	Over LOS D Capacity?	ADT	Over LOS D Capacity?
4	Beverly Blvd	Between San Gabriel River Pkwy and I-605 SB Ramp	35,000	39,900	Yes	40,400	Yes

Intersection Analysis

Table 8-8 summarizes the Cumulative Conditions (2022) (W/O I-605 Interchange Improvements) peak hour intersection analysis results. The analysis results show that all City of Pico Rivera and City of Whittier intersections do not exceed threshold differences in v/c. At the Caltrans study intersections, no change in LOS is projected between the scenarios. ICU analysis worksheets are contained in **Appendix F** and Synchro analysis sheets for the Cumulative Conditions (2022) (W/O I-605 Interchange Improvements) conditions are contained in **Appendix J**.

TABLE 8-8: CUMULATIVE CONDITIONS (2022) (W/O I-605 INTERCHANGE IMPROVEMENTS) PEAK HOUR INTERSECTION RESULTS COMPARISON

ID	Study Intersection	Control Type	Jurisdiction	Forecast Cumulative Year 2022						Forecast Cumulative Year 2022 Plus Project						Difference			
				AM			PM			AM			PM			AM		PM	
				ICU	Delay	LOS	ICU	Delay	LOS	ICU	Delay	LOS	ICU	Delay	LOS	ICU	Exceeds Threshold?	ICU	Exceeds Threshold?
1	Site Driveway / Beverly Blvd	OWSC*	Pico Rivera	0.6830	--	B	0.7550	--	C	0.6830	--	B	0.7860	--	C	0.0000	No	0.0310	No
2	I-605 SB Ramps / Beverly Blvd	UN	Caltrans	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	Pioneer Blvd / Beverly Blvd	SIG	Whittier	0.8235	--	D	0.8360	--	D	0.8297	--	D	0.8382	--	D	0.0062	No	0.0022	No
4	Norwalk Blvd / Workman Mill / Beverly Blvd	SIG	Whittier	0.9737	--	E	0.9560	--	E	0.9756	--	E	0.9581	--	E	0.0019	No	0.0021	No
5	Pioneer Blvd / I-605 Ramps	ThWSC**	Caltrans	1.0320	--	F	0.6780	--	B	1.0370	--	F	0.6920	--	B	0.0050	No	0.0140	No
6	I-605 SB Ramp / Rose Hills Rd	AWSC	Caltrans	--	21.2	C	--	17.4	C	--	22.3	C	--	18.0	C	--	No	--	No
7	Abbeywood Ave / Beverly Blvd	SIG	Pico Rivera	0.7210	--	C	0.7615	--	C	0.7232	--	C	0.7681	--	C	0.0022	No	0.0066	No
8	San Gabriel River Pkwy / Beverly Blvd	SIG	Pico Rivera	0.8333	--	D	0.9519	--	E	0.8458	--	D	0.9588	--	E	0.0125	No	0.0069	No
9	Durfee Ave / Beverly Blvd	SIG	Pico Rivera	0.6080	--	B	0.6178	--	B	0.6095	--	B	0.6201	--	B	0.0015	No	0.0023	No
10	Rosemead Blvd / Beverly Blvd	SIG	Pico Rivera	0.9555	--	E	0.9715	--	E	0.9581	--	E	0.9749	--	E	0.0026	No	0.0034	No

Notes:

- 1) ICU = Intersection Capacity Utilization
- 2) LOS = Level of Service
- 3) OWSC = One-Way Stop-Control
- 4) UN = Uncontrolled

- 5) SIG = Signalized Control
- 6) ThWSC = Three-Way Stop-Control
- 7) AWSC = All-Way Stop-Control
- 8) * = ICU & LOS for unsignalized intersections calculated using Synchro 10

- 9) Caltrans intersections report HCM 6th Edition delay and LOS
- 10) Delay in seconds per vehicle
- 11) ** = ICU reported from Synchro 10 due to irregular sign control

8.5 CUMULATIVE CONDITIONS (2022) (W/ I-605 INTERCHANGE IMPROVEMENTS)

Roadway Segment Analysis

Table 8-9 summarizes the v/c ratio of the study roadway segment for the Cumulative Conditions (W/ I-605 Interchange Improvements). As shown, the segment of Beverly Boulevard near the Project is projected to continue to operate over LOS D capacity under both Cumulative Conditions (2022) (W/ I-605 Interchange Improvements) scenarios. There is an approximate 1.2% (500 vehicle) ADT increase in the Plus Project condition.

TABLE 8-9: CUMULATIVE CONDITIONS (2022) (W/ I-605 INTERCHANGE IMPROVEMENTS) SEGMENT RESULTS COMPARISON

ID	Road	Segment	Capacity LOS D	Forecast Cumulative		Forecast Cumulative Plus Project	
				ADT	Over LOS D Capacity?	ADT	Over LOS D Capacity?
4	Beverly Blvd	Between San Gabriel River Pkwy and I-605 SB Ramp	35,000	41,100	Yes	41,600	Yes

Intersection Analysis

Table 8-10 summarizes the Cumulative Conditions (2022) (W/ I-605 Interchange Improvements) peak hour intersection analysis results. The analysis results show that all City of Pico Rivera and City of Whittier intersections do not exceed threshold differences in v/c. At the Caltrans study intersections, no change in LOS is projected between the scenarios. ICU analysis worksheets are contained in **Appendix F** and Synchro analysis sheets for the Cumulative Conditions (2022) (W/ I-605 Interchange Improvements) are contained in **Appendix K**.

TABLE 8-10: CUMULATIVE CONDITIONS (2022) (W/ I-605 INTERCHANGE IMPROVEMENTS) PEAK HOUR INTERSECTION RESULTS COMPARISON

ID	Study Intersection	Control Type	Jurisdiction	Forecast Cumulative Year 2022						Forecast Cumulative Year 2022 Plus Project						Difference			
				AM			PM			AM			PM			AM		PM	
				ICU	Delay	LOS	ICU	Delay	LOS	ICU	Delay	LOS	ICU	Delay	LOS	ICU	Exceeds Threshold?	ICU	Exceeds Threshold?
1	Site Driveway / Beverly Blvd	OWSC*	Pico Rivera	0.7220	--	C	0.7590	--	C	0.7220	--	C	0.7890	--	C	0.0000	No	0.0300	No
2	I-605 SB Ramps / Beverly Blvd	SIG	Caltrans	--	29.8	C	--	19.0	B	--	31.0	C	--	19.5	B	--	No	--	No
3	Pioneer Blvd / Beverly Blvd	SIG	Whittier	0.8248	--	D	0.8360	--	D	0.8310	--	D	0.8382	--	D	0.0062	No	0.0022	No
4	Norwalk Blvd / Workman Mill / Beverly Blvd	SIG	Whittier	0.9737	--	E	0.9560	--	E	0.9756	--	E	0.9581	--	E	0.0019	No	0.0021	No
5	Pioneer Blvd / I-605 Ramps	ThWSC**	Caltrans	1.0330	--	F	0.6850	--	B	1.0380	--	F	0.6990	--	B	0.0050	No	0.0140	No
6	I-605 SB Ramp / Rose Hills Rd	AWSC	Caltrans	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
7	Abbeywood Ave / Beverly Blvd	SIG	Pico Rivera	0.7744	--	C	0.7650	--	C	0.7766	--	C	0.7684	--	C	0.0022	No	0.0034	No
8	San Gabriel River Pkwy / Beverly Blvd	SIG	Pico Rivera	0.8340	--	D	0.9557	--	E	0.8402	--	D	0.9592	--	E	0.0062	No	0.0035	No
9	Durfee Ave / Beverly Blvd	SIG	Pico Rivera	0.6236	--	B	0.6240	--	B	0.6251	--	B	0.6263	--	B	0.0015	No	0.0023	No
10	Rosemead Blvd / Beverly Blvd	SIG	Pico Rivera	0.9680	--	E	0.9808	--	E	0.9706	--	E	0.9843	--	E	0.0026	No	0.0035	No

Notes:

- 1) ICU = Intersection Capacity Utilization
- 2) LOS = Level of Service
- 3) OWSC = One-Way Stop-Control
- 4) UN = Uncontrolled

- 5) SIG = Signalized Control
- 6) ThWSC = Three-Way Stop-Control
- 7) AWSC = All-Way Stop-Control
- 8) * = ICU & LOS for unsignalized intersections calculated using Synchro 10

- 9) Caltrans intersections report HCM 6th Edition delay and LOS
- 10) Delay in seconds per vehicle
- 11) ** = ICU reported from Synchro 10 due to irregular sign contro

8.6 BUILD-OUT YEAR (2042)

Roadway Segment Analysis

Table 8-11 summarizes the v/c ratio of the study roadway segment for the Build-out Year (2042) conditions. As shown, the segment of Beverly Boulevard near the Project is projected to continue to operate over LOS D capacity under both Build-out Year (2042) scenarios. There is an approximate 1.1% (500 vehicle) ADT increase in the Plus Project condition.

TABLE 8-11: BUILD-OUT YEAR (2042) SEGMENT RESULTS COMPARISON

ID	Road	Segment	Capacity LOS D	Build-out		Build-out Plus Project	
				ADT	Over LOS D Capacity?	ADT	Over LOS D Capacity?
4	Beverly Blvd	Between San Gabriel River Pkwy and I-605 SB Ramp	35,000	44,300	Yes	44,800	Yes

Intersection Analysis

Table 8-12 summarizes the Build-out Year (2042) peak hour intersection analysis results. The analysis results show that all City of Pico Rivera and City of Whittier intersections do not exceed threshold differences in v/c with the exception of the Site Driveway / Beverly Boulevard Intersection (#1) which is projected to experience a change in v/c greater than allowable during the PM Peak Hour. At the Caltrans study intersections, no change in LOS is projected between the scenarios. ICU analysis worksheets are contained in **Appendix F** and Synchro analysis sheets for the Build-out Year (2042) condition are contained in **Appendix L**.

TABLE 8-12: BUILD-OUT YEAR (2042) PEAK HOUR INTERSECTION RESULTS COMPARISON

ID	Study Intersection	Control Type	Jurisdiction	Build-out Year 2042						Build-out Year 2042 Plus Project						Difference			
				AM			PM			AM			PM			AM		PM	
				ICU	Delay	LOS	ICU	Delay	LOS	ICU	Delay	LOS	ICU	Delay	LOS	ICU	Exceeds Threshold?	ICU	Exceeds Threshold?
1	Site Driveway / Beverly Blvd	OWSC*	Pico Rivera	0.7690	--	C	0.8090	--	D	0.7690	--	C	0.8390	--	D	0.0000	No	0.0300	Yes
2	I-605 SB Ramps / Beverly Blvd	SIG	Caltrans	--	32.2	C	--	23.9	C	--	33.4	C	--	25.2	C	--	No	--	No
3	Pioneer Blvd / Beverly Blvd	SIG	Whittier	0.8785	--	D	0.8909	--	D	0.8847	--	D	0.8931	--	D	0.0062	No	0.0022	No
4	Norwalk Blvd / Workman Mill / Beverly Blvd	SIG	Whittier	1.0394	--	F	1.0199	--	F	1.0413	--	F	1.0221	--	F	0.0019	No	0.0022	No
5	Pioneer Blvd / I-605 Ramps	ThWSC**	Caltrans	1.1000	--	F	0.7250	--	C	1.1050	--	F	0.7400	--	C	0.0050	No	0.0150	No
6	I-605 SB Ramp / Rose Hills Rd	AWSC	Caltrans	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
7	Abbeywood Ave / Beverly Blvd	SIG	Pico Rivera	0.8228	--	D	0.8129	--	D	0.8250	--	D	0.8163	--	D	0.0022	No	0.0034	No
8	San Gabriel River Pkwy / Beverly Blvd	SIG	Pico Rivera	0.8885	--	D	1.0184	--	F	0.8947	--	D	1.0219	--	F	0.0062	No	0.0035	No
9	Durfee Ave / Beverly Blvd	SIG	Pico Rivera	0.6605	--	B	0.6604	--	B	0.6620	--	B	0.6627	--	B	0.0015	No	0.0023	No
10	Rosemead Blvd / Beverly Blvd	SIG	Pico Rivera	1.0327	--	F	1.0450	--	F	1.0352	--	F	1.0486	--	F	0.0025	No	0.0036	No

Notes:

- 1) ICU = Intersection Capacity Utilization
- 2) LOS = Level of Service
- 3) OWSC = One-Way Stop-Control
- 4) UN = Uncontrolled

- 5) SIG = Signalized Control
- 6) ThWSC = Three-Way Stop-Control
- 7) AWSC = All-Way Stop-Control
- 8) * = ICU & LOS for unsignalized intersections calculated using Synchro 10

- 9) Caltrans intersections report HCM 6th Edition delay and LOS
- 10) Delay in seconds per vehicle
- 11) ** = ICU reported from Synchro 10 due to irregular sign control

8.7 TRAFFIC SIGNAL WARRANT ANALYSIS

The *California Manual on Uniform Traffic Control Devices* (CA MUTCD), 2014 Edition was utilized to conduct traffic signal warrant for the site driveway intersection along Beverly Boulevard for all Plus Project scenarios.

Table 8-13 details the warrant results for each scenario. Under all Plus Project scenarios, Warrant 3 is not satisfied due primarily to relatively low traffic volumes exiting the site driveway. The traffic signal warrant analysis worksheets are contained in **Appendix M**.

TABLE 8-13: SIGNAL WARRANT ANALYSIS SUMMARY

Scenario	Warrant 3 (Peak Hour) Met?	
	AM	PM
Existing Year (2020) Plus Project	No	No
Opening Year (2022) Plus Project (W/O I-605 Interchange Improvements)	No	No
Opening Year (2022) Plus Project (W/ I-605 Interchange Improvements)	No	No
Cumulative Conditions (2022) Plus Project (W/O I-605 Interchange Improvements)	No	No
Cumulative Conditions (2022) Plus Project (W/ I-605 Interchange Improvements)	No	No
Build-out Year (2042) Plus Project	No	No

Warrant 3 (Peak Hour) was determined to be the appropriate warrant for use in this analysis. The other warrants were determined to be not applicable for this Project. However, Warrant 7 (Crash Experience) was examined at a cursory level. This warrant requires that three criteria are met. One of those requirements is that five or more reported collisions, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each collision involving personal injury or property damage apparently exceeding the applicable requirements for a reportable collision. Six (6) collisions were identified during a five-year period with no more than two collisions each year in the general vicinity of the intersection. Therefore, Warrant 7 (Crash Experience) was not examined further in this analysis.

8.8 POTENTIAL OFF-SITE IMPROVEMENTS

The analysis results indicate that the intersection of the Site Driveway / Beverly Boulevard (#1) is projected to operate at LOS D, exceeding threshold differences in v/c during the PM Peak Hour under the Build-out Year (2042) Plus Project condition. This finding was examined further to evaluate potential improvements.

At this intersection, the Beverly Boulevard traffic is free-flow while the site traffic exiting the site is stop-controlled. The left turning traffic entering the site must yield to oncoming through traffic traveling eastbound. Therefore, delay added by the Plus Project scenario is projected to impact site traffic. In the Build-out Year (2042) scenarios, the site driveway was modeled as a single exit lane, which exceeds threshold differences in v/c. The projected vehicle traffic entering and exiting the site is predominantly passenger cars (approximately 75%) and the proposed site driveway exiting approach has a width of approximately 30 feet. Therefore, this width can accommodate two exiting approach lanes (one right turn and one left turn). Assuming two exiting lanes, the ICU analysis yields an v/c difference below threshold during the Build-out Year (2042) PM Peak Hour as seen in **Table 8-14**.

TABLE 8-14: INTERSECTION #1 ICU RESULTS WITH TWO SITE EXIT LANES

ID	Study Intersection	Control Type	Build-out Year 2042						Build-out Year 2042 Plus Project with Dual Exit						Difference			
			AM			PM			AM			PM			AM		PM	
			ICU	Delay	LOS	ICU	Delay	LOS	ICU	Delay	LOS	ICU	Delay	LOS	ICU	Exceeds Threshold?	ICU	Exceeds Threshold?
1	Site Driveway / Beverly Blvd	OWSC*	0.7690	--	C	0.8090	--	D	0.7690	--	C	0.8280	--	D	0.0000	No	0.0190	No

8.8.1 Evaluation Summary

The following findings are based on the operations analysis results:

Threshold Exceeded Condition #1 – Site Driveway / Beverly Boulevard Intersection (#1) during the Build-out Year (2042) PM Peak Hour.

Proposed Improvement #1A – In addition to the planned Project features of including an eastbound right turn lane into the site and extending the westbound left turn storage lane, restriping the northbound driveway approach to provide two exiting lanes (one right turn and one left turn) will result in an allowable v/c change between the baseline and Plus Project conditions.

While Proposed Improvement #1A would not exceed threshold differences in v/cat the Beverly Boulevard / Site Driveway Intersection (#1), other potential improvements could be considered as discussed below. Either of these options below could be combined with Proposed Improvement #1A, however Option A and Option B should not be combined with one another unless time or vehicle classification restrictions were considered under Option B.

Other Potential Improvement Option A – Construct a sanctuary lane on Beverly Boulevard to accommodate left turning vehicles exiting the site driveway. The sanctuary lane provides an area where left turning traffic can enter before merging with conflicting traffic.

Other Potential Improvement Option B – Restrict left-turn movement for traffic exiting the site driveway. This option would require further consideration since it would not only impact access from the proposed Project, but also from existing land uses. Additionally, this potential restriction could only apply to trucks.

Proposed Improvement #1B – The addition of the Other Potential Improvement Option A (sanctuary lane) and/or Other Potential Improvement Option B (left turn restrictions) at the Site Driveway / Beverly Boulevard Intersection (#1) shall be predicated on a post opening traffic study provided by the developer’s traffic engineer or a traffic engineer selected by the City to analyze left turn movements in and out of the development and the general operation of the driveway. The study is to include a queuing analysis and gap study. If the study finds that left turn gaps are not adequate, left turn restrictions shall be implemented. A post opening traffic will also be required after construction of the I-605/Beverly Boulevard Interchange improvement project if the development opening day occurs prior to interchange improvement implementation.

EXHIBIT 8-1: TYPICAL SANCTUARY LANE

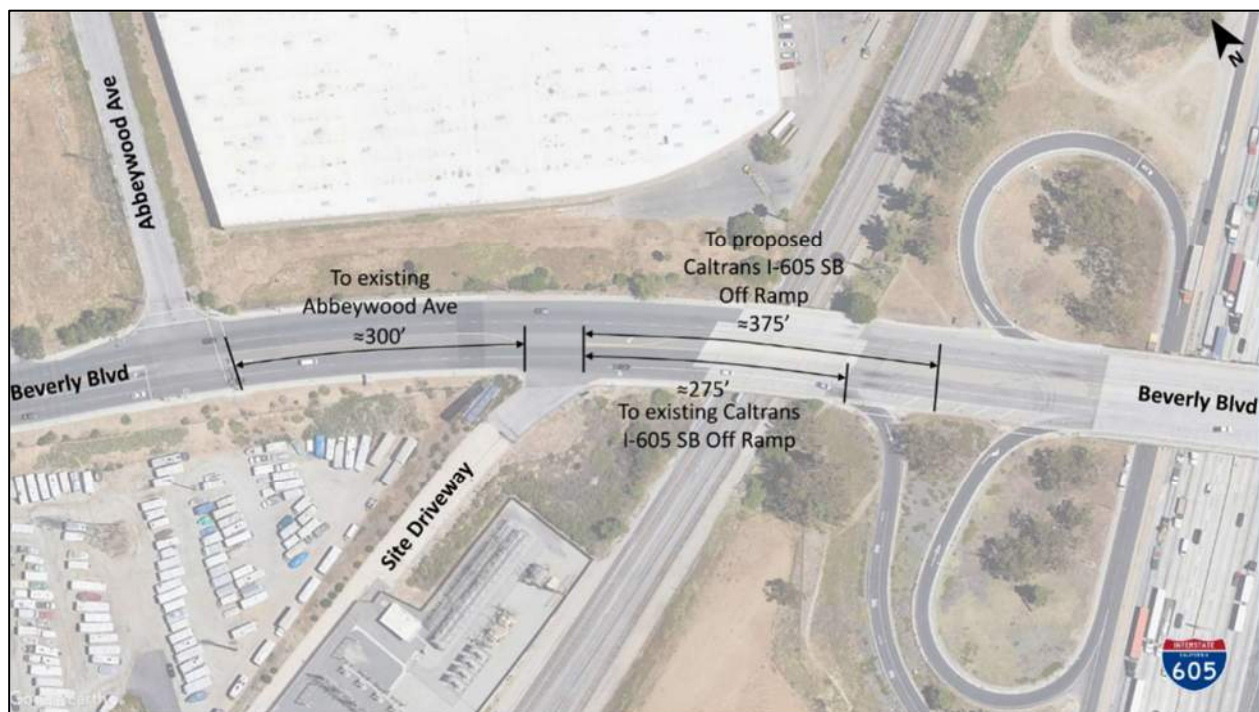


9 DETAILED TRAFFIC OPERATIONS ANALYSIS

9.1 SITE DRIVEWAY OPERATIONS

The intersection of the Project Site Driveway at Beverly Boulevard (#1) is located approximately 300 feet to the east of the existing signalized intersection at Abbeywood Avenue, approximately 275 feet west of the existing ramp to I-605 Southbound, and approximately 375 feet to the west of the proposed I-605 Southbound ramp signalized intersection. **Exhibit 9-1** shows the intersection spacing distances. The site driveway was not analyzed in the *SB I-605 Beverly Boulevard IC PAED Intersection Control Evaluation Memo* (Cambridge Systematics, 2019) or the *SB I-605 Beverly Boulevard Interchange Improvement Project Approval and Environmental Document Traffic Analysis Report* (Cambridge Systematics, 2019).

EXHIBIT 9-1: INTERSECTION SPACING



9.2 QUEUING ALONG BEVERLY BOULEVARD

Synchro 95th percentile queue lengths were evaluated in terms of adequate storage at the Site Driveway / Beverly Boulevard Intersection (#1) and the I-605 Southbound Ramps / Beverly Boulevard Intersection (#2). **Table 9-1** shows the queue lengths for the Cumulative Conditions (2022) (W/O I-605 Interchange Improvements) while **Table 9-2** shows the queue lengths for the Cumulative Conditions (2022) (W/ I-605 Interchange Improvements). The Build-out Year (2042) queue lengths are shown in **Table 9-3**. Queuing in the area of the Project driveway is anticipated to be minimal under the Cumulative Conditions (2022) (W/O I-605 Interchange Improvements). With the planned I-605 interchange improvements including the planned signalized intersection at the I-605 Southbound Ramps, traffic is projected to queue back in the eastbound direction past the site driveway intersection towards the existing signal at Abbeywood Avenue under both the Cumulative Conditions (2022) and Build-out Year (2042) scenarios. This queuing is projected to occur without and with the Project and the Project itself is projected to have minimal impact on the queuing. The eastbound

right and westbound left storage lane lengths at the Site Driveway / Beverly Boulevard Intersection (#1) are projected to be adequate based on the projected queue lengths. The queuing analysis worksheets are contained in **Appendix N**.

TABLE 9-1: QUEUE LENGTHS – CUMULATIVE CONDITIONS (2022) (W/O I-605 INTERCHANGE IMPROVEMENTS)

ID	Study Intersection	Jurisdiction	Movement/Direction		Available Storage (feet)	Distance to Adjacent Intersection (feet)	Queue Length (feet)			
							Forecast Cumulative Year 2022		Forecast Cumulative Year 2022 Plus Project	
							AM	PM	AM	PM
1	Site Driveway / Beverly Blvd	Pico Rivera	Eastbound	Through	--	300	0	0	0	0
				Right	170*		0	0	0	0
			Westbound	Left	65/140*	--	25	25	25	25
				Through	--	375	0	0	0	0
		Northbound	Left-Right	--	--	0	25	78	238	
2	I-605 SB Ramps / Beverly Blvd	Caltrans	Eastbound	Through	Intersection not analyzed under this scenario	300				
				Right						
			Westbound	Left						
				Through						
			Southbound	Left						
				Right						

Notes:

- 1) Queue lengths are Synchro 95th percentile queues unless otherwise noted.
- 2) Queue lengths under 25 feet rounded up to 25 feet
- 3) Red text with gray highlighting represents queue lengths greater than available storage
- 4) Orange text with yellow represents storage that is blocked by adjacent lane queue
- 5) * = Plus Project Condition storage

TABLE 9-2: QUEUE LENGTHS – CUMULATIVE CONDITIONS (2022) (W/ I-605 INTERCHANGE IMPROVEMENTS)

ID	Study Intersection	Jurisdiction	Movement/Direction		Available Storage (feet)	Distance to Adjacent Intersection (feet)	Queue Length (feet)			
							Forecast Cumulative Year 2022		Forecast Cumulative Year 2022 Plus Project	
							AM	PM	AM	PM
1	Site Driveway / Beverly Blvd	Pico Rivera	Eastbound	Through	--	300	0	0	0	0
				Right	170*		0	0	0	0
			Westbound	Left	65/140*	--	25	25	25	25
				Through	--	1,000	0	0	0	0
		Northbound	Left-Right	--	--	0	25	113	268	
2	I-605 SB Ramps / Beverly Blvd	Caltrans	Eastbound	Through	--	375	394	#652	399	#672
				Right	--	375	235	101	258	114
			Westbound	Left	150	--	205	75	205	75
				Through	--	510	531	269	557	275
			Southbound	Left	400	--	260	246	260	246
				Right	300	--	146	59	164	67

Notes:

- 1) Queue lengths are Synchro 95th percentile queues unless otherwise noted.
- 2) Queue lengths under 25 feet rounded up to 25 feet
- 3) Red text with gray highlighting represents queue lengths greater than available storage
- 4) Orange text with yellow represents storage that is blocked by adjacent lane queue
- 5) # = Volume for the 95th percentile cycle exceeds capacity
- 6) * = Plus Project Condition storage

TABLE 9-3: QUEUE LENGTHS – BUILD-OUT YEAR (2042)

ID	Study Intersection	Jurisdiction	Movement/Direction		Available Storage (feet)	Distance to Adjacent Intersection (feet)	Queue Length (feet)			
							Build-out Year 2042		Build-out Year 2042 Plus Project	
							AM	PM	AM	PM
1	Site Driveway / Beverly Blvd	Pico Rivera	Eastbound	Through	--	300	0	0	0	0
				Right	170*					
			Westbound	Left	65/140*	--	25	25	25	25
				Through	--	1,000	0	0	0	0
Northbound	Left-Right	--	--	0	25	123	Error			
2	I-605 SB Ramps / Beverly Blvd	Caltrans	Eastbound	Through	--	375	406	#738	411	#758
				Right	--	375	265	129	286	145
			Westbound	Left	150	--	209	80	209	80
				Through	--	510	555	302	581	309
			Southbound	Left	400	--	267	271	267	271
				Right	300	--	150	72	167	79

Notes:

- 1) Queue lengths are Synchro 95th percentile queues unless otherwise noted.
- 2) Queue lengths under 25 feet rounded up to 25 feet
- 3) Red text with gray highlighting represents queue lengths greater than available storage
- 4) Orange text with yellow represents storage that is blocked by adjacent lane queue
- 5) # = Volume for the 95th percentile cycle exceeds capacity
- 6) * = Plus Project Condition storage

9.2.1 Evaluation Summary

Given the findings of the queuing analysis, the following improvement is proposed:

Threshold Exceeded Condition #2 – Queuing is projected through the Site Driveway / Beverly Boulevard Intersection (#1) during conditions where the I-605 Interchange Improvement project has been constructed both without and with the proposed Project.

Proposed Improvement #2 – Add “Do Not Block” pavement marking along Beverly Boulevard to ensure exiting Project traffic maintains access to all movements. This improvement shall be provided regardless of the post opening study identified under Improvement #1B.

10 SAFETY REVIEW

Historic collision data from January 1, 2015 through December 31, 2019 (5-year period) for vicinity of the site driveway was reviewed to determine safety related conditions and trends. Reported collisions were obtained from the Statewide Integrated Traffic Records System (SWITRS). A total of six (6) collisions were reported at the study intersection during this time period. The data review considered multiple features including the type of collision, cause, severity, and weather and roadway conditions. **Table 10-1** through **Table 10-7** summarize the collision characteristics. **Exhibit 10-1** summarizes the collisions by approximate location and collision type.

TABLE 10-1: COLLISION SUMMARY BY SEVERITY AND YEAR

Year	Number of Collisions						Percent
	Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Total	
2015	0	0	0	1	0	1	17%
2016	0	0	0	1	0	1	17%
2017	0	0	0	0	0	0	0%
2018	0	0	2	0	0	2	33%
2019	0	0	1	1	0	2	33%
Total	0	0	3	3	0	6	100%

Notes: Percent values may not total exactly 100% due to rounding.

TABLE 10-2: COLLISION SUMMARY BY MONTH

Month	Total	
	Number of Collisions	Percent
January	0	0%
February	0	0%
March	2	33%
April	0	0%
May	1	17%
June	0	0%
July	0	0%
August	2	33%
September	1	17%
October	0	0%
November	0	0%
December	0	0%
Total	6	100%

Note: Percent values may not total exactly 100% due to rounding.

TABLE 10-3: COLLISION SUMMARY BY DAY OF WEEK

Day	Total	
	Number of Collisions	Percent
Monday	1	17%
Tuesday	0	0%
Wednesday	1	17%
Thursday	0	0%
Friday	2	33%
Saturday	1	17%
Sunday	1	17%
Total	6	100%

Note: Percent values may not total exactly 100% due to rounding.

TABLE 10-4: COLLISIONS SUMMARY BY TIME OF DAY

Time of Day	Total	
	Number of Collisions	Percent
0:00 – 2:59	0	0%
3:00 - 5:59	0	0%
6:00 - 8:59	0	0%
9:00 - 11:59	2	33%
12:00 - 14:59	0	0%
15:00 - 17:59	1	17%
18:00 - 20:59	2	33%
21:00 - 23:59	1	17%
Unknown	0	0%
Total	6	100%

Note: Percent values may not total exactly 100% due to rounding.

TABLE 10-5: COLLISION SUMMARY BY LIGHT CONDITIONS

Day	Total	
	Number of Collisions	Percent
Daylight	5	83%
Dark – Street Lights	1	17%
Total	6	100%

Note: Percent values may not total exactly 100% due to rounding.

TABLE 10-6: COLLISION TYPE SUMMARY

Collision Type	Total	
	Number of Collisions	Percent
Sideswipe	1	17%
Rear End	1	17%
Hit Object	3	50%
Other	1	17%
Total	6	100%

Notes: Percent values may not total exactly 100% due to rounding.

TABLE 10-7: VIOLATION TYPE SUMMARY

Violation Type	Total	
	Number of Collisions	Percent
DUI	1	17%
Following Too Closely	1	17%
Improper Passing	1	17%
Improper Turning	2	33%
Automobile Right of Way	1	17%
Total	6	100%

Notes: Percent values may not total exactly 100% due to rounding.

EXHIBIT 10-1: COLLISION CLUSTER MAP



10.1 SAFETY REVIEW FINDINGS

Overall

- A total of 6 collisions were reported during the 5-year analysis period near the vicinity of the site driveway.
- The majority of the collision types within the intersection are classified as “Hit Object” (50%, or 3 of the 6 collisions). The analysis shows that the “Hit Object” collisions occurred at different locations, thus indicating that a single fixed object is not likely to be a contributing factor.
- Collisions predominately occurred during daylight hours (83%) and thus inadequate lighting did not contribute to the majority of collisions.
- The findings indicate a low number of collisions given the proximity to an interstate interchange.
- The collisions reported do not indicate a specific safety concern within the area of analysis.
- One collision was reported near the site driveway. This rear-end collision occurred on a weekday at 9 PM and the attributed cause of the collision was “following too closely.” The collision may have been impacted by speed variations due to the Abbeywood Avenue traffic signal, traffic approaching the I-605 interchange, or a right turn movement into the site driveway. A safety improvement is anticipated since an eastbound right turn lane is proposed as part of the Project, thus right turning traffic into the site will be removed from the eastbound traffic flow.

Injuries and Fatalities

- All collisions reported within the vicinity of the site driveway resulted in less than severe injuries.

Pedestrian- and Bicycle-Related

- There was one bicyclist related collision reported near the study driveway during the study time period. The collisions occurred between the study driveway and the I-605 southbound ramps. The collision occurred on Saturday September 15th, 2020 resulting in less than severe injuries to the bicyclist. The collision type was classified as “Other” and is shown as such in Exhibit 10-1. The violation type was Improper Passing for the motorist involved.

The Project proposes the use of an existing intersection along Beverly Boulevard to obtain site access. While the Project will contribute additional traffic to the site driveway, the volumes are relatively low given the site acreage. For additional discussion related to safe operations, refer to Section 12 (Design Elements) of this report for a discussion of sight distance as the Site Driveway / Beverly Boulevard Intersection (#1) Intersection and Section 15 (Findings and Recommendations) for a discussion of potential improvements which consider safety. A degradation in safety is not anticipated with the Project development.

Relation to Existing Plans

The City of Pico Rivera General Plan does not detail safety plans with regard to pedestrians and bicyclists. The City of Pico Rivera General Plan Circulation Element details goals and policies regarding the expansion and maintenance of non-motorized facilities. Goal 5.1 details the desire to provide multimodal networks which serves all users by offering mobility option including vehicular travel, transit services, bicycle routes, and pedestrian paths. The proposed Project will maintain pedestrian access across the site driveway in accordance to the General Plan’s goals.

11 INTERSECTION CONTROL EVALUATION (ICE)

An intersection control evaluation (ICE) was conducted at the Site Driveway / Beverly Boulevard Intersection (#1) to determine the appropriate traffic control. The following analysis steps were conducted to support this analysis:

- 1) Step One (Assessment / Screening of Access Concepts)
 - a. Conducted a planning-level review of the intersection to determine the feasibility of a roundabout alternative focusing on the daily entering traffic volumes.
- 2) Step Two (Project Level Analysis)
 - a. Warrant Analysis – Conducted a planning level traffic signal warrant analysis using the CA MUTCD
 - b. Operational Screening – Conducted a roundabout traffic operations evaluation utilizing SIDRA analysis software for the Design Year conditions during the AM Peak Hour and the PM Peak Hour. Summarized a comparison of the traffic control options.
 - c. Roundabout feasibility review to examine the designs issues related to implementation of a roundabout at the site driveway intersection.

11.1 ICE STEP ONE ANALYSIS

Table 11-1 summarizes the Entering ADT guidance as documented in the *Caltrans ICE Process Informational Guide – Traffic Operational Policy Directive #13-02 (August 2013)*. The entering ADT for Site Driveway / Beverly Boulevard Intersection (#1) during the Build-out Year (2042) Plus Project condition is projected to be approximately 45,000, thus the suggested intersection traffic control per the guidance is a Signal or a Roundabout, thus justifying further evaluation of the traffic control concept.

TABLE 11-1: SUGGESTED INTERSECTION CONTROL STRATEGIES BY TOTAL ADT ENTERING

Total ADT Entering	All-Way Stop Control	Signal	Yield (Roundabout)	Grade Separation
7,500 – 15,000	X		X (Single-lane)	
15,000 – 25,000	X	X	X (Single-lane)	
25,000 – 80,000		X	X (Multi-lane)	
> 80,000				X

Source: *Caltrans ICE Process Informational Guide – Traffic Operational Policy Directive #13-02 (August 2013)*

11.2 ICE STEP TWO ANALYSIS

11.2.1 Warrant Analysis

As discussed previously, a planning level traffic signal warrant is not projected to be met at the Site Driveway / Beverly Boulevard Intersection (#1).

11.2.2 Operational Screening

SIDRA traffic operations analysis was conducted for a two-lane roundabout during the Build-out Year (2042) condition. The results of the roundabout analysis show LOS C during the AM Peak Hour with an overall intersection delay of 16.7

seconds/vehicle and LOS B during the PM Peak Hour with an overall intersection delay of 14.5 seconds/vehicle. Sidra analysis worksheets are contained in **Appendix L**.

11.2.3 Roundabout Feasibility Review

11.2.3.1 Evaluation Criteria

This initial assessment of the roundabout alternative at the Site Driveway / Beverly Boulevard Intersection (#1) considers the physical requirements relative to the specific constraints of the Project and their practicality to implement. Disadvantages of a roundabout control would be due to any one or more of the following:

- Right-of-way (R/W) acquisition
- Reconstruction of bridges
- Significant congestion through construction staging

The assessment has been performed in accordance with National Cooperative Highway Research Program (NCHRP) Report 672 entitled *Roundabouts: An Informational Guide, 2nd ed.* (NCHRP Guide 2) dated October 2010 and Traffic Operations Policy Directive (TOPD) Number 13-02.

11.2.3.2 Findings

The proximity of the roundabout intersection to the surrounding intersections and bridge is a concern. To the west, the spacing between the roundabout and Abbeywood Avenue is approximately 300 feet, which could potentially backup into the circulating roadway of the roundabout, impeding its operation. To the east, the spacing between the roundabout and the planned I-605 Southbound ramp intersection is approximately 375', which does not meet the Caltrans Highway Design Manual criteria of 400' minimum intersection spacing. The intersection spacing distance between the existing driveway to the I-605 Southbound Ramps intersection is currently non-standard and will be worsened with a roundabout improvement given the expanded footprint of the roundabout. Furthermore, the spacing between the roundabout and Railroad Overhead is less than 100 feet, which may require bridge reconstruction to allow for roadway chicaning to control vehicle speeds within the roundabout intersection.

Typical of any project, R/W acquisition can potentially generate project controversy and greatly increase project cost. Implementing a roundabout control at the study intersection, with an inscribed circle diameter of 165 feet, a 10-foot parkway, and 6-foot sidewalks, would require significant R/W acquisition in all quadrants. Additionally, retaining walls would be required to minimize the amount of R/W acquisition.

Operationally, the majority of the intersection movements are eastbound and westbound along Beverly Boulevard, while there are minimal volumes along the Site Driveway. There are only 70 to 90 vehicles entering and exiting the site driveway during the peak hours. Throughout the entire day only approximately 800 vehicles entering or exiting the driveway. The proximity of the roundabout entry to the intersection of the RV Storage/Warehouse Access Roads is very closely spaced. The merging of the two Access Roads would not work geometrically with the entry and exit of the roundabout intersection.

There have only been 6 collisions within the site driveway vicinity within the last 5-years. Of these collisions most were classified as "Hit Object" collisions. It is not expected that implementation of a roundabout would increase the frequency of collisions.

Given these issues including the potential impacts which have been identified and the geometric issues along the Site Driveway leg of the intersection, a roundabout is NOT considered to be a viable traffic control option for the Site Driveway / Beverly Boulevard Intersection (#1). Instead, Site Driveway / Beverly Boulevard Intersection (#1) is proposed to continue to operate as a stop-controlled condition, as currently exists. Adjacent to this intersection, the new site access intersection is proposed to operate as stop-controlled on the existing RV/boat/vehicle storage parcel and utility usage approach. Vehicles entering the Site Driveway and the Project access roadway at Beverly Boulevard, as well as those exiting the Project site will have the right-of-way.

12 DESIGN ELEMENTS

12.1 SITE DRIVEWAY

Truck access to and from the site, sight distance, and truck circulation around the site were examined using truck turning templates. A California legal sized truck (50-foot radius) was utilized in the analysis. The review shows that limited area exists to maneuver around the turn at the south end of the new bridge over the rail lines. As a result of this analysis, the inside bend of the turn is recommended to be extended (shown via a purple line) to provide some additional flexibility for truck drivers to navigate the area. **Appendix O** contains full-size truck turning exhibits. **Exhibit 12-1** shows that the northbound right turn movements out of the Site Driveway can be accommodated.

EXHIBIT 12-1: TRUCK TURNING TEMPLATES EXITING SITE DRIVEWAY - EASTBOUND

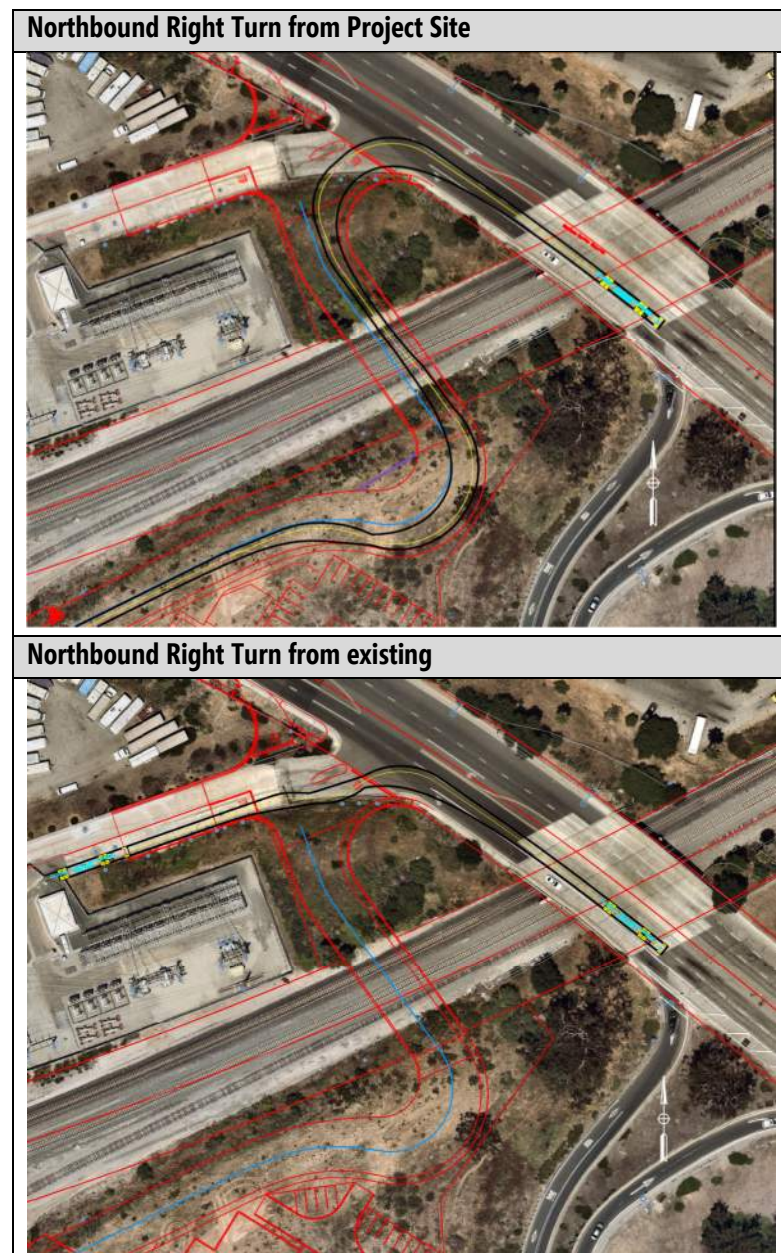


Exhibit 12-2 shows that the northbound left turn movements out of the Site Driveway can be accommodated.

EXHIBIT 12-2: TRUCK TURNING TEMPLATES EXITING SITE DRIVEWAY - WESTBOUND

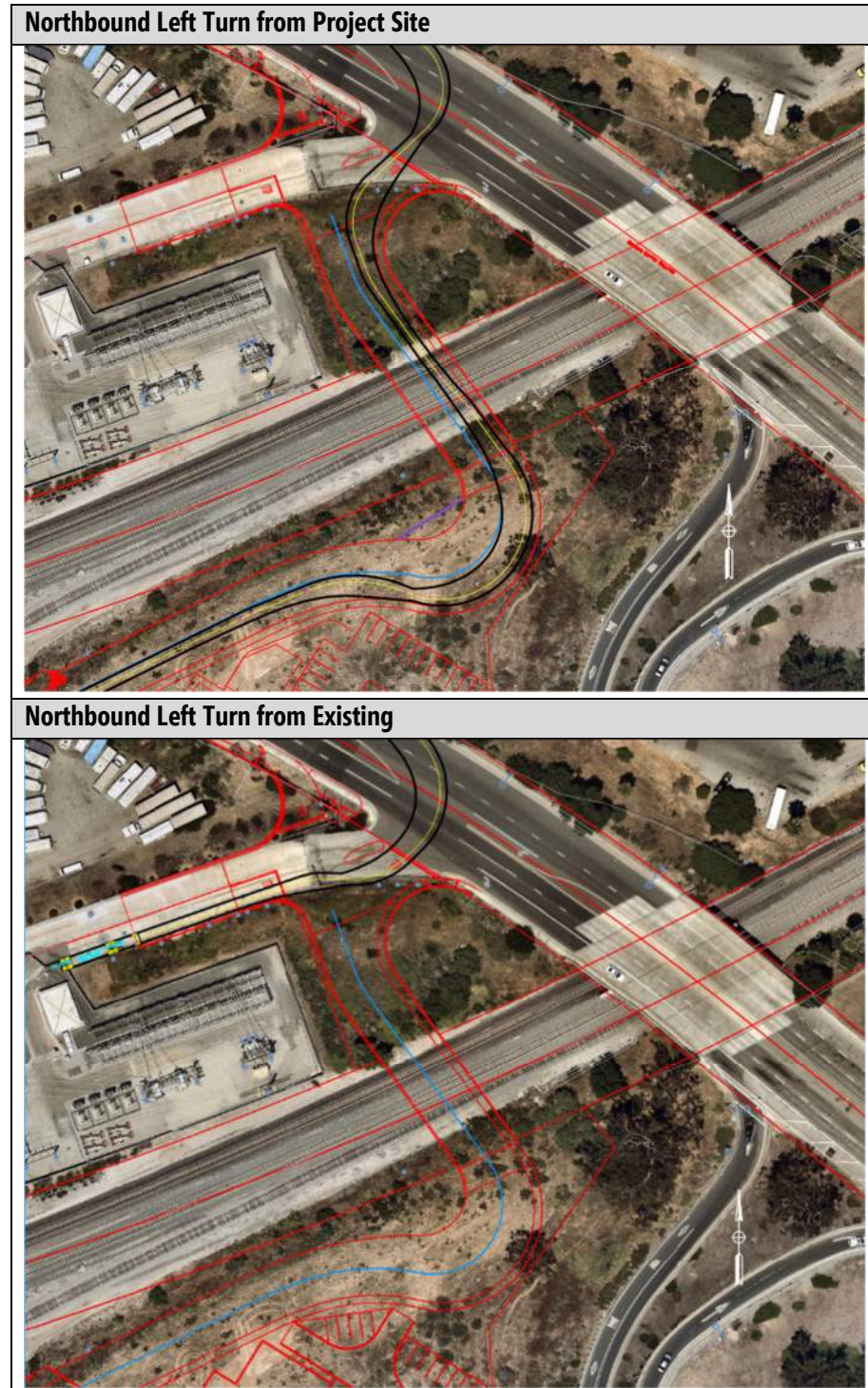


Exhibit 12-3 shows that the westbound left turn movements into the Site Driveway can be accommodated.

EXHIBIT 12-3: TRUCK TURNING TEMPLATES ENTERING SITE DRIVEWAY - WESTBOUND

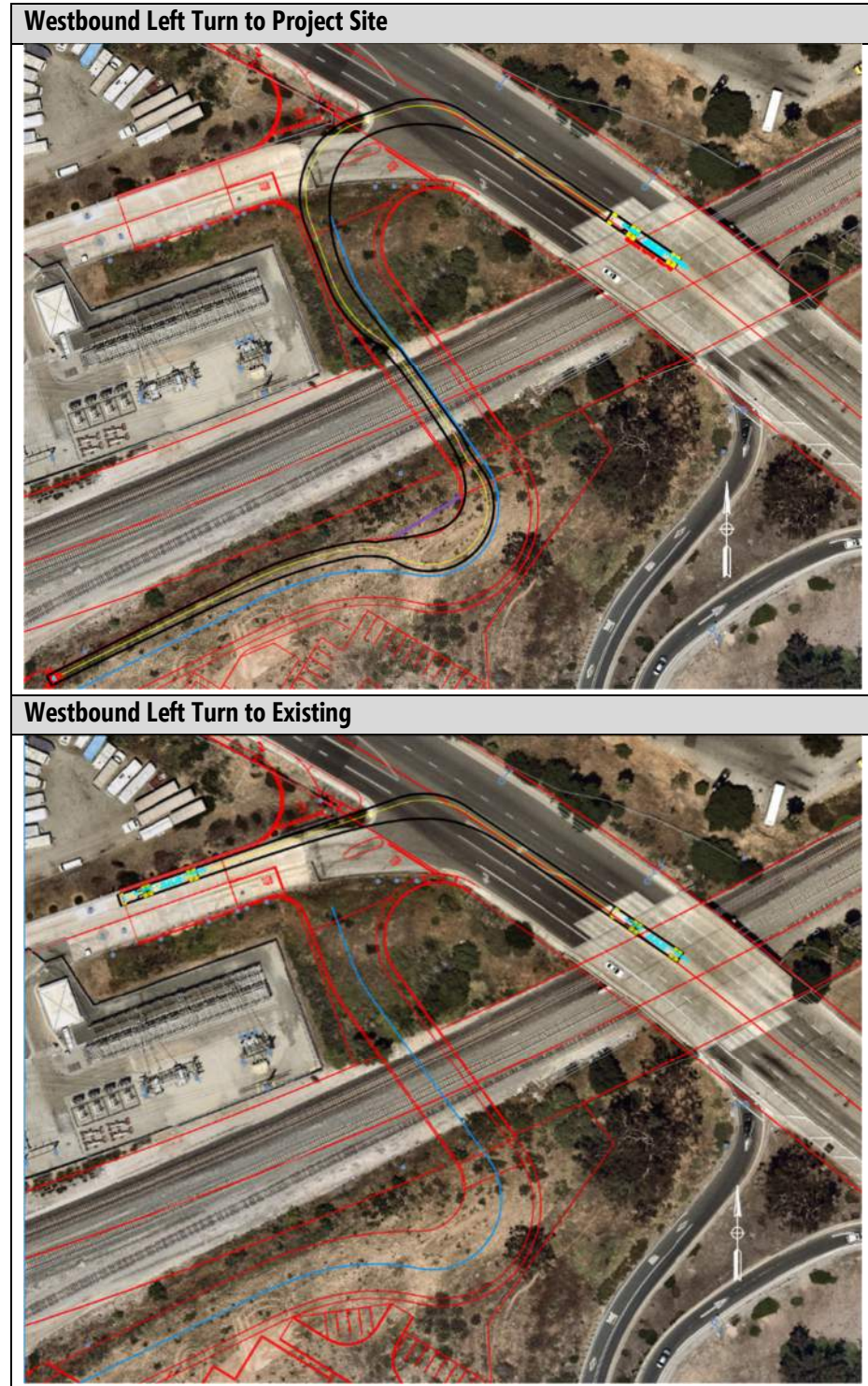


Exhibit 12-4 shows that the eastbound right turn movements into the Site Driveway destined for the Project can be accommodated. The eastbound right turn into the existing uses will require the use of the opposing lane, as is currently the condition today. Under current conditions, trucks entering the driveway must make right turns from the center lane, using the both lanes of the driveway during entry, due to the sharp angle between the driveway and Beverly Boulevard.

EXHIBIT 12-4: TRUCK TURNING TEMPLATES ENTERING SITE DRIVEWAY - EASTBOUND

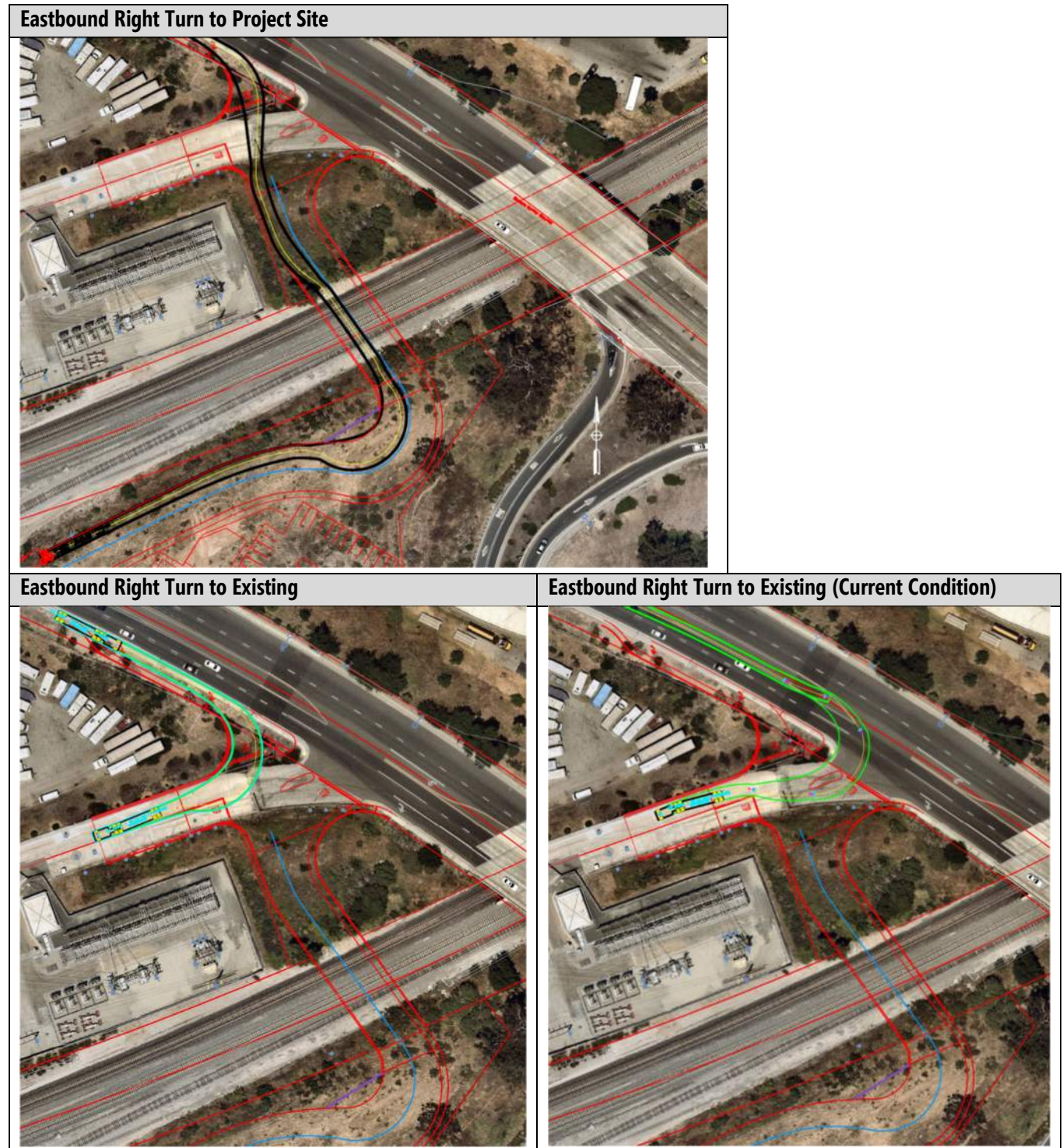
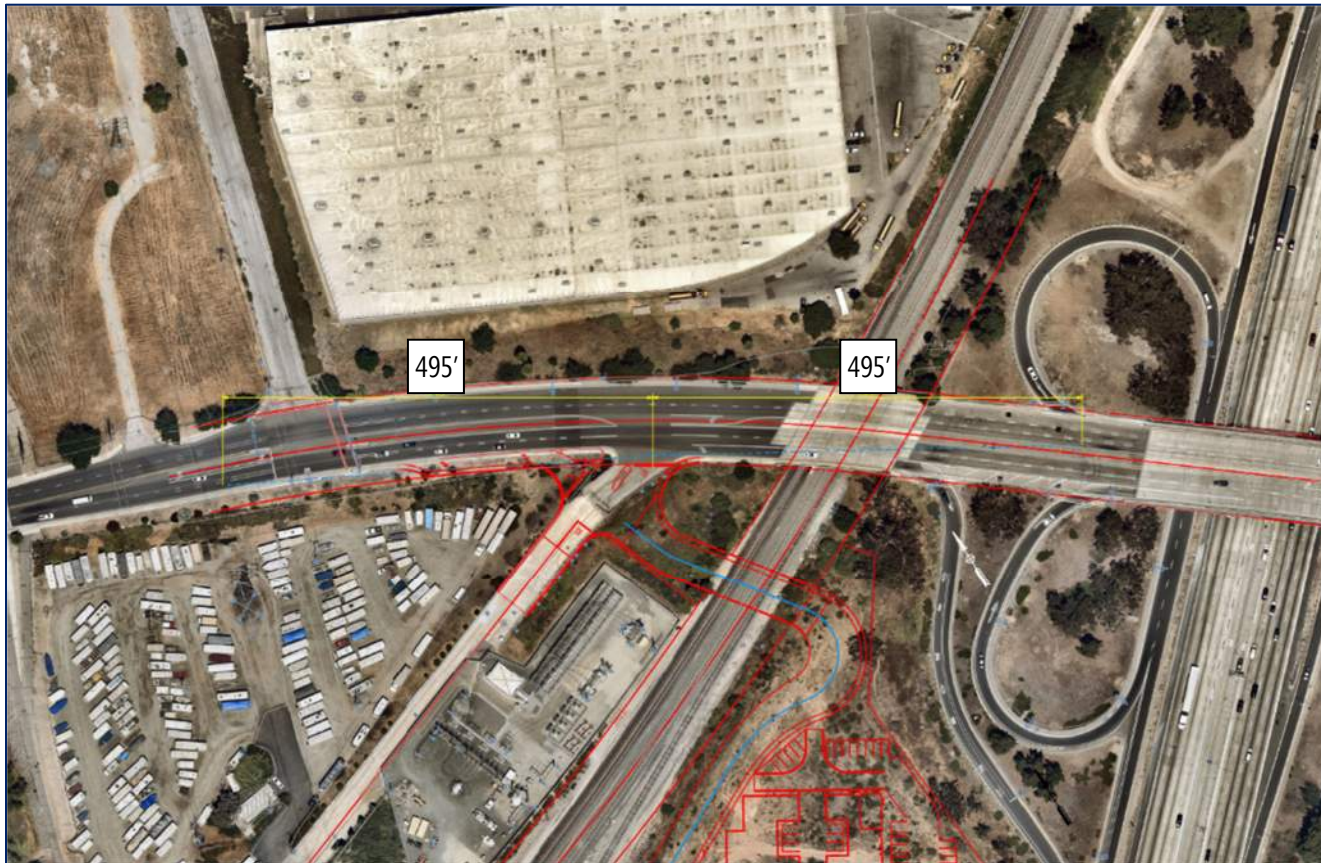


Exhibit 12-5 shows the corner sight distance of 495 feet. This value was obtained from the Caltrans Highway Design Manual (HDM), Figure 504.3I. The collision history reviewed for this Project indicates that collisions near the Site Driveway are NOT consistent with a sight distance issue under existing conditions. The existing traffic signal at Beverly Boulevard/Abbeywood Avenue located 300 feet to the west of the Site Driveway creates gaps in the eastbound direction of travel. Once the Beverly Boulevard/I-605 Southbound Ramps intersection has been constructed 275 feet to the east of the Site Driveway, gaps are anticipated to be created in the westbound direction of travel. Full analysis of the future conditions would require field work as part of a gap study. The need for the gap study been identified for exiting left turning trucks to determine if an acceleration lane or sanctuary lane may be required under the Build condition. An additional study may be required after the Beverly Boulevard/I-605 Interchange improvement project has been constructed. Additionally, the westbound left turn sight distance is greater than the required 360 feet (HDM Table 201.1).

EXHIBIT 12-5: CORNER SIGHT DISTANCE



Exhibits 12-6 through 12-9 show truck circulation patterns around the proposed site including trucks accessing docking bays. Four routing examples are shown. **Appendix O** contains full-size truck circulation exhibits. The exhibits demonstrate that trucks are able to successfully navigate the site.

EXHIBIT 12-6: SITE TRUCK CIRCULATION (ROUTE 1 – WEST SIDE TRUCK PARKING IN NEAREST TRUCK BAY)

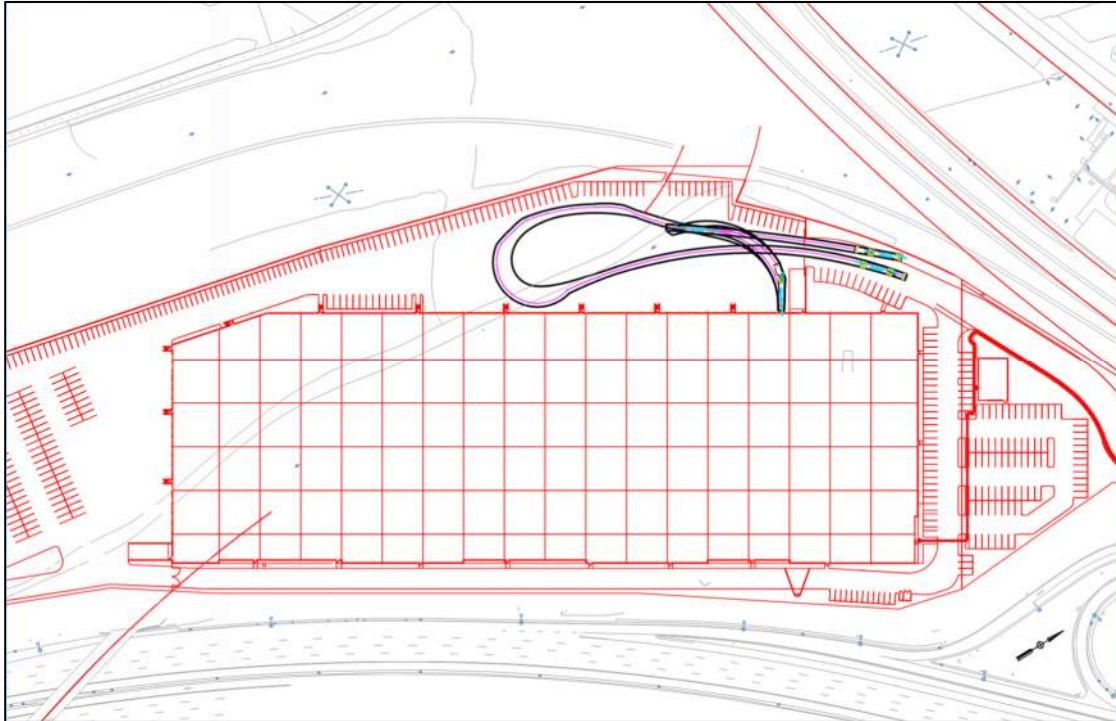


EXHIBIT 12-7: SITE TRUCK CIRCULATION (ROUTE 2 – WEST SIDE TRUCK PARKING IN FARTHEST TRUCK BAY)

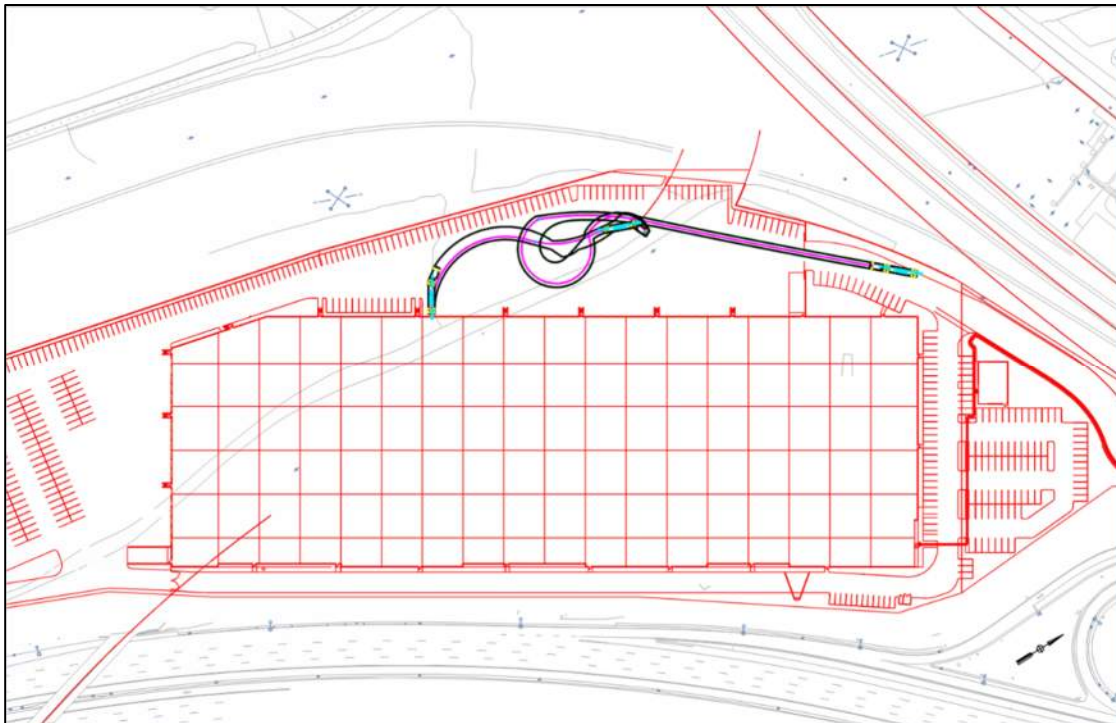


EXHIBIT 12-8: SITE TRUCK CIRCULATION (ROUTE 3 – AROUND ENTIRE WAREHOUSE)

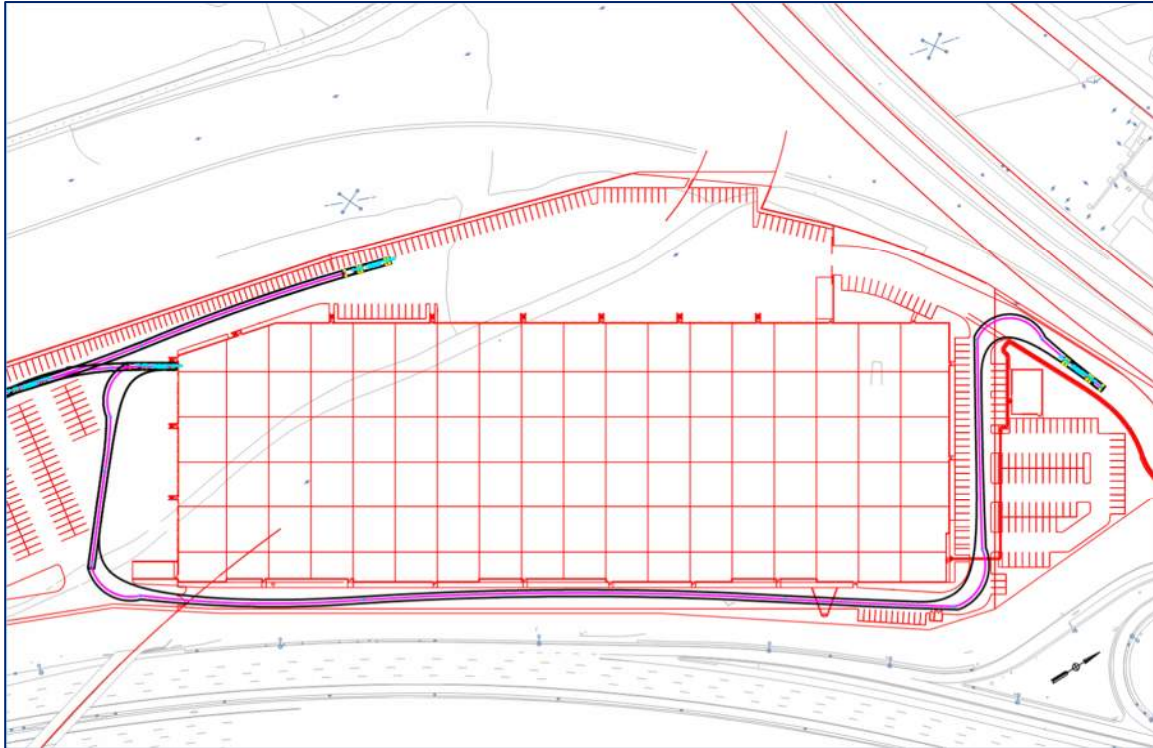
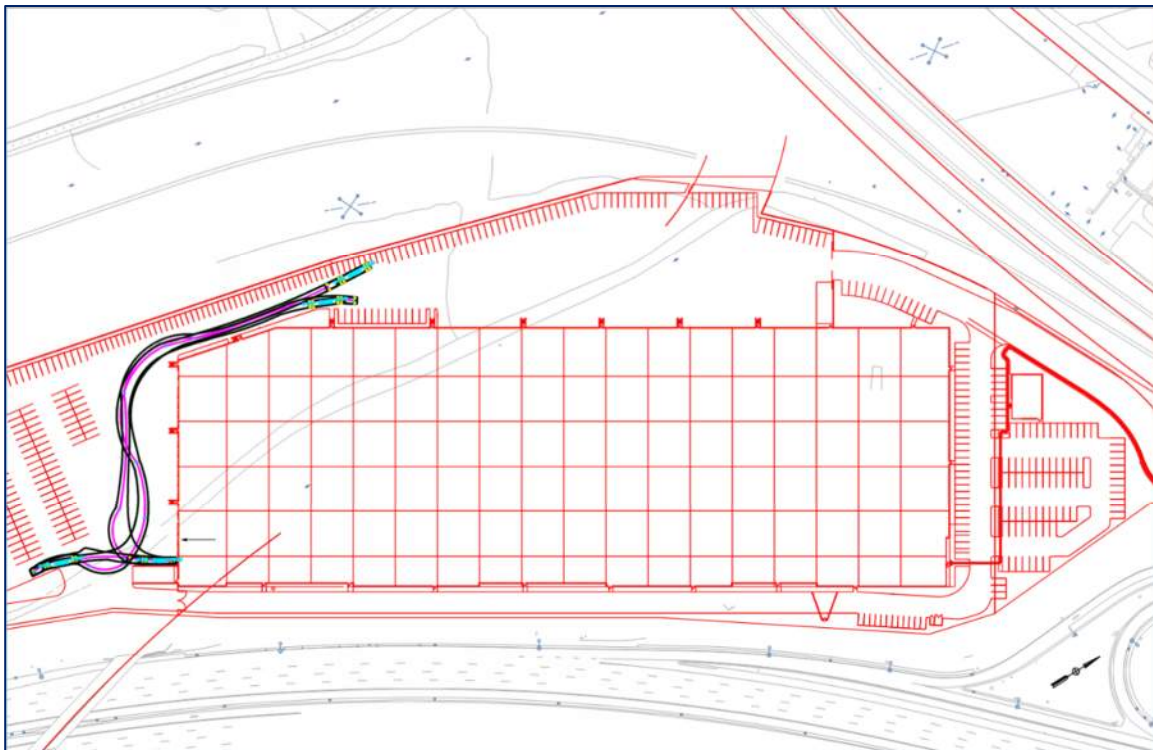


EXHIBIT 12-9: SITE TRUCK CIRCULATION (ROUTE 4 – SOUTH SIDE TRUCK BAY PARKING)



12.2 RAIL CROSSING CONSIDERATIONS

Site access is provided at the existing intersection on Beverly Boulevard where the site driveway splits into two access roadways, one to provide access to the existing RV/boat/vehicle storage parcel and utility usage, and a new second driveway which will provide access to the Project. The new site access roadway will include a new bridge over the existing three UPRR rail lines. The bridge will be a single-span precast/prestressed concrete girder bridge on high-cantilever seat abutments and will carry two 12' travel lanes, an 8'10" and an 8'9" shoulder, a sidewalk, and a 12" diameter water line.

Coordination has been ongoing with the site developer and the railroad. The bridge is currently under design. UPRR approved the concept plans for the bridge in July 2020.

13 PARKING REVIEW

On-site parking analysis was conducted to determine the number of required parking spaces for the proposed uses based on zoning code. **Table 13-1** summarizes the parking to be provided. Parking stalls will accommodate motor vehicles while trucks will park at the docks adjacent to the warehouse building. Given that the site is not located adjacent to other uses, the parking that is provided will only serve the proposed Project.

TABLE 13-1: SITE PARKING SUMMARY

Land Use	Required Rate	Number of Parking Stalls	
		Parking Required	Parking Provided
Warehouse			
Warehouse: Office (5,000 SF)	1/200	25	--
Warehouse: Mezzanine (5,000 SF)	1/200	25	--
Warehouse (347,903 SF)	1/1000	348	--
<i>Total</i>		<i>398</i>	<i>--</i>
Copy, Print, Express Ship Store			
Store (2,500 SF)	1/250	10	--
<i>Total</i>		<i>10</i>	<i>--</i>
Total Vehicular Parking	--	408	425
Bicycle Parking	--	22	22

Notes: (1) Parking requirement for warehouse building based on building footprint area.

(2) Bicycle parking requirement based on the 2019 California Green Building Standards Code (Section 5.106.4).

14 TRUCK ACTIVITY DURING CONSTRUCTION

As assessment of the truck activity during construction was conducted. The anticipated Project construction schedule is shown in **Table 14-1**.

TABLE 14-1: ANTICIPATED CONSTRUCTION SCHEDULE

	Month	Activity / Stage	Number of Trucks Per Day
1	June 2022	Grading	60
2	July 2022	Grading	60
3	August 2022	Grading	60
4	September 2022	Grading	60
5	October 2022	Grading	60
6	November 2022	Grading	60
7	December 2022	Building	45
8	January 2023	Building	45
9	February 2023	Building	45
10	March 2023	Building	45
11	April 2023	Building	45
12	May 2023	Building	45
13	June 2023	Building	45
14	July 2023	Paving	40
15	August 2023	Painting	30
16	September 2023	Opening	30

Construction of the new bridge over the railroad is planned prior to construction of the site. Access to the site for bridge construction will occur via the I-605 Southbound Ramp, the existing rail bridge over I-605, or Eduardo Avenue. Mobilization is anticipated to occur during one day at the start of construction to deliver equipment and materials. Bridge construction is planned to occur over a 60-day period. The new bridge over the railroad would then be used by construction trucks needed for development of the site.

Site construction activity is anticipated to occur weekdays between the hours of 7 AM to 7 PM. Travel to/from the site is projected to include both construction workers and truck trips. A consistent number of 50 workers are anticipated on-site throughout the construction time period.

The highest levels of truck traffic to/from the site are anticipated during the grading stage. During that time period, 60 trucks per day are projected, thus resulting in 120 truck trips per day. While additional truck trips to/from this area are anticipated during the other construction stages, the truck trips that are anticipated to occur will be less than the grading stage. Truck trips will likely be regional in nature and travel to/from the I-605 corridor and beyond. Construction activity is anticipated to occur throughout the typical working day.

Detours are not anticipated during construction, however lane closures along Beverly Boulevard may be required at times. Access to the adjacent existing land uses that share Beverly Boulevard are not anticipated to be affected during construction activities. Construction traffic is projected to be lower than anticipated Project traffic, thus no operational impacts are anticipated during construction.

15 FINDINGS AND RECOMMENDATIONS

Traffic Operations Analysis Results – Intersections

The results of the intersection operations analysis show that all City of Pico Rivera and City of Whittier study intersections are projected to operate below v/c difference thresholds under all scenarios with the exception of the Site Driveway / Beverly Boulevard Intersection (#1) which is projected to exceed v/c difference thresholds under the Build-out Year (2042) Plus Project scenario. At each of the Caltrans study intersections, no change in LOS is projected between the baseline and Plus Project conditions for all scenarios.

Traffic Operations Analysis Results – Roadway Segment

The results of the segment operations analysis show that the segment of Beverly Boulevard near the Project is currently over LOS D capacity and is projected to continue to operate over LOS D capacity under all analysis scenarios. The four-lane cross-section assumed near the Project site driveway is consistent with the I-605/Beverly Boulevard Interchange project.

Queuing

Queuing in the area of the Project driveway is anticipated to be minimal under the Cumulative Conditions (2022) (W/O I-605 Interchange Improvements). With the planned I-605 Interchange Improvements, including the planned signalized intersection at the I-605 Southbound Ramps, traffic is projected to queue back in the eastbound direction past the site driveway intersection towards the signal at Abbeywood Avenue under both the Cumulative Conditions (2022) and Build-out Year (2042) conditions. This queuing is projected to occur during the baseline and Plus Project conditions.

Safety

A total of 6 collisions were reported during the 5-year analysis period near the vicinity of the site driveway. The majority of the collision types within the intersection are classified as "Hit Object" (50%, or 3 of the 6 collisions). The analysis shows that the "Hit Object" collisions occurred at different locations, thus indicating that a single fixed object is not likely to be a contributing factor. All collisions reported within the vicinity of the site driveway resulted in less than severe injuries.

The Project will take access from an existing intersection along Beverly Boulevard. While the Project will contribute additional traffic to the site driveway, the volumes are relatively low given the site acreage. A degradation in safety is not anticipated with the project development.

Intersection Control Evaluation

An assessment of the intersection control at the Site Driveway / Beverly Boulevard Intersection (#1) shows that a traffic signal warrant is not projected to be met. Additionally, a roundabout is not considered to be a viable traffic control option at this intersection due to geometric issues. The proposed traffic control at this location is stop-controlled.

Design Elements

A review of the design related elements showed that truck turning movements are projected to be accommodated at both the site driveway and within the site circulation patterns. Sight distance is anticipated to be similar to existing conditions. During the development of this report, slight modifications were made to the site design based on the findings of the design elements review, specifically relative to the circulation of heavy vehicles. These revisions, including the relocation of parking to provide adequate turning area for trucks, have been incorporated into the latest version of the site plan.

Rail Crossing

Coordination has been ongoing with the site developer and the railroad. The bridge is currently under design. UPRR approved the concept plans for the bridge in July 2020.

Truck Activity During Construction

Additional construction truck activity is anticipated during construction, however construction is relatively short-term at only 14 months. Construction traffic is projected to be lower than anticipated Project traffic, thus no operational impacts are anticipated during construction.

On-Site Parking

The parking provided will slightly exceed the parking required by City of Pico Rivera code. Bicycle parking will be provided in addition to motor vehicle parking.

Recommended Improvements

The following findings are based on the operations analysis results:

Threshold Exceeded Condition #1 – Site Driveway / Beverly Boulevard Intersection (#1) during the Build-out Year (2042) PM Peak Hour.

Proposed Improvement #1A – In addition to the planned Project features of including an eastbound right turn lane into the site and extending the westbound left turn storage lane, restriping the northbound driveway approach to provide two exiting lanes (one right turn and one left turn) will result in an allowable v/c change between the baseline and Plus Project conditions.

While Proposed Improvement #1A would not exceed threshold differences in v/c at the Beverly Boulevard / Site Driveway Intersection (#1), other potential improvements could be considered as discussed below. Either of these options below could be combined with Proposed Improvement #1A, however Option A and Option B should not be combined with one another unless time or vehicle classification restrictions were considered under Option B.

Other Potential Improvement Option A – Construct a sanctuary lane on Beverly Boulevard to accommodate left turning vehicles exiting the site driveway. The sanctuary lane provides an area where left turning traffic can enter before merging with conflicting traffic.

Other Potential Improvement Option B – Restrict left-turn movement for traffic exiting the site driveway. This option would require further consideration since it would not only impact access from the proposed Project, but also from existing land uses. Additionally, this potential restriction could only apply to trucks.

Proposed Improvement #1B – The addition of the Other Potential Improvement Option A (sanctuary lane) and/or Other Potential Improvement Option B (left turn restrictions) at the Site Driveway / Beverly Boulevard Intersection (#1) shall be predicated on a post opening traffic study provided by the developer's traffic engineer or a traffic engineer selected by the City to analyze left turn movements in and out of the development and the general operation of the driveway. The study is to include a queuing analysis and gap study. If the study finds that left turn gaps are not adequate, left turn restrictions shall be implemented. A post opening traffic will also be required after construction of the I-605/Beverly Boulevard Interchange improvement project if the development opening day occurs prior to interchange improvement implementation.

An improvement is proposed given the results of the queuing analysis.

Threshold Exceeded Condition #2 – Queuing is projected through the Site Driveway / Beverly Boulevard Intersection (#1) during conditions where the I-605 Interchange Improvement project has been constructed both without and with the proposed Project.

Proposed Improvement #2 – Add “Do Not Block” pavement marking along Beverly Boulevard to ensure exiting Project traffic maintains access to all movements. This improvement shall be provided regardless of the post opening study identified under Improvement #1B.

CEQA VMT Assessment

The VMT assessment for the proposed Project is contained in a separate document.

Appendix A: Site Plan

CONSULTANT

PROFESSIONAL SEALS



PROJECT NAME

**BEVERLY BLVD. /
605 FREEWAY**

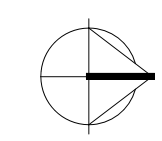
BEVERLY BLVD & 605 FREEWAY
PICO RIVERA, CA 90660

OWNER

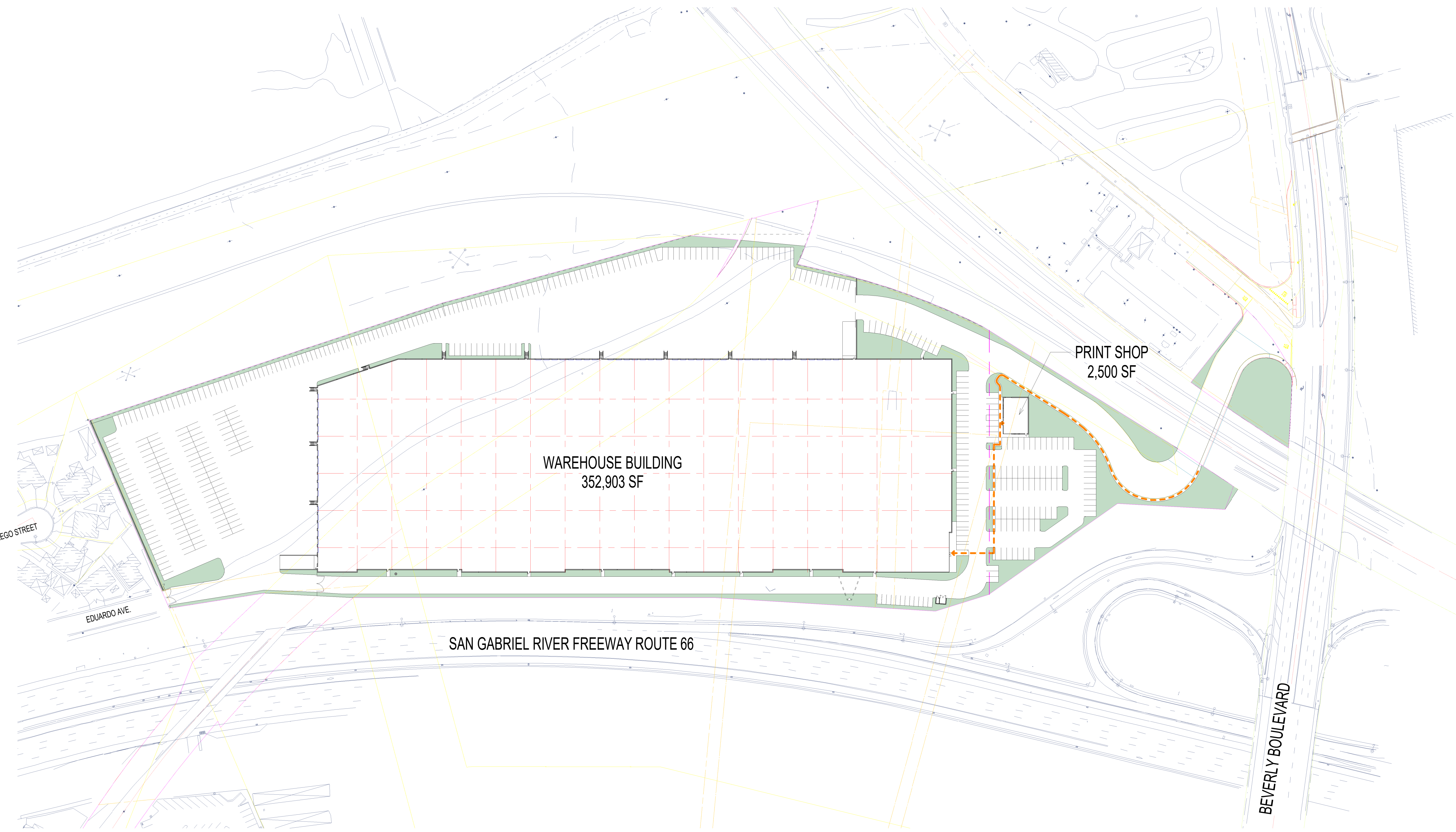


811 N. CATALINA AVENUE,
SUITE 1306 REDONDO BEACH
CA 92677

OWNER / DEVELOPER:
InSite PROPERTY GROUP
BRIAN SORENSEN -
866-521-8292



1 OVERALL SITE PLAN
1" = 80'-0"



FIRE NOTES

- PROVIDE APPROVED SIGNS OR OTHER APPROVED NOTICES THAT INCLUDE THE WORDS NO PARKING - FIRE LANE. SIGNS SHALL HAVE A MINIMUM DIMENSION OF 24 INCHES WIDE BY 18 INCHES HIGH AND HAVE RED LETTERS ON A WHITE REFLECTIVE BACKGROUND. SIGNS SHALL BE PROVIDED FOR FIRE APPARATUS ACCESS ROADS, TO CLEARLY INDICATE THE ENTRANCE TO SUCH ROAD, OR PROHIBIT THE OBSTRUCTION THEREOF AND AT INTERVALS, AS REQUIRED BY THE FIRE INSPECTOR. FIRE CODE 503.3.
- SHOULD SECURITY GATES BE PROVIDED, MAINTAIN A MINIMUM ACCESS WIDTH OF 28 FEET. THE SECURITY GATE SHALL BE PROVIDED WITH AN APPROVED MEANS OF EMERGENCY OPERATION, AND SHALL BE MAINTAINED OPERATIONAL AT ALL TIMES AND REPLACED OR REPAIRED WHEN DEFECTIVE. ELECTRIC GATE OPERATORS, WHERE PROVIDED, SHALL BE LISTED IN ACCORDANCE WITH UL 325. GATES INTENDED FOR AUTOMATIC OPERATION SHALL BE DESIGNED, CONSTRUCTED AND INSTALLED TO CONFORM WITH THE REQUIREMENTS OF ASTM F220. GATES SHALL BE OF THE SWINGING OR SLIDING TYPE. CONSTRUCTION OF GATES SHALL BE OF MATERIALS THAT ALLOW MANUAL OPERATION BY ONE PERSON. FIRE CODE 503.6.
- APPROVED BUILDING ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND, BE ARABIC NUMERALS OR ALPHABET LETTERS, AND BE A MINIMUM OF 4 INCHES HIGH WITH A MINIMUM STROKE WIDTH OF 0.5 INCH. FIRE CODE 505.1.
- FIRE APPARATUS ACCESS ROADS SHALL BE IDENTIFIED WITH APPROVED SIGNS. TEMPORARY SIGNS SHALL BE INSTALLED AT EACH STREET INTERSECTION WHEN CONSTRUCTION OF NEW ROADWAYS ALLOWS PASSAGE BY VEHICLES. SIGNS SHALL BE OF AN APPROVED SIZE, WEATHER RESISTANT AND BE MAINTAINED UNTIL REPLACED BY PERMANENT SIGNS. FIRE CODE 505.2.
- AN APPROVED KEY BOX, LISTED IN ACCORDANCE WITH UL 1037 SHALL BE PROVIDED AS REQUIRED BY FIRE CODE 506. THE LOCATION OF EACH KEY BOX SHALL BE DETERMINED BY THE FIRE INSPECTOR.
- ALL FIRE HYDRANTS SHALL MEASURE 6" X 4" X 2-1/2" BRASS OR BRONZE, CONFORMING TO AMERICAN WATER WORKS ASSOCIATION STANDARD C203, OR APPROVED EQUAL, AND SHALL BE INSTALLED IN ACCORDANCE WITH THE COUNTY OF LOS ANGELES FIRE DEPARTMENT REGULATION 8.
- A RECEIPT FROM THE WATER PURVEYOR THAT SHOWS THAT ALL FUNDS HAVE BEEN PAID FOR THE INSTALLATION AND/OR UPGRADE OF THE REQUIRED PUBLIC FIRE HYDRANTS IS REQUIRED. ALSO, A LETTER FROM THE WATER PURVEYOR OR INSTALLING CONTRACTOR THAT INDICATES THE APPROXIMATE DATE THE WORK WILL BE STARTED AND COMPLETED FOR THE FIRE HYDRANTS IS REQUIRED.
- ALL REQUIRED PUBLIC FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND ACCEPTED PRIOR TO BEGINNING CONSTRUCTION. FIRE CODE 501.4.
- PLANS SHOWING UNDERGROUND PIPING FOR PRIVATE ON-SITE FIRE HYDRANTS SHALL BE SUBMITTED TO THE SPRINKLER PLAN CHECK UNIT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. FIRE CODE 901.2. COUNTY OF LOS ANGELES FIRE DEPARTMENT REGULATION 7.
- PROJECT SHALL COMPLY WITH REGULATION 27.

GENERAL NOTES

- ANY GROUND MOUNTED EQUIPMENT VISIBLE FROM STREET OR ADJACENT PROPERTY IS REQUIRED TO BE SCREENED WITH A SOLID STRUCTURE / ADDITIONAL LANDSCAPE AS ACCEPTABLE TO THE CITY AGENCY OR UTILITY COMPANY.
- ALL ROOF MOUNTED EQUIPMENT NEEDS TO BE SCREENED BY A PARAPET WALL.
- THE PROJECT DOES NOT PROPOSE ANY TENANT SIGNAGE AT THIS TIME.
- THERE ARE NO PROTECTED PLANTS ON SITE.
- ALL ROOF DRAINS AT STREET FRONTAGES SHALL BE IN THE INTERIOR OF THE BUILDING ENVELOPE.
- ALL LANDSCAPE SHALL BE BOUND BY A 6" HIGH CONCRETE CURB.
- A LIGHT PLAN SHALL BE SUBMITTED SHOWING CONFORMANCE WITH MINIMUM FOOTCANDLE LEVELS STANDARDS.
- FIXTURES SHALL BE SHIELDED HIGH PRESSURE SODIUM.

PROJECT DATA

NET SITE AREA:	19 AC (827,640 SF)
BUILDING AREA:	
WAREHOUSE FOOTPRINT	347,903 SF
WAREHOUSE MEZZANINE	5,000 SF
WAREHOUSE OFFICE	5,000 SF
WAREHOUSE TOTAL:	357,903 SF
PRINT SHOP TOTAL:	2,500 SF
TOTAL BUILDING AREA:	360,403 SF
NET LOT COVERAGE:	43%
F.A.R.:	0.44
PARKING REQUIRED:	
WAREHOUSE OFFICE (5,000 SF)	1/200 = 25 STALLS
MEZZANINE (5,000 SF)	1/200 = 25 STALLS
WAREHOUSE (342,903 SF)	1/1000 = 343 STALLS
WAREHOUSE PARKING TOTAL:	393 STALLS
PRINT SHOP (2,500 SF)	1/250 = 10 STALLS
TOTAL REQUIRED:	403 STALLS
PARKING PROVIDED:	
WAREHOUSE ACCESSIBLE STALLS	8 STALLS
WAREHOUSE STANDARD STALLS	385 STALLS
WAREHOUSE TOTAL:	393 STALLS
PRINT SHOP	24 STALLS
TOTAL PROVIDED:	417 STALLS
*COMPACT PARKING ALLOWED 25% - PROVIDED 63 STALLS	
BY-CICLE PARKING PROVIDED (8% OF REQUIRED PARKING)	22 SPACES
ACCESSIBLE PARKING REQUIRED:	
WAREHOUSE (401-500 STALLS)	9 SPACES
PRINT SHOP (25-50 STALLS)	2 SPACES
TOTAL REQUIRED:	11 SPACES
DESIGNATED PARKING FOR CLEAN AIR VEHICLES:	
WAREHOUSE (201 & OVER 8%)	33 SPACES
PRINT SHOP (25-50 STALLS)	3 SPACES
TOTAL REQUIRED:	36 SPACES

WAREHOUSE/RETAIL LANDSCAPE PROVIDED:

WAREHOUSE/RETAIL LANDSCAPE PROVIDED:	74,805 SF
BRIDGE AREA LANDSCAPE PROVIDED:	10,905 SF
TOTAL:	85,710 SF (10%)

ZONING INFORMATION

WAREHOUSE:	WAREHOUSE / OFFICE
BUILDING HEIGHT:	60'
BUILDING INT. CLR HEIGHT:	50'
STORIES:	1 STORY
CONSTRUCTION TYPE:	II-B
OCCUPANCY:	S-1 / F-1 / B
ZONE:	IPD - INDUSTRIAL PLANNED DEVELOPMENT
DOCK DOORS:	52
GRADE DOORS:	2
PRINT SHOP:	PRINT SHOP
BUILDING HEIGHT:	27'
BUILDING INT. CLR HEIGHT:	20'
STORIES:	1 STORY
CONSTRUCTION TYPE:	V-B
OCCUPANCY:	B
ZONE:	IPD - INDUSTRIAL PLANNED DEVELOPMENT

ASSESSOR'S PARCEL NUMBERS

8129-001-006; 8219-001-007; 8130-024-001; 8130-024-002; 8130-024-006; 8130-024-007; 8130-024-008; 8130-024-009; 8130-024-010; 8130-024-011

LEGAL DESCRIPTION

TBD

DEVELOPER / OWNER

IN SITE PROPERTY GROUP
811 N. CATALINA AVENUE, SUITE 1306
REDONDO BEACH, CA 92077
CONTACT: BRIAN SORENSEN
PH: 866-521-8292

PREPARED BY

RG A - OFFICE OF ARCHITECTURAL DESIGN
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
CONTACT: CHRIS SAVAGE
PH: 949-341-0920

VICINITY MAP



MARK	DATE	DESCRIPTION
PS3	01/25/2021	PLANNING SUBMITTAL REV
PS2	11/19/2020	PLANNING SUBMITTAL REV
PS1	10/09/2020	PLANNING SUBMITTAL REV
PS	09/26/2020	PLANNING SUBMITTAL
MARK	DATE	DESCRIPTION

RG A PROJECT NO.:	20088-00
OWNER PROJECT NO.:	-
DRAWN BY:	GP
CHECK'D BY:	CS
COPYRIGHT:	RG A, OFFICE OF ARCHITECTURAL DESIGN

SHEET TITLE:
OVERALL SITE PLAN

Appendix B: Approved Scoping Agreement

Beverly Boulevard Warehouse Traffic Study Scoping Agreement

Scope of Study Form

To be completed by the preparer of a traffic study and approved by the City's Public Works Department prior to start of a traffic study

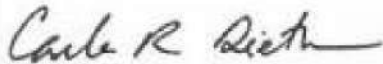
Project Name:	Beverly Boulevard Warehouse		
Project Address:	19.06-acre project site is situated between the San Gabriel River to the west and Interstate 605 (I-605) to the east, south of Beverly Boulevard in the City of Pico Rivera		
Project Description:	New Warehouse and Self-Storage Buildings		
Developer's Name:	Brian Sorensen, InSite Property Group		
Address:	811 N. Catalina Avenue, Suite 1306, Redondo Beach, CA 90277		
Telephone No.:	575-936-0877	Fax Number:	N/A
Email Address:	bsorensen@insitepg.com		
Trip Generation Rates From:	ITE	Ed.10	Other:

Trip Generation For:			
Land Use (1)	Warehouse	Land Use (2)	Self-Storage
ITE Land Use Code	150 (Warehousing)	ITE Land Use Code	151 (Mini-Warehouse)
Daily Trips	622	Daily Trips	190
AM Peak Hour Trips		AM Peak Hour Trips	
Inbound	45	Inbound	8
Outbound	15	Outbound	5
Total	60	Total	13
PM Peak Hour Trips		PM Peak Hour Trips	
Inbound	19	Inbound	10
Outbound	50	Outbound	11
Total	69	Total	21
<i>(Use Additional Sheet(s), if necessary) (See Tables 1, 2, and 3 in Section 2 for totals, mode split, and PCE conversion)</i>			

Pass-by Trips (%), if applicable:	0 %		
Trip Credits, if applicable for any existing use:	None		
Land Use (1)	Warehouse	Land Use (2)	Self-Storage
ITE Land Use Code	150 (Warehousing)	ITE Land Use Code	151 (Mini-Warehouse)
Daily Trips	0	Daily Trips	0
AM Peak Hour Trips		AM Peak Hour Trips	
Inbound	0	Inbound	0
Outbound	0	Outbound	0
Total	0	Total	0
PM Peak Hour Trips:		PM Peak Hour Trips:	
Inbound	0	Inbound	0
Outbound	0	Outbound	0
Total	0	Total	0

Project Opening Year:	2022	Build-out Year:	2042
Study Intersections: 1	See attached list (Table 4 in Section 3).		
2			
3			
4			
5			
<i>(Use Additional Sheet(s), if necessary)</i>			

Beverly Boulevard Warehouse Traffic Study Scoping Agreement

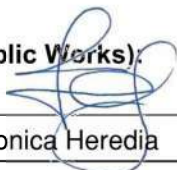
Scope of Study form (continued)												
Study Segments:	1	Beverly Boulevard between Site Driveway and I-605 Southbound Ramp(s)					6	--				
	2	Beverly Boulevard between Site Driveway and Rosemead Boulevard					7	--				
	3	--					8	--				
	4	--					9	--				
	5	--					10	--				
<i>(Use Additional Sheet(s), if necessary)</i>												
Ambient Growth Rate:	0.4		%	(linear growth per year) (See Attachments Section 7)								
Trip Distribution: (Pass. Car / Truck)	East	15 / 0	%	West	30 / 5	%	North	20 / 38	%	South	35 / 57 %	
Include exhibit showing trip distribution/ assignment and a map showing the project's trips at the study intersections and project driveways												
Comments	<p>See attachments for trip distribution and assignment percentages: Exhibit 2: Area Trip Distribution Percentages Exhibit 3: Trip Distribution Percentages (Passenger Cars W/O I-605 Interchange Improvements) Exhibit 4: Trip Distribution Percentages (Trucks W/O I-605 Interchange Improvements) Exhibit 5: Trip Distribution Percentages (Passenger Cars With I-605 Interchange Improvements) Exhibit 6: Trip Distribution Percentages (Trucks With I-605 Interchange Improvements)</p> <p>See attachments for trip assignments in PCEs: Exhibit 7: Project Only AM/PM Peak Hour Volumes (Passenger Cars W/O I-605 Interchange Improvements) Exhibit 8: Project Only AM/PM Peak Hour Volumes (Trucks W/O I-605 Interchange Improvements) Exhibit 9: Project Only AM/PM Peak Hour Volumes (Passenger Cars With I-605 Interchange Improvements) Exhibit 10: Project Only AM/PM Peak Hour Volumes (Trucks With I-605 Interchange Improvements) Exhibit 11: Project Only AM/PM Peak Hour Volumes (in PCEs, Total W/O I-605 Interchange Improvements) Exhibit 12: Project Only AM/PM Peak Hour Volumes (in PCEs, Total With I-605 Interchange Improvements)</p>											
<i>(Use Additional Sheet(s), if necessary)</i>												
Preparer's Name:	Carla Dietrich											
Address:	3536 Concours, Suite 100 Ontario, CA 91764											
Telephone No.	909-974-4908					Fax Number:	909-974-4004					
Email Address:	cdietrich@mbakerintl.com											
Signature:						Date:	9/1/2020					

Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by City Staff)

Scoping Agreement Submitted on 7/29/2020

Revised on 8/14/2020, 9/1/2020

Approved Scoping Agreement:

Approved By (Department of Public Works):
 Signature: 
 Name: For Monica Heredia

Date: 9/11/20
 Title: City Engineer

Section 1 - Site Plan
Exhibit 1: Site Plan



PROJECT INFORMATION - MASTER PLAN

LOCATION SOUTHWEST QUADRANT OF BEVERLY BOULEVARD AND THE 605 FREEWAY PICO RIVERA, CA 90601

SITE DATA AREA 830,254 SF 19.06 AC

ZONING I/PD (INDUSTRIAL PLANNED DEVELOPMENT)

FAR 0.46

MAX HEIGHT 35' CLR. HT.

YARDS ALLOWED TBD

LOT COVERAGE 43%

PARCEL A 65F

BUILDING A (WHS/DIST) LEVEL 1 353,620

BUILDING A (OFFICE) LEVEL 1 (5MSF) + LEVEL 2 (5MSF) 10,000

TOTAL WHS/DIST-OFFICE 357,620 GSF

LOADING DOCKS 55

TRAILER PARKING 29

PROPOSED PARKING WHS/DIST 1,200C SF 1,300 SF OFFICE (5KSF SHOWN) 183 SPACES PROVIDED 259

SELF-STORAGE SITE AREA 58,450 SF

SITE 26%

UNIT COUNT TBD

TOTAL BLDG AREA LEVEL 1-7 126,020 GSF

FAR 1.8

PROPOSED PARKING SPACES PROVIDED 13



This conceptual design is based upon a preliminary review of entitlement requirements and site conditions and is not intended to constitute a final plan or contract. It is provided for informational purposes only and does not constitute a final plan or contract. Signage shown is for illustrative purposes only and does not necessarily reflect municipal code compliance.

G1 CONFIDENTIAL MASTER PLAN
INSITE PROPERTY GROUP
PICO RIVERA, CA



04/18/2019 HAS 2

Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

Section 2 - Trip Generation Tables

Table 1: Trip Generation Rates

Land Use	ITE Code	Vehicle Type Breakdown	Daily Trips Rate	AM Peak Hour			PM Peak Hour					
				Rate	In	Out	Rate	In	Out			
Warehousing	150	Passenger Car	69.0%	1.201	/	KSF	0.117		0.131			
		2 Axle Truck	6.8%	0.118	/	KSF	0.012		0.013			
		3 Axle Truck	5.5%	0.096	/	KSF	0.009		0.010			
		4+ Axle Truck	18.7%	0.325	/	KSF	0.032	77%	23%	0.036	27%	73%
		Total Truck	31.0%	0.539	/	KSF	0.053			0.059		
		Total		1.74	/	KSF	0.170		0.190			
Mini-Warehouse	151	Passenger Car	100%	1.51	/	KSF	0.10	60%	40%	0.17	47%	53%

Note: Values may vary slightly due to rounding.

Table 2: Trip Generation (Vehicles)

Land Use	ITE Code	Intensity	Vehicle Type Breakdown	Daily Trips	AM Peak Hour			PM Peak Hour		
					Volume	In	Out	Volume	In	Out
Warehousing	150	357.62 KSF	Passenger Car	430	42	32	10	47	13	34
			2 Axle Truck	42	4	3	1	5	1	4
			3 Axle Truck	34	3	2	1	4	1	3
			4+ Axle Truck	116	11	8	3	13	4	9
			Total Truck	192	18	13	5	22	6	16
		Total	622	60	45	15	69	19	50	
Mini-Warehouse	151	126.00 KSF	Passenger Car	190	13	8	5	21	10	11
Total				812	73	53	20	90	29	61

Note: Values may vary slightly due to rounding.

Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

Table 3: Trip Generation (PCE)

Land Use	ITE Code	PCE	Vehicle Type Breakdown	Daily Trips	AM Peak Hour			PM Peak Hour		
					Volume	In	Out	Volume	In	Out
Warehousing	150	1.0	Passenger Car	430	42	32	10	47	13	34
		2.0	2 Axle Truck	84	8	6	2	10	2	8
		2.5	3 Axle Truck	85	8	5	3	10	3	8
		3.0	4+ Axle Truck	348	33	24	9	39	12	27
			Total Truck	517	49	35	14	59	17	43
			Total	947	91	67	24	106	30	77
Mini-Warehouse	151	1.0	Passenger Car	190	13	8	5	21	10	11
Total				1137	104	75	29	127	40	88

Note: Values may vary slightly due to rounding.

Section 3 - Study Intersections

Table 4: Study Intersections by Scenario

ID	Study Intersection	Study Scenario									
		Existing	Existing With Project	Opening Year	Opening Year With Project	Cumulative W/O I-605 Interchange Improvement Project	Cumulative With I-605 Interchange Improvement Project	Cumulative With Project W/O I-605 Interchange Improvement Project	Cumulative With Project I-605 Interchange Improvement Project	Buildout With I-605 Interchange Improvement Project	
1	Site Driveway/Beverly Rd	X	X	X	X	X	X	X	X	X	
2	I-605 SB Ramps/Beverly Rd	--	--	--	--	--	X	--	X	X	
3	Pioneer Blvd/Beverly Rd	X	X	X	X	X	X	X	X	X	
4	Norwalk Blvd/Workman Mill Rd/Beverly Rd	X	X	X	X	X	X	X	X	X	
5	Pioneer Blvd/I-605 Ramps	X	X	X	X	X	X	X	X	X	
6	I-605 SB Ramp/Rose Hills Rd	X	X	X	X	X	--	X	--	--	
7	Abbeywood Ave/Beverly Rd	X	X	X	X	X	X	X	X	X	
8	San Gabriel Pkwy/Beverly Rd	X	X	X	X	X	X	X	X	X	
9	Durfee Ave/Beverly Rd	X	X	X	X	X	X	X	X	X	
10	Rosemead Blvd/Beverly Rd	X	X	X	X	X	X	X	X	X	

Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

Section 4 - Study Roadway Segments

Local Roadway Segments

- 1) Beverly Boulevard between Site Driveway and I-605 Southbound Ramp(s)
- 2) Beverly Boulevard between Site Driveway and Rosemead Boulevard

I-605 Merge and Diverge Segments

Analysis of merge and diverge segments along I-605 are not anticipated.

I-605 Mainline Segments

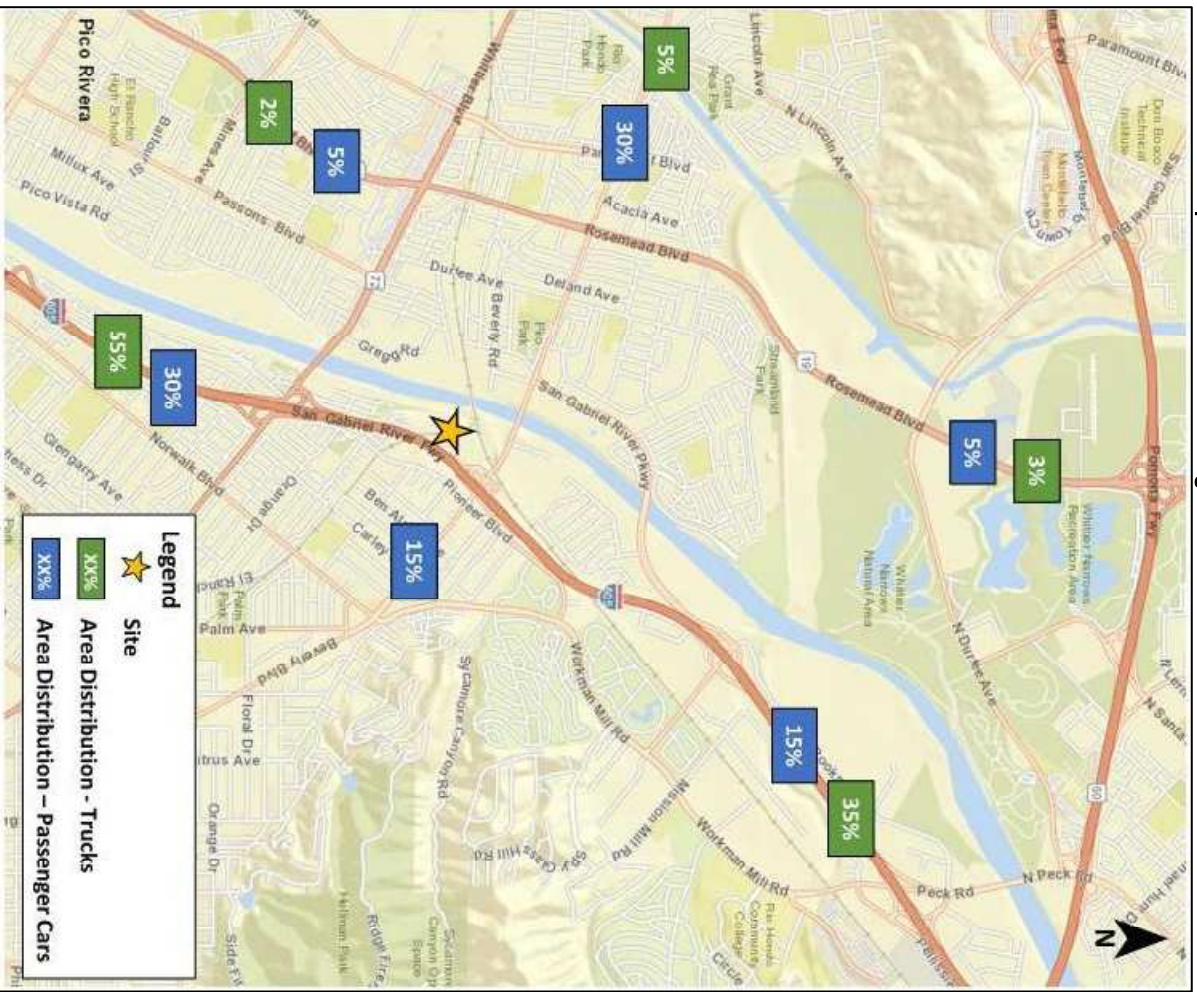
Analysis of freeway segments is not assumed since the 150 or more peak hour trips in either direction is not anticipated to be satisfied (see Table 5).

Table 5: Project Trips (in PCE) on I-605

I-605 / Beverly Blvd Interchange Ramps	Volume (in PCE)		
	AM	PM	
NB Off-Ramp	31	16	
NB On-Ramp	7	22	
SB Off-Ramp	18	10	
SB On-Ramp	13	37	
I-605 Mainline	Volume (in PCE)		
	AM	PM	
South of Beverly Blvd Interchange	NB	31	16
	SB	13	37
	Total	44	53
North of Beverly Blvd Interchange	NB	7	22
	SB	18	10
	Total	25	32

Section 5 - Trip Distribution

Exhibit 2: Area Trip Distribution Percentages



Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

Exhibit 3: Trip Distribution Percentages (Passenger Cars W/O I-605 Interchange Improvements)

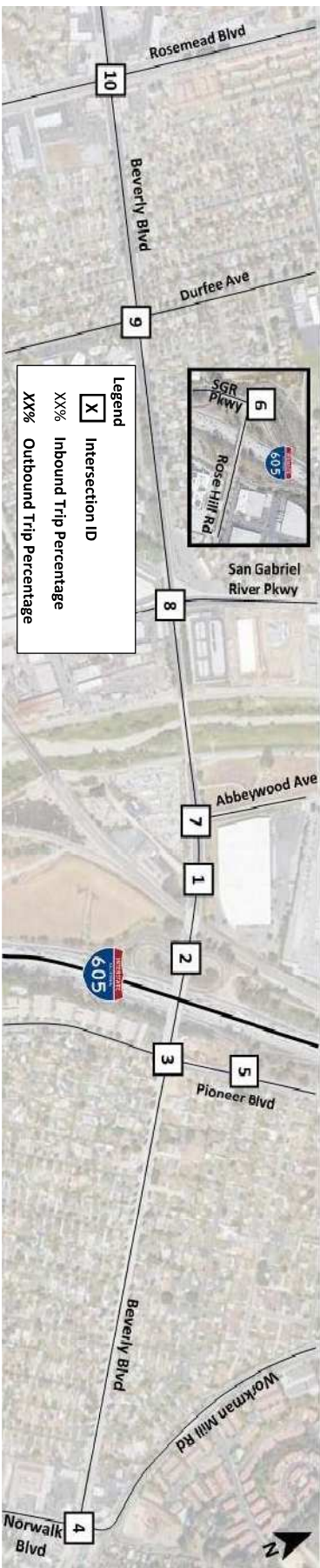
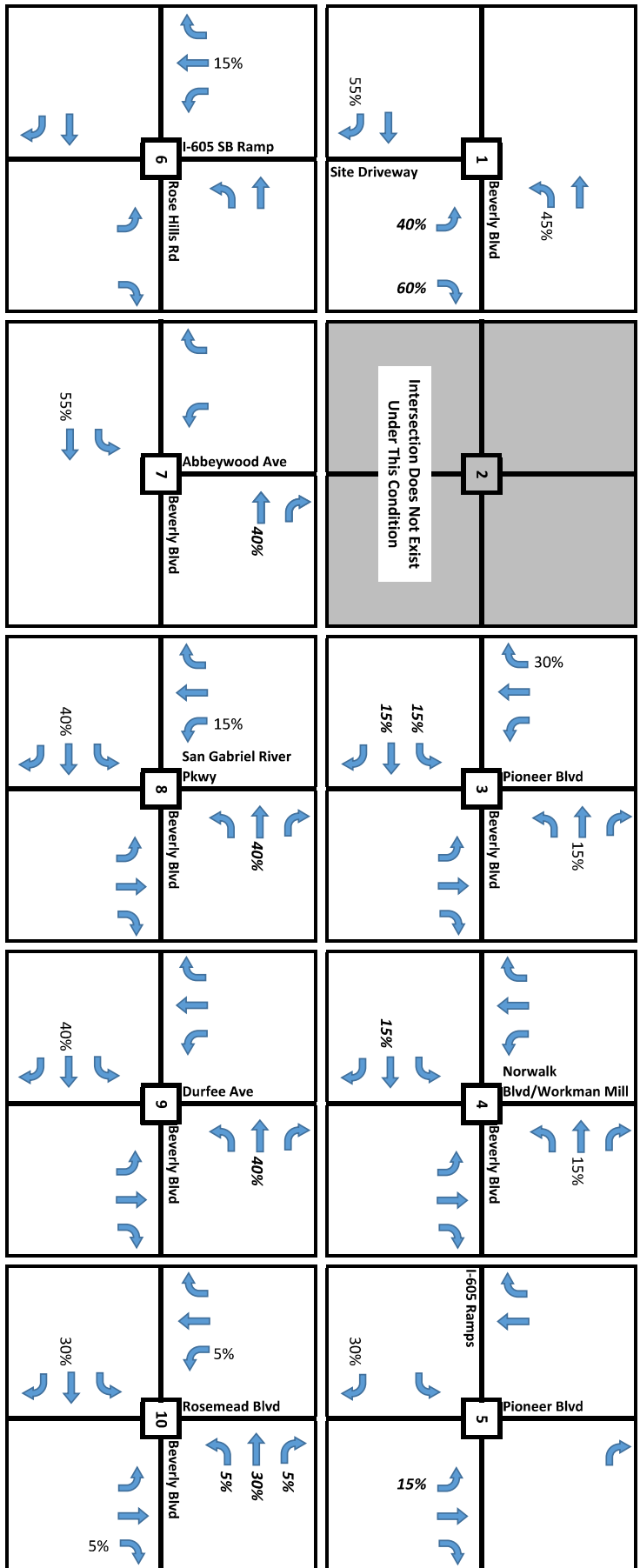
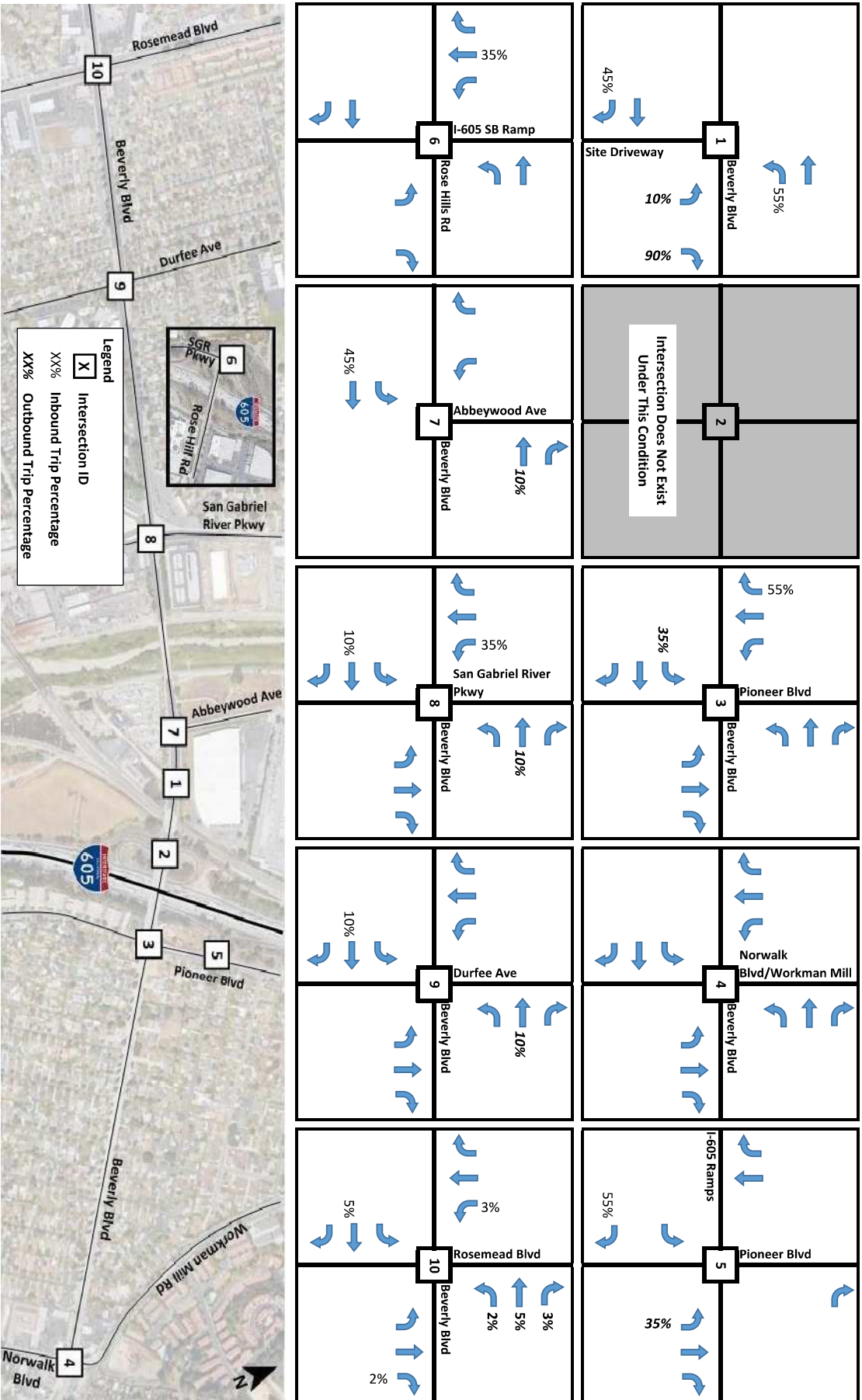
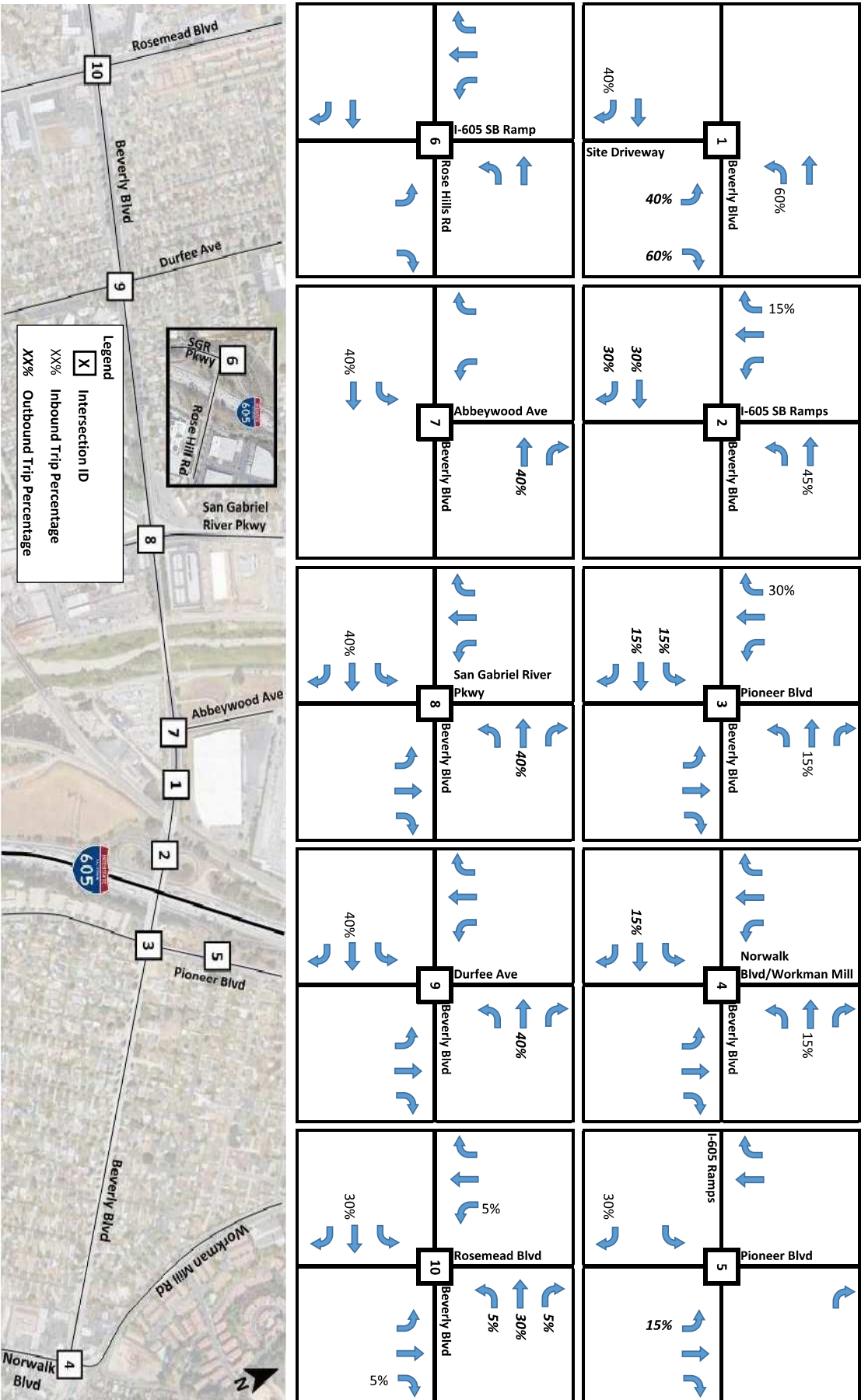


Exhibit 4: Trip Distribution Percentages (Trucks W/O I-605 Interchange Improvements)



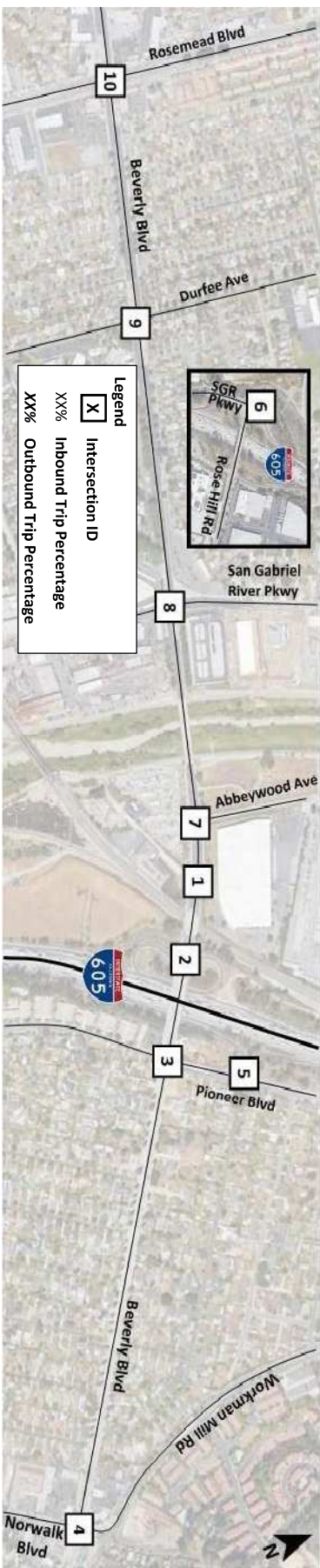
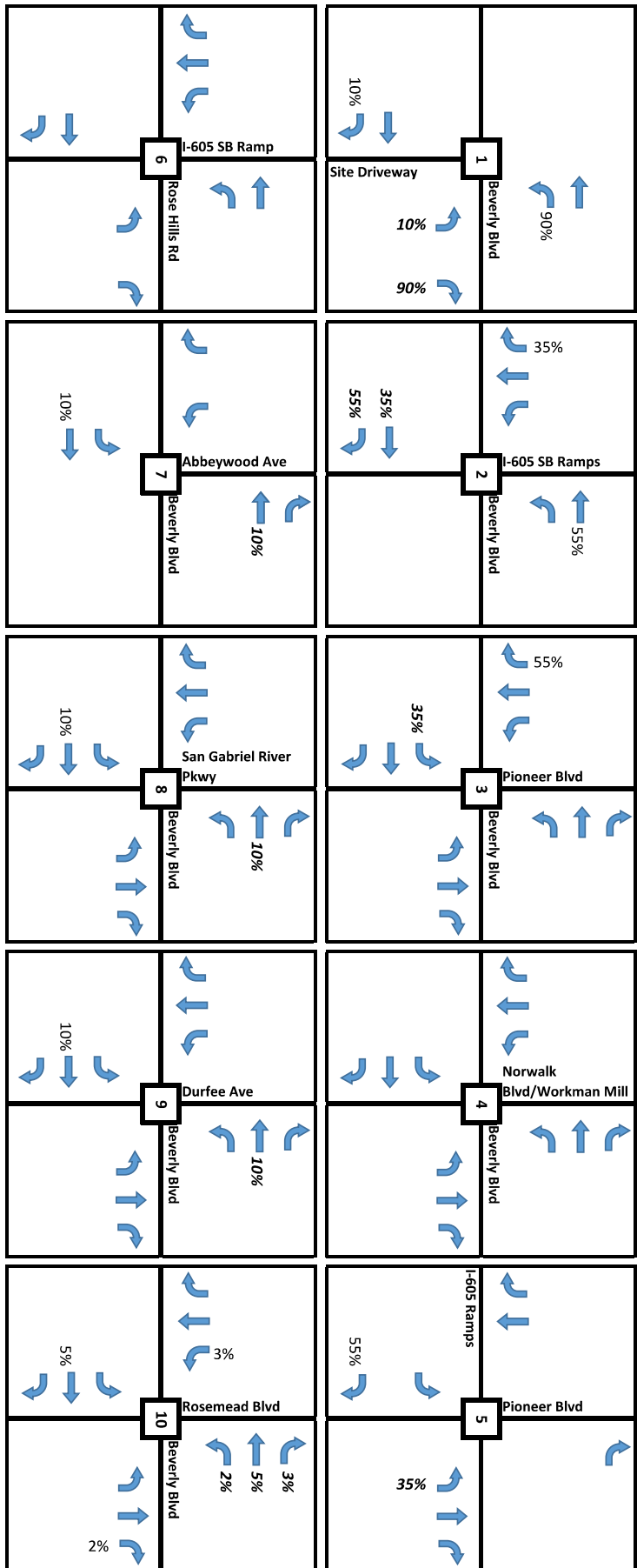
Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

Exhibit 5: Trip Distribution Percentages (Passenger Cars With I-605 Interchange Improvements)



Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

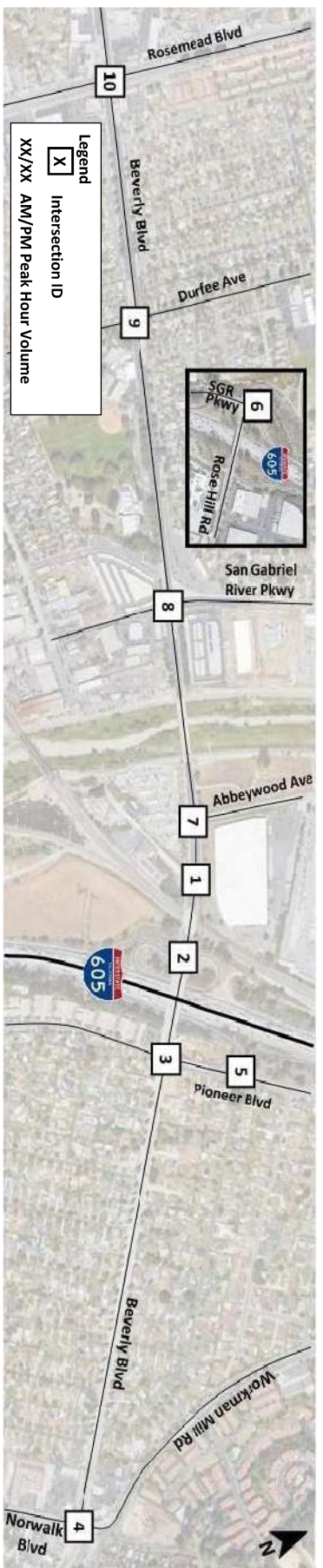
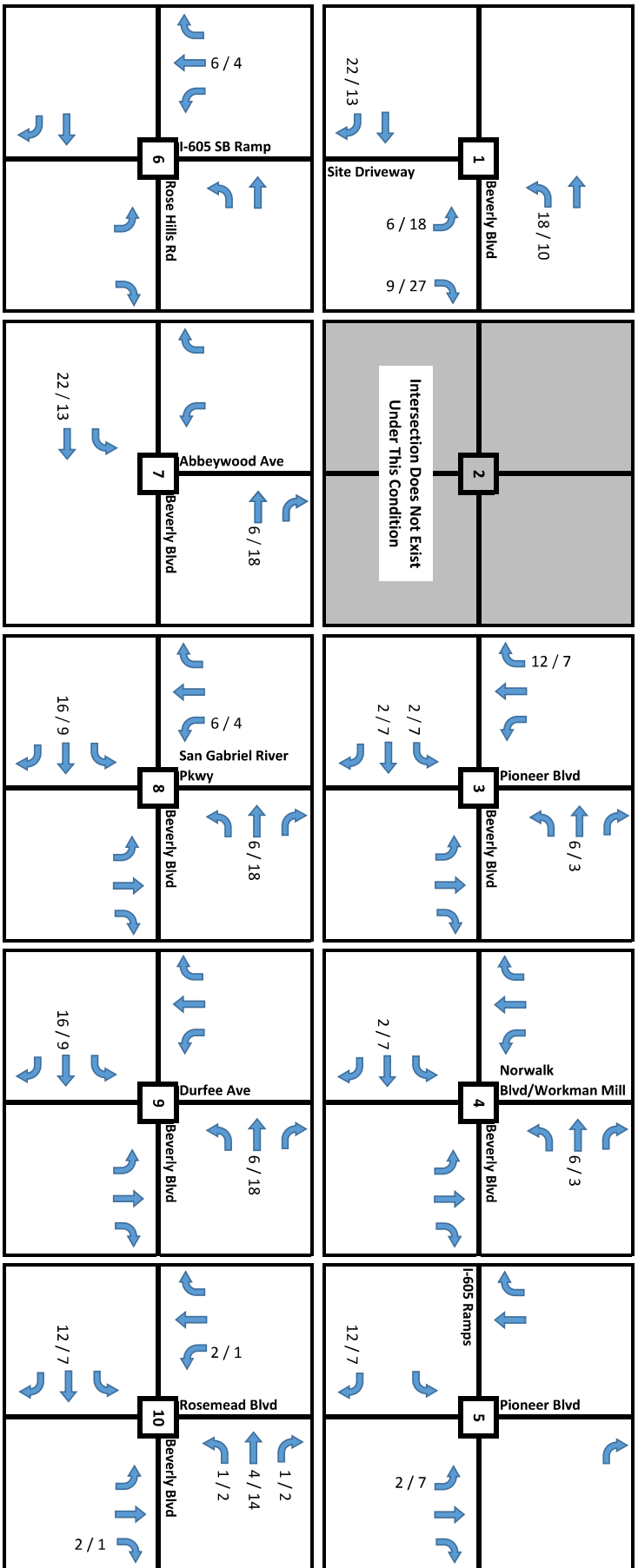
Exhibit 6: Trip Distribution Percentages (Trucks With I-605 Interchange Improvements)



Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

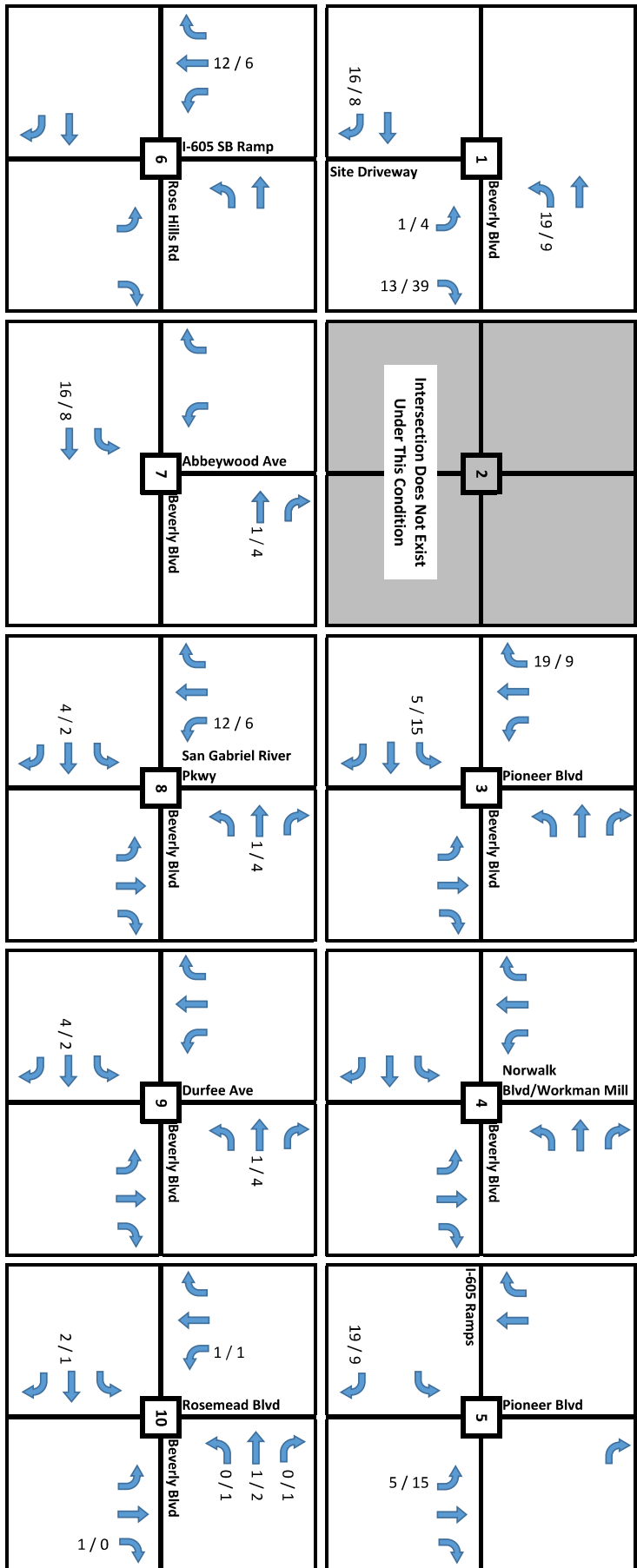
Section 6 - Trip Assignment

Exhibit 7: Project Only AM/PM Peak Hour Volumes (Passenger Cars W/O I-605 Interchange Improvements)



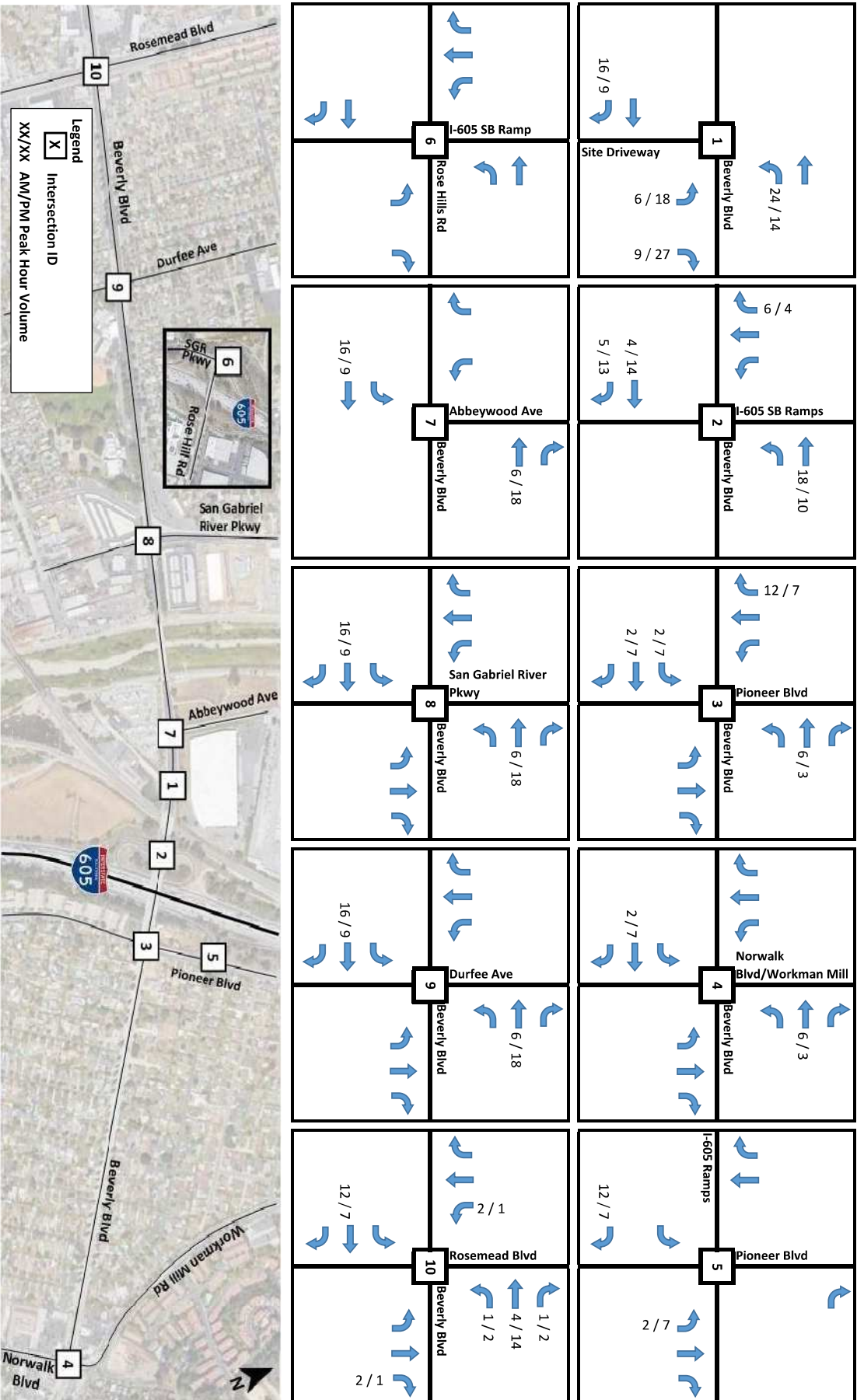
Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

Exhibit 8: Project Only AM/PM Peak Hour Volumes (Trucks W/O I-605 Interchange Improvements)



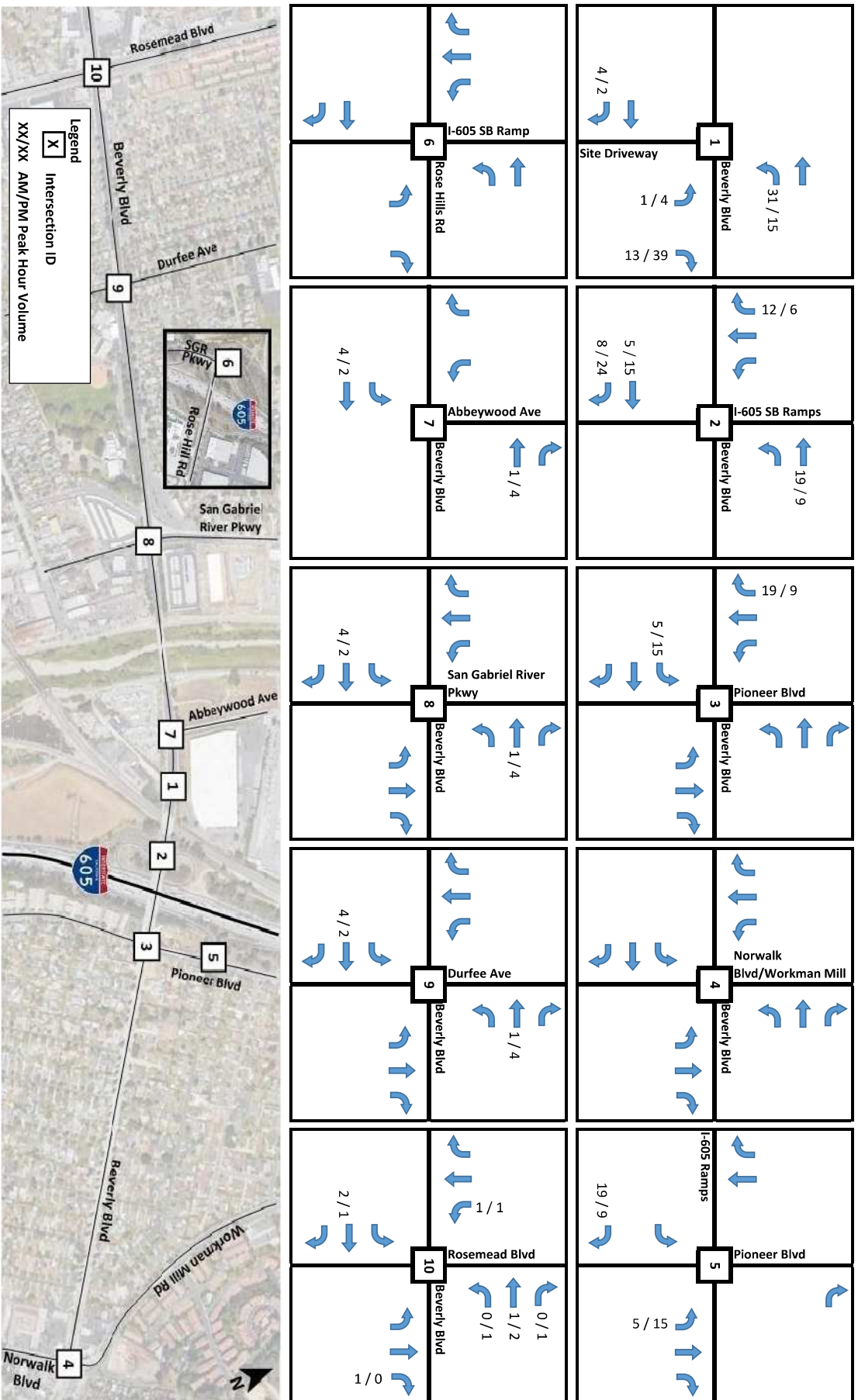
Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

Exhibit 9: Project Only AM/PM Peak Hour Volumes (Passenger Cars With I-605 Interchange Improvements)



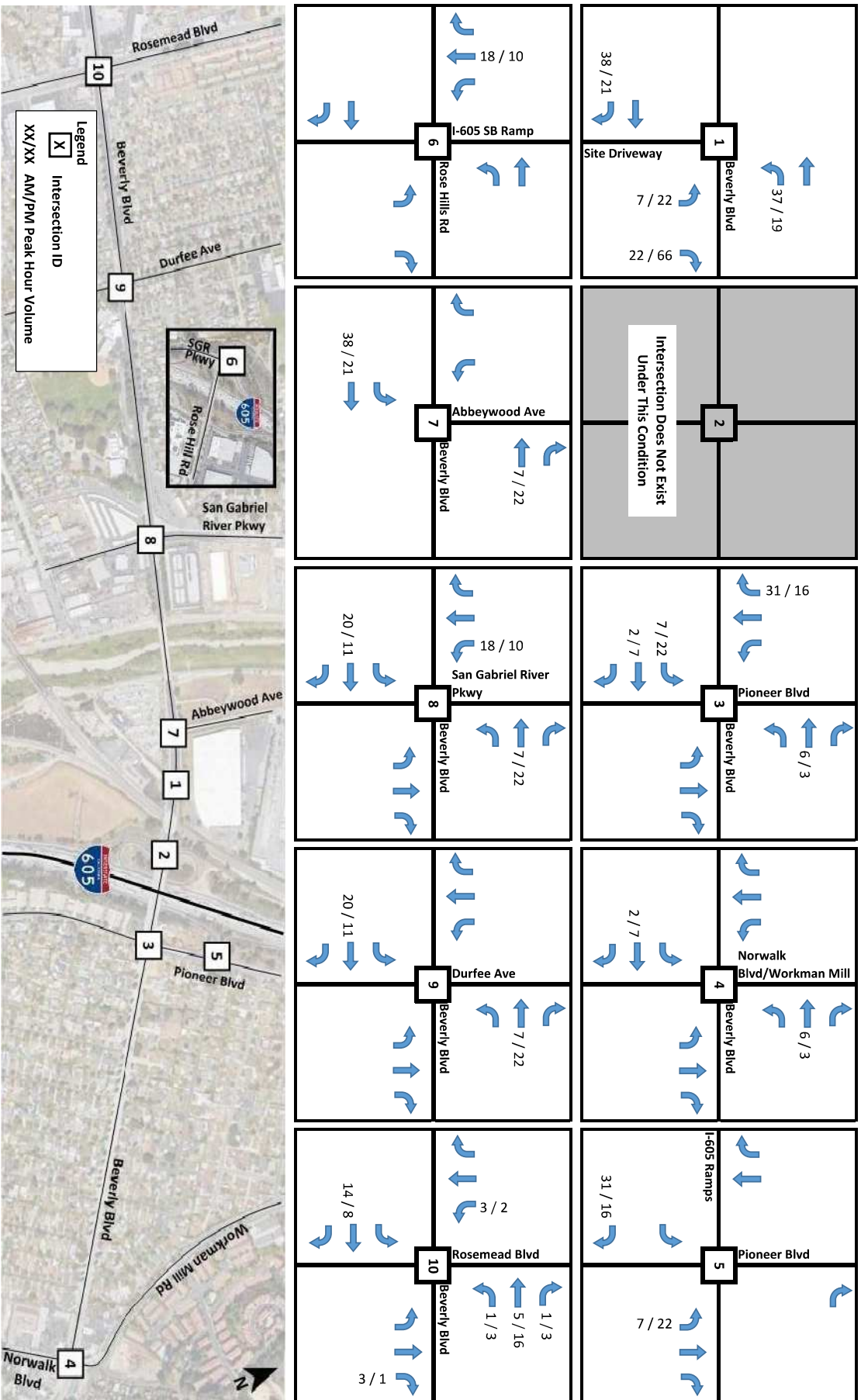
Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

Exhibit 10: Project Only AM/PM Peak Hour Volumes (Trucks With I-605 Interchange Improvements)



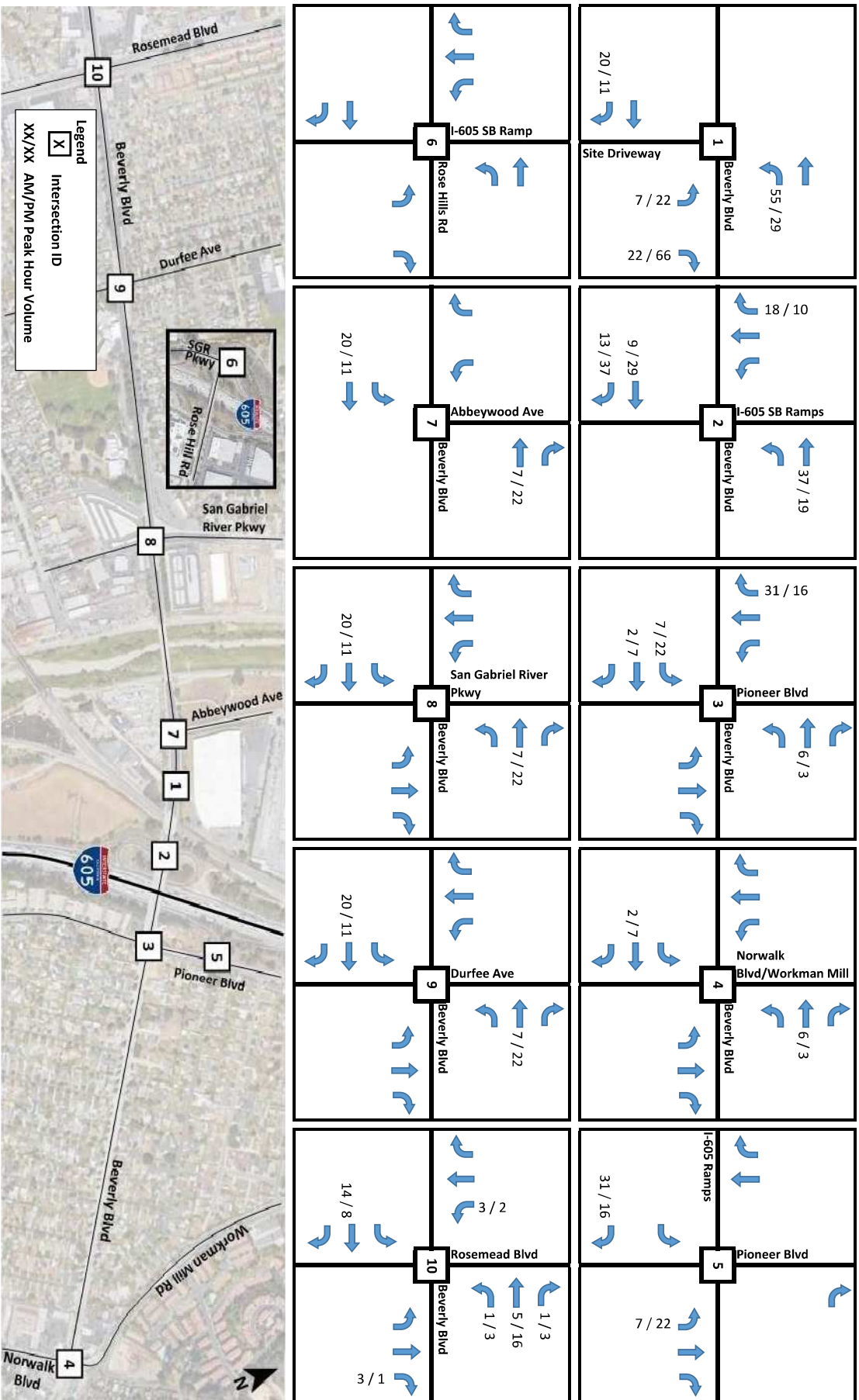
Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

Exhibit 11: Project Only AM/PM Peak Hour Volumes (in PCEs, Total W/O I-605 Interchange Improvements)



Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

Exhibit 12: Project Only AM/PM Peak Hour Volumes (in PCEs, Total With I-605 Interchange Improvements)



Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

Section 7 - Ambient Growth

Annual Ambient Growth Rate: 0.4% per year (linear)

The data listed below was reviewed in order to estimate a background ambient growth rate. The highest value was assumed in an effort to be conservative.

- 1) SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) population, households, and employment data for the region (Downey RSA 22).
- 2) SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) population, households, and employment data for the city of Pico Rivera.
- 3) 2010 Congestion Management Program for Los Angeles County, Appendix D – Guidelines for CMP Transportation Impact Analysis – Exhibit D-1, General Traffic Volume Growth Factors.

Table 5: Growth Data

SCAG DATA - REGION														
County Name	City Name	Population				Households				Employment				Average
		2012	2020	2035	2040	2012	2020	2035	2040	2012	2020	2035	2040	
LOS ANGELES COUNTY	Pico Rivera	63,400	64,700	68,000	69,100	16,600	17,200	18,100	18,400	18,900	20,600	21,700	22,400	--
	Paramount	54,500	54,900	56,900	58,000	13,900	14,100	14,600	14,800	19,600	21,000	21,800	22,300	--
	Hawaiian Gardens	14,300	14,700	15,500	15,900	3,600	3,700	3,900	4,000	4,800	5,100	5,400	5,600	--
	La Habra Heights	5,400	5,600	6,000	6,200	1,800	1,800	1,900	1,900	200	300	400	400	--
	Whittier	85,900	88,600	93,700	96,900	28,300	29,800	31,500	32,600	26,900	29,100	30,700	31,700	--
	TOTAL	223,500	228,500	240,100	246,100	64,200	66,600	70,000	71,700	70,400	76,100	80,000	82,400	--
Growth Rate 2020 to 2040 - Linear		0.385%				0.383%				0.414%				0.394%
SCAG DATA - CITY														
County Name	City Name	Population				Households				Employment				Average
		2012	2020	2035	2040	2012	2020	2035	2040	2012	2020	2035	2040	
LOS ANGELES COUNTY	Pico Rivera	63,400	64,700	68,000	69,100	16,600	17,200	18,100	18,400	18,900	20,600	21,700	22,400	--
Growth Rate 2020 to 2040 - Linear		0.340%				0.349%				0.437%				0.375%
CMP Exhibit D-1 - General Traffic Volume Growth Factors														
Area	Factor	Growth Between 2020 and 2035												
		2010	2015	2020	2025	2030	2035							
Downey (RSA 22)	1,000	1,052	1,104	1,116	1,127	1,139	0.035				0.23%			

Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

Section 8 - Existing Conditions

Existing traffic count data will likely be impacted by COVID-19 conditions. Propose to conduct traffic counts and apply an adjustment factor based on a comparison to available historic traffic counts. Data collection will occur on Tuesdays, Wednesdays, or Thursdays during non-holiday weeks.

Section 9 - Analysis Scenarios

The proposed analysis scenarios are listed below. An interchange project is being planned by Caltrans at the I-605/Beverly Boulevard interchange. The interchange project is anticipated to be under construction during a similar time frame as the Project, therefore multiple Opening Year analysis scenarios are proposed. The interchange improvement project is assumed to be completed under the Future Build-out Year.

1. Existing Conditions (E)
2. Existing With Project (E+P)
3. Forecast Opening Year (E + Ambient Growth, A)
4. Forecast Opening Year With Project (E + A + P)
5. Forecast Cumulative (E + A + Cumulative Projects, C) – W/O Caltrans I-605 Interchange Improvement Project
6. Forecast Cumulative With Project (E + A + C + P) – W/O Caltrans I-605 Interchange Improvement Project
7. Forecast Cumulative (E + A + Cumulative Projects, C) – With Caltrans I-605 Interchange Improvement Project
8. Forecast Cumulative With Project (E + A + C + P) – With Caltrans I-605 Interchange Improvement Project
9. Future Build-out Year Cumulative Base Traffic Condition – With Caltrans I-605 Interchange Improvement Project
10. Future Build-out Year Cumulative Base Plus Project Traffic Condition – With Caltrans I-605 Interchange Improvement Project
11. Future Build-out Year Cumulative Base Plus Project Traffic Condition with Mitigation, if necessary – With Caltrans I-605 Interchange Improvement Project

Section 10 - Guidance

City of Pico Rivera Technical Memorandum Traffic Impact Analysis Guidelines for the Carlson Property Located on the SWC of I-605 and Beverly Road (provided by City staff).

Section 11 - Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guidelines)

The following items have already been identified by the City:

- 1) The traffic study should include analysis of the 605 on and off-ramps during peak hours. Since these ramps are under Caltrans jurisdiction, the work has to be done/coordinated with Caltrans and subject to their approval. Caltrans must be consulted to identify other specific locations to be analyzed and issues addressed on the State highway system.
- 2) Provide a traffic signal Warrant analysis at the intersection of Beverly Blvd and the proposed access road to the development.
- 3) Provide the anticipated number of daily truck trips, no. of truck trips during peak hours, and classification of trucks.
- 4) Provide On-site Parking Analysis.
- 5) Provide site circulation in the report as well as truck turning templates starting on Beverly Blvd northbound and southbound in and out of the development, and truck storage area dimensions/capacity.
- 6) Discuss truck route and distribution in and out of the development.
- 7) Analyze the left turn pocket on Beverly Blvd Westbound onto the development access Road.

Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

8) Provide analysis of left turn movement from the outbound access Road onto Beverly Blvd. This includes Line of site study, adequate gap for trucks to make a safe turn, the need for an acceleration lane, and other movement prohibition.
9) Discuss the bridge crossing over the railroad right of way. Provide railroad feedback regarding the vertical clearance of the proposed bridge and any possibility of the need to raise the roadway. Discuss the method of construction of the bridge that will not impact the railroad operations. Provide conditions of the railroad acceptance.
10) Discuss material Truck deliveries during the construction of the development.
11) Discuss impact on Adjacent jurisdictions Roadway system such as the City of Whittier.
Additional item identified by Caltrans during 7/22/2020 call with I-605/Beverly Boulevard project team:
12) Conduct a review of historic crash data at the project driveway given the curvature of the roadway.

Section 12 – Items which may be requested from City staff

- 1) Traffic signal timings.
- 2) Cumulative project information.
- 3) Historic traffic count data.
- 4) I-605/Beverly Boulevard Interchange Improvement Study TOAR.

Appendix C: Traffic Count Data

Counts 2014

VOLUME

Beverly Blvd from West City Limit to Rosemead Blvd

Day: Tuesday
Date: 4/22/2014City: Pico Rivera
Project #: CA14_5220_001

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	13,036	12,317	25,353					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			30	22	52	12:00			139	139	278			
00:15			25	15	40	12:15			175	164	339			
00:30			29	15	44	12:30			180	146	326			
00:45			12	96	20	72	12:45		163	657	157	606	320	1263
01:00			7	9	16	13:00			187	172	359			
01:15			16	8	24	13:15			155	174	329			
01:30			8	10	18	13:30			157	177	334			
01:45			8	39	5	32	13:45		166	665	138	661	304	1326
02:00			6	14	20	14:00			198	176	374			
02:15			9	11	20	14:15			181	178	359			
02:30			13	14	27	14:30			215	139	354			
02:45			9	37	14	53	14:45		253	847	169	662	422	1509
03:00			12	13	25	15:00			240	169	409			
03:15			12	10	22	15:15			291	188	479			
03:30			15	15	30	15:30			289	180	469			
03:45			23	62	16	54	15:45		280	1100	175	712	455	1812
04:00			20	15	35	16:00			321	172	493			
04:15			23	21	44	16:15			327	156	483			
04:30			40	29	69	16:30			341	165	506			
04:45			30	113	36	101	16:45		323	1312	180	673	503	1985
05:00			34	42	76	17:00			301	154	455			
05:15			53	51	104	17:15			347	196	543			
05:30			61	86	147	17:30			360	188	548			
05:45			57	205	122	301	17:45		322	1330	168	706	490	2036
06:00			90	121	211	18:00			353	208	561			
06:15			85	205	290	18:15			328	146	474			
06:30			106	240	346	18:30			327	184	511			
06:45			101	382	269	835	18:45		295	1303	196	734	491	2037
07:00			113	337	450	19:00			244	176	420			
07:15			127	305	432	19:15			207	156	363			
07:30			173	309	482	19:30			175	141	316			
07:45			178	591	318	1269	19:45		170	796	140	613	310	1409
08:00			153	257	410	20:00			145	121	266			
08:15			132	271	403	20:15			132	112	244			
08:30			143	245	388	20:30			128	127	255			
08:45			144	572	254	1027	20:45		120	525	104	464	224	989
09:00			117	238	355	21:00			109	121	230			
09:15			127	176	303	21:15			98	97	195			
09:30			136	163	299	21:30			118	88	206			
09:45			139	519	175	752	21:45		77	402	82	388	159	790
10:00			153	140	293	22:00			77	70	147			
10:15			113	136	249	22:15			65	85	150			
10:30			111	135	246	22:30			68	60	128			
10:45			141	518	161	572	22:45		53	263	48	263	101	526
11:00			120	160	280	23:00			56	65	121			
11:15			113	148	261	23:15			45	33	78			
11:30			161	149	310	23:30			37	25	62			
11:45			140	534	161	618	23:45		30	168	26	149	56	317
TOTALS			3668	5686	9354	TOTALS			9368	6631	15999			
SPLIT %			39.2%	60.8%	36.9%	SPLIT %			58.6%	41.4%	63.1%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	13,036	12,317	25,353		
AM Peak Hour			07:30	07:00	07:00	PM Peak Hour			17:15	17:15	17:15
AM Pk Volume			636	1269	1860	PM Pk Volume			1382	760	2142
Pk Hr Factor			0.893	0.941	0.938	Pk Hr Factor			0.960	0.913	0.955
7 - 9 Volume	0	0	1163	2296	3459	4 - 6 Volume	0	0	2642	1379	4021
7 - 9 Peak Hour			07:30	07:00	07:00	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	636	1269	1860	4 - 6 Pk Volume	0	0	1331	718	2049
Pk Hr Factor	0.000	0.000	0.893	0.941	0.938	Pk Hr Factor	0.000	0.000	0.924	0.916	0.935

VOLUME

Beverly Blvd from West City Limit to Rosemead Blvd

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_001

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	13,036	12,317	25,353					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			30	22	52	12:00			139	139	278			
00:15			25	15	40	12:15			175	164	339			
00:30			29	15	44	12:30			180	146	326			
00:45			12	96	20	72	12:45		163	657	157	606	320	1263
01:00			7	9	16	13:00			187	172	359			
01:15			16	8	24	13:15			155	174	329			
01:30			8	10	18	13:30			157	177	334			
01:45			8	39	5	32	13:45		166	665	138	661	304	1326
02:00			6	14	20	14:00			198	176	374			
02:15			9	11	20	14:15			181	178	359			
02:30			13	14	27	14:30			215	139	354			
02:45			9	37	14	53	14:45		253	847	169	662	422	1509
03:00			12	13	25	15:00			240	169	409			
03:15			12	10	22	15:15			291	188	479			
03:30			15	15	30	15:30			289	180	469			
03:45			23	62	16	54	15:45		280	1100	175	712	455	1812
04:00			20	15	35	16:00			321	172	493			
04:15			23	21	44	16:15			327	156	483			
04:30			40	29	69	16:30			341	165	506			
04:45			30	113	36	101	16:45		323	1312	180	673	503	1985
05:00			34	42	76	17:00			301	154	455			
05:15			53	51	104	17:15			347	196	543			
05:30			61	86	147	17:30			360	188	548			
05:45			57	205	122	301	17:45		322	1330	168	706	490	2036
06:00			90	121	211	18:00			353	208	561			
06:15			85	205	290	18:15			328	146	474			
06:30			106	240	346	18:30			327	184	511			
06:45			101	382	269	835	18:45		295	1303	196	734	491	2037
07:00			113	337	450	19:00			244	176	420			
07:15			127	305	432	19:15			207	156	363			
07:30			173	309	482	19:30			175	141	316			
07:45			178	591	318	1269	19:45		170	796	140	613	310	1409
08:00			153	257	410	20:00			145	121	266			
08:15			132	271	403	20:15			132	112	244			
08:30			143	245	388	20:30			128	127	255			
08:45			144	572	254	1027	20:45		120	525	104	464	224	989
09:00			117	238	355	21:00			109	121	230			
09:15			127	176	303	21:15			98	97	195			
09:30			136	163	299	21:30			118	88	206			
09:45			139	519	175	752	21:45		77	402	82	388	159	790
10:00			153	140	293	22:00			77	70	147			
10:15			113	136	249	22:15			65	85	150			
10:30			111	135	246	22:30			68	60	128			
10:45			141	518	161	572	22:45		53	263	48	263	101	526
11:00			120	160	280	23:00			56	65	121			
11:15			113	148	261	23:15			45	33	78			
11:30			161	149	310	23:30			37	25	62			
11:45			140	534	161	618	23:45		30	168	26	149	56	317
TOTALS			3668	5686	9354	TOTALS			9368	6631	15999			
SPLIT %			39.2%	60.8%	36.9%	SPLIT %			58.6%	41.4%	63.1%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	13,036	12,317	25,353		
AM Peak Hour			07:30	07:00	07:00	PM Peak Hour			17:15	17:15	17:15
AM Pk Volume			636	1269	1860	PM Pk Volume			1382	760	2142
Pk Hr Factor			0.893	0.941	0.938	Pk Hr Factor			0.960	0.913	0.955
7 - 9 Volume	0	0	1163	2296	3459	4 - 6 Volume	0	0	2642	1379	4021
7 - 9 Peak Hour			07:30	07:00	07:00	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	636	1269	1860	4 - 6 Pk Volume	0	0	1331	718	2049
Pk Hr Factor	0.000	0.000	0.893	0.941	0.938	Pk Hr Factor	0.000	0.000	0.924	0.916	0.935

VOLUME

Beverly Blvd from Rosemead Blvd to East City Limit

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_002

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	15,616	14,680	30,296					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			33	22	55	12:00			149	157	306			
00:15			31	12	43	12:15			199	158	357			
00:30			26	25	51	12:30			169	190	359			
00:45			16	106	22	81	12:45		216	733	169	674	385	1407
01:00			12	17	29	13:00			204	174	378			
01:15			20	8	28	13:15			173	189	362			
01:30			13	7	20	13:30			195	178	373			
01:45			8	53	9	41	13:45		209	781	158	699	367	1480
02:00			7	14	21	14:00			210	181	391			
02:15			11	11	22	14:15			222	185	407			
02:30			13	20	33	14:30			247	190	437			
02:45			5	36	14	59	14:45		262	941	225	781	487	1722
03:00			10	11	21	15:00			299	163	462			
03:15			12	20	32	15:15			326	197	523			
03:30			18	14	32	15:30			337	215	552			
03:45			26	66	14	59	15:45		344	1306	212	787	556	2093
04:00			24	23	47	16:00			320	213	533			
04:15			23	21	44	16:15			381	187	568			
04:30			43	38	81	16:30			387	230	617			
04:45			46	136	48	130	16:45		385	1473	197	827	582	2300
05:00			48	59	107	17:00			403	190	593			
05:15			60	76	136	17:15			390	255	645			
05:30			82	127	209	17:30			469	275	744			
05:45			78	268	146	408	17:45		431	1693	224	944	655	2637
06:00			107	171	278	18:00			446	204	650			
06:15			106	274	380	18:15			422	203	625			
06:30			120	332	452	18:30			395	194	589			
06:45			124	457	363	1140	18:45		387	1650	209	810	596	2460
07:00			132	414	546	19:00			281	182	463			
07:15			146	394	540	19:15			255	149	404			
07:30			218	406	624	19:30			226	149	375			
07:45			254	750	400	1614	19:45		214	976	144	624	358	1600
08:00			186	369	555	20:00			198	156	354			
08:15			158	344	502	20:15			165	126	291			
08:30			152	311	463	20:30			163	129	292			
08:45			151	647	287	1311	20:45		154	680	113	524	267	1204
09:00			151	278	429	21:00			130	136	266			
09:15			164	214	378	21:15			106	110	216			
09:30			139	197	336	21:30			112	102	214			
09:45			172	626	217	906	21:45		99	447	94	442	193	889
10:00			158	183	341	22:00			99	90	189			
10:15			127	148	275	22:15			96	89	185			
10:30			156	158	314	22:30			90	75	165			
10:45			168	609	177	666	22:45		80	365	64	318	144	683
11:00			162	157	319	23:00			60	71	131			
11:15			138	173	311	23:15			48	40	88			
11:30			156	156	312	23:30			45	28	73			
11:45			169	625	181	667	23:45		39	192	29	168	68	360
TOTALS			4379	7082	11461	TOTALS			11237	7598	18835			
SPLIT %			38.2%	61.8%	37.8%	SPLIT %			59.7%	40.3%	62.2%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	15,616	14,680	30,296		
AM Peak Hour			07:30	07:00	07:15	PM Peak Hour			17:30	17:15	17:15
AM Pk Volume			816	1614	2373	PM Pk Volume			1768	958	2694
Pk Hr Factor			0.803	0.975	0.907	Pk Hr Factor			0.942	0.871	0.905
7 - 9 Volume	0	0	1397	2925	4322	4 - 6 Volume	0	0	3166	1771	4937
7 - 9 Peak Hour			07:30	07:00	07:15	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	816	1614	2373	4 - 6 Pk Volume	0	0	1693	944	2637
Pk Hr Factor	0.000	0.000	0.803	0.975	0.907	Pk Hr Factor	0.000	0.000	0.902	0.858	0.886

VOLUME

Beverly Rd from West City Limit to Paramount Blvd

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	1,777	1,412	3,189		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			1	3	4	12:00			16	18	34
00:15			3	4	7	12:15			18	22	40
00:30			0	3	3	12:30			20	20	40
00:45			0	4	0	12:45		81	27	22	49
01:00			0	3	3	13:00			14	19	33
01:15			0	0	0	13:15			24	11	35
01:30			0	0	0	13:30			23	22	45
01:45			0	1	4	13:45		78	17	28	45
02:00			0	4	4	14:00			28	32	60
02:15			2	2	4	14:15			32	21	53
02:30			2	2	4	14:30			44	23	67
02:45			0	4	2	14:45		131	27	20	47
03:00			1	0	1	15:00			28	26	54
03:15			1	0	1	15:15			45	27	72
03:30			1	0	1	15:30			59	39	98
03:45			4	7	1	15:45		120	37	28	65
04:00			3	1	4	16:00			47	37	84
04:15			3	0	3	16:15			34	22	56
04:30			4	1	5	16:30			25	25	50
04:45			5	15	1	16:45		112	42	148	28
05:00			5	1	6	17:00			44	22	66
05:15			6	4	10	17:15			43	39	82
05:30			7	5	12	17:30			43	33	76
05:45			13	31	2	17:45		128	34	164	34
06:00			13	3	16	18:00			27	43	70
06:15			13	4	17	18:15			28	38	66
06:30			12	6	18	18:30			28	31	59
06:45			21	59	8	18:45		142	25	108	30
07:00			29	10	39	19:00			28	29	57
07:15			45	10	55	19:15			24	20	44
07:30			47	28	75	19:30			27	25	52
07:45			51	172	34	19:45		105	25	104	31
08:00			50	30	80	20:00			22	22	44
08:15			31	18	49	20:15			26	27	53
08:30			25	18	43	20:30			17	22	39
08:45			27	133	16	20:45		87	19	84	16
09:00			19	7	26	21:00			15	6	21
09:15			13	12	25	21:15			9	9	18
09:30			18	14	32	21:30			10	17	27
09:45			25	75	9	21:45		45	6	40	13
10:00			19	10	29	22:00			4	9	13
10:15			17	17	34	22:15			7	6	13
10:30			18	6	24	22:30			1	9	10
10:45			23	77	14	22:45		28	1	13	4
11:00			14	8	22	23:00			2	4	6
11:15			16	16	32	23:15			3	4	7
11:30			27	14	41	23:30			0	1	1
11:45			16	73	20	23:45		15	2	7	6
TOTALS			650	372	1022	TOTALS			1127	1040	2167
SPLIT %			63.6%	36.4%	32.0%	SPLIT %			52.0%	48.0%	68.0%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	1,777	1,412	3,189		
AM Peak Hour			07:15	07:30	07:15	PM Peak Hour			15:15	17:15	15:15
AM Pk Volume			193	110	295	PM Pk Volume			188	149	319
Pk Hr Factor			0.946	0.809	0.868	Pk Hr Factor			0.797	0.866	0.814
7 - 9 Volume	0	0	305	164	469	4 - 6 Volume	0	0	312	240	552
7 - 9 Peak Hour			07:15	07:30	07:15	4 - 6 Peak Hour			16:45	17:00	16:45
7 - 9 Pk Volume	0	0	193	110	295	4 - 6 Pk Volume	0	0	172	128	294
Pk Hr Factor	0.000	0.000	0.946	0.809	0.868	Pk Hr Factor	0.000	0.000	0.977	0.821	0.896

VOLUME

Beverly Rd from Paramount Blvd to Passons Blvd

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_004

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	3,635	3,253	6,888					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			4	2	6	12:00			59	43	102			
00:15			3	5	8	12:15			49	36	85			
00:30			7	2	9	12:30			32	41	73			
00:45			1	15	2	11	3	26	48	188	40	160	88	348
01:00			0	3	3	13:00			57	48	105			
01:15			1	1	2	13:15			52	43	95			
01:30			0	4	4	13:30			42	50	92			
01:45			0	1	0	8	0	9	42	193	35	176	77	369
02:00			2	3	5	14:00			51	54	105			
02:15			1	2	3	14:15			53	58	111			
02:30			5	1	6	14:30			70	59	129			
02:45			4	12	1	7	5	19	87	261	92	263	179	524
03:00			0	1	1	15:00			63	76	139			
03:15			3	2	5	15:15			58	43	101			
03:30			5	10	15	15:30			79	45	124			
03:45			5	13	3	16	8	29	87	287	60	224	147	511
04:00			4	2	6	16:00			95	60	155			
04:15			9	3	12	16:15			86	45	131			
04:30			10	3	13	16:30			100	69	169			
04:45			11	34	9	17	20	51	81	362	65	239	146	601
05:00			8	8	16	17:00			79	68	147			
05:15			8	16	24	17:15			115	54	169			
05:30			10	28	38	17:30			92	61	153			
05:45			19	45	25	77	44	122	88	374	64	247	152	621
06:00			17	22	39	18:00			97	49	146			
06:15			26	37	63	18:15			71	62	133			
06:30			21	25	46	18:30			71	65	136			
06:45			31	95	49	133	80	228	62	301	43	219	105	520
07:00			31	55	86	19:00			54	51	105			
07:15			35	106	141	19:15			40	41	81			
07:30			83	149	232	19:30			45	32	77			
07:45			102	251	133	443	235	694	47	186	35	159	82	345
08:00			63	105	168	20:00			58	38	96			
08:15			56	63	119	20:15			43	37	80			
08:30			39	47	86	20:30			39	36	75			
08:45			39	197	39	254	78	451	50	190	17	128	67	318
09:00			31	32	63	21:00			32	15	47			
09:15			40	24	64	21:15			22	22	44			
09:30			33	32	65	21:30			21	18	39			
09:45			36	140	25	113	61	253	21	96	21	76	42	172
10:00			27	23	50	22:00			17	12	29			
10:15			22	23	45	22:15			10	14	24			
10:30			43	23	66	22:30			11	5	16			
10:45			51	143	31	100	82	243	16	54	8	39	24	93
11:00			37	33	70	23:00			13	8	21			
11:15			41	22	63	23:15			7	5	12			
11:30			50	37	87	23:30			7	6	13			
11:45			40	168	22	114	62	282	2	29	11	30	13	59
TOTALS			1114	1293	2407	TOTALS			2521	1960	4481			
SPLIT %			46.3%	53.7%	34.9%	SPLIT %			56.3%	43.7%	65.1%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	3,635	3,253	6,888		
AM Peak Hour			07:30	07:15	07:15	PM Peak Hour			17:15	14:15	16:30
AM Pk Volume			304	493	776	PM Pk Volume			392	285	631
Pk Hr Factor			0.745	0.827	0.826	Pk Hr Factor			0.852	0.774	0.933
7 - 9 Volume	0	0	448	697	1145	4 - 6 Volume	0	0	736	486	1222
7 - 9 Peak Hour			07:30	07:15	07:15	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	304	493	776	4 - 6 Pk Volume	0	0	375	256	631
Pk Hr Factor	0.000	0.000	0.745	0.827	0.826	Pk Hr Factor	0.000	0.000	0.815	0.928	0.933

VOLUME

Beverly Rd from Passons Blvd to Manning Rd

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_005

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	2,634	2,144	4,778					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			4	1	5	12:00			35	31	66			
00:15			1	4	5	12:15			45	38	83			
00:30			2	1	3	12:30			34	44	78			
00:45			1	8	0	6	1	14	39	153	30	143	69	296
01:00			1	0	1	13:00			47	35	82			
01:15			0	0	0	13:15			39	25	64			
01:30			0	3	3	13:30			28	32	60			
01:45			1	2	1	4	2	6	30	144	25	117	55	261
02:00			0	2	2	14:00			31	35	66			
02:15			1	0	1	14:15			37	26	63			
02:30			8	3	11	14:30			53	31	84			
02:45			4	13	3	8	7	21	36	157	89	181	125	338
03:00			1	0	1	15:00			44	32	76			
03:15			3	2	5	15:15			53	30	83			
03:30			5	0	5	15:30			69	39	108			
03:45			6	15	2	4	8	19	57	223	46	147	103	370
04:00			4	2	6	16:00			60	50	110			
04:15			14	1	15	16:15			64	24	88			
04:30			13	2	15	16:30			64	66	130			
04:45			24	55	9	14	33	69	61	249	35	175	96	424
05:00			17	5	22	17:00			68	39	107			
05:15			16	8	24	17:15			62	34	96			
05:30			15	10	25	17:30			57	44	101			
05:45			26	74	19	42	45	116	59	246	32	149	91	395
06:00			21	7	28	18:00			62	39	101			
06:15			27	14	41	18:15			52	28	80			
06:30			18	20	38	18:30			54	40	94			
06:45			22	88	18	59	40	147	44	212	33	140	77	352
07:00			24	19	43	19:00			29	31	60			
07:15			21	82	103	19:15			40	20	60			
07:30			51	108	159	19:30			31	19	50			
07:45			53	149	83	292	136	441	29	129	16	86	45	215
08:00			39	48	87	20:00			40	14	54			
08:15			40	35	75	20:15			31	15	46			
08:30			25	22	47	20:30			15	12	27			
08:45			32	136	33	138	65	274	29	115	8	49	37	164
09:00			25	27	52	21:00			21	18	39			
09:15			28	21	49	21:15			20	8	28			
09:30			28	21	49	21:30			15	9	24			
09:45			35	116	34	103	69	219	15	71	8	43	23	114
10:00			21	21	42	22:00			7	10	17			
10:15			29	22	51	22:15			7	8	15			
10:30			25	27	52	22:30			10	4	14			
10:45			38	113	31	101	69	214	8	32	2	24	10	56
11:00			30	29	59	23:00			6	8	14			
11:15			23	19	42	23:15			3	4	7			
11:30			36	22	58	23:30			2	2	4			
11:45			32	121	30	100	62	221	2	13	5	19	7	32
TOTALS			890	871	1761	TOTALS			1744	1273	3017			
SPLIT %			50.5%	49.5%	36.9%	SPLIT %			57.8%	42.2%	63.1%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	2,634	2,144	4,778		
AM Peak Hour			07:30	07:15	07:15	PM Peak Hour			16:15	14:45	15:45
AM Pk Volume			183	321	485	PM Pk Volume			257	190	431
Pk Hr Factor			0.863	0.743	0.763	Pk Hr Factor			0.945	0.534	0.829
7 - 9 Volume	0	0	285	430	715	4 - 6 Volume	0	0	495	324	819
7 - 9 Peak Hour			07:30	07:15	07:15	4 - 6 Peak Hour			16:15	16:00	16:30
7 - 9 Pk Volume	0	0	183	321	485	4 - 6 Pk Volume	0	0	257	175	429
Pk Hr Factor	0.000	0.000	0.863	0.743	0.763	Pk Hr Factor	0.000	0.000	0.945	0.663	0.825

VOLUME

Durfee Ave from Whittier Blvd to Beverly Blvd

Day: Tuesday
Date: 4/29/2014

City: Pico Rivera
Project #: CA14_5220_006

DAILY TOTALS					NB	SB	EB	WB	Total		
					5,221	4,210	0	0	9,431		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	14	4			18	12:00	91	71			162
00:15	9	2			11	12:15	93	72			165
00:30	5	4			9	12:30	60	77			137
00:45	2	30	4	14	6	12:45	79	323	68	288	147
					44						611
01:00	2	2			4	13:00	68	72			140
01:15	6	3			9	13:15	81	72			153
01:30	2	2			4	13:30	81	69			150
01:45	4	14	3	10	7	13:45	69	299	74	287	143
					24						586
02:00	6	0			6	14:00	81	84			165
02:15	2	0			2	14:15	94	83			177
02:30	1	2			3	14:30	98	98			196
02:45	3	12	1	3	4	14:45	126	399	135	400	261
					15						799
03:00	3	2			5	15:00	87	92			179
03:15	3	2			5	15:15	140	82			222
03:30	10	0			10	15:30	105	74			179
03:45	8	24	3	7	11	15:45	109	441	83	331	192
					31						772
04:00	2	4			6	16:00	97	92			189
04:15	3	2			5	16:15	91	78			169
04:30	4	6			10	16:30	112	80			192
04:45	10	19	5	17	15	16:45	108	408	82	332	190
					36						740
05:00	14	4			18	17:00	112	70			182
05:15	14	8			22	17:15	137	59			196
05:30	12	21			33	17:30	114	74			188
05:45	20	60	22	55	42	17:45	119	482	57	260	176
					115						742
06:00	17	18			35	18:00	114	39			153
06:15	24	22			46	18:15	83	54			137
06:30	30	33			63	18:30	100	50			150
06:45	25	96	44	117	69	18:45	107	404	53	196	160
					213						600
07:00	42	56			98	19:00	76	56			132
07:15	66	81			147	19:15	70	33			103
07:30	87	113			200	19:30	76	39			115
07:45	118	313	116	366	234	19:45	95	317	31	159	126
					679						476
08:00	82	103			185	20:00	60	31			91
08:15	54	80			134	20:15	81	32			113
08:30	65	62			127	20:30	71	29			100
08:45	52	253	73	318	125	20:45	54	266	26	118	80
					571						384
09:00	55	59			114	21:00	73	24			97
09:15	61	55			116	21:15	55	20			75
09:30	54	48			102	21:30	50	19			69
09:45	49	219	65	227	114	21:45	52	230	12	75	64
					446						305
10:00	56	75			131	22:00	32	18			50
10:15	51	53			104	22:15	20	12			32
10:30	50	61			111	22:30	27	10			37
10:45	56	213	61	250	117	22:45	24	103	10	50	34
					463						153
11:00	63	66			129	23:00	21	10			31
11:15	69	78			147	23:15	11	2			13
11:30	49	90			139	23:30	13	5			18
11:45	50	231	74	308	124	23:45	20	65	5	22	25
					539						87
TOTALS	1484	1692			3176	TOTALS	3737	2518			6255
SPLIT %	46.7%	53.3%			33.7%	SPLIT %	59.7%	40.3%			66.3%

DAILY TOTALS					NB	SB	EB	WB	Total		
					5,221	4,210	0	0	9,431		
AM Peak Hour	07:15	07:15			07:15	PM Peak Hour	17:15	14:15		14:30	
AM Pk Volume	353	413			766	PM Pk Volume	484	408		858	
Pk Hr Factor	0.748	0.890			0.818	Pk Hr Factor	0.883	0.756		0.822	
7 - 9 Volume	566	684	0	0	1250	4 - 6 Volume	890	592	0	0	1482
7 - 9 Peak Hour	07:15	07:15			07:15	4 - 6 Peak Hour	17:00	16:00			16:30
7 - 9 Pk Volume	353	413	0	0	766	4 - 6 Pk Volume	482	332	0	0	760
Pk Hr Factor	0.748	0.890	0.000	0.000	0.818	Pk Hr Factor	0.880	0.902	0.000	0.000	0.969

VOLUME

Durfee Ave from Beverly Blvd to Kruss Rd

Day: Tuesday
Date: 4/22/2014City: Pico Rivera
Project #: CA14_5220_007

DAILY TOTALS					NB	SB	EB	WB	Total		
					2,500	2,793	0	0	5,293		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	3	3			6	12:00	45	46			91
00:15	5	1			6	12:15	27	32			59
00:30	10	3			13	12:30	36	29			65
00:45	1	19	0	7	26	12:45	52	160	32	139	299
01:00	0	1			1	13:00	31	35			66
01:15	2	5			7	13:15	46	41			87
01:30	2	1			3	13:30	33	35			68
01:45	2	6	2	9	15	13:45	19	129	28	139	268
02:00	2	1			3	14:00	52	38			90
02:15	0	2			2	14:15	45	36			81
02:30	2	3			5	14:30	44	83			127
02:45	3	7	2	8	15	14:45	54	195	55	212	407
03:00	1	2			3	15:00	42	46			88
03:15	2	4			6	15:15	63	43			106
03:30	0	6			6	15:30	64	54			118
03:45	1	4	3	15	19	15:45	41	210	54	197	407
04:00	1	3			4	16:00	46	52			98
04:15	0	12			12	16:15	47	56			103
04:30	2	6			8	16:30	48	48			96
04:45	3	6	6	27	33	16:45	40	181	39	195	376
05:00	4	14			18	17:00	62	61			123
05:15	4	11			15	17:15	85	56			141
05:30	8	12			20	17:30	63	58			121
05:45	11	27	22	59	86	17:45	61	271	53	228	499
06:00	17	19			36	18:00	49	63			112
06:15	13	13			26	18:15	36	44			80
06:30	16	32			48	18:30	45	43			88
06:45	23	69	27	91	160	18:45	36	166	48	198	364
07:00	25	34			59	19:00	36	46			82
07:15	36	66			102	19:15	31	46			77
07:30	55	89			144	19:30	40	39			79
07:45	74	190	78	267	457	19:45	27	134	46	177	311
08:00	57	47			104	20:00	38	28			66
08:15	40	41			81	20:15	37	31			68
08:30	22	44			66	20:30	18	14			32
08:45	19	138	43	175	313	20:45	21	114	25	98	212
09:00	26	47			73	21:00	25	21			46
09:15	18	35			53	21:15	17	19			36
09:30	22	31			53	21:30	15	19			34
09:45	41	107	31	144	251	21:45	12	69	10	69	138
10:00	34	35			69	22:00	14	11			25
10:15	26	21			47	22:15	15	11			26
10:30	25	32			57	22:30	8	9			17
10:45	33	118	42	130	248	22:45	11	48	7	38	86
11:00	26	31			57	23:00	17	6			23
11:15	26	54			80	23:15	8	7			15
11:30	19	31			50	23:30	5	7			12
11:45	24	95	30	146	241	23:45	7	37	5	25	62
TOTALS	786	1078			1864	TOTALS	1714	1715			3429
SPLIT %	42.2%	57.8%			35.2%	SPLIT %	50.0%	50.0%			64.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					2,500	2,793	0	0	5,293
AM Peak Hour	07:30	07:15			07:15	PM Peak Hour	17:00	17:15	17:00
AM Pk Volume	226	280			502	PM Pk Volume	271	230	499
Pk Hr Factor	0.764	0.787			0.826	Pk Hr Factor	0.797	0.913	0.885
7 - 9 Volume	328	442	0	0	770	4 - 6 Volume	452	423	875
7 - 9 Peak Hour	07:30	07:15			07:15	4 - 6 Peak Hour	17:00	17:00	17:00
7 - 9 Pk Volume	226	280	0	0	502	4 - 6 Pk Volume	271	228	499
Pk Hr Factor	0.764	0.787	0.000	0.000	0.826	Pk Hr Factor	0.797	0.934	0.885

VOLUME

Loch Lomond Dr from Paramoun Blvd to Van Norman Rd

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_008

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	1,275	1,488	2,763			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			5	8	13	12:00			44	18	62	
00:15			3	2	5	12:15			17	27	44	
00:30			23	3	26	12:30			15	20	35	
00:45			9	40	5	18	12:45		7	83	21	86
01:00			2	1	3	13:00			23	27	50	
01:15			14	0	14	13:15			23	17	40	
01:30			0	3	3	13:30			36	16	52	
01:45			0	16	1	5	13:45		31	113	22	82
02:00			3	1	4	14:00			16	16	32	
02:15			2	3	5	14:15			18	32	50	
02:30			8	6	14	14:30			28	26	54	
02:45			1	14	14	24	14:45		15	77	36	110
03:00			0	9	9	15:00			40	32	72	
03:15			2	12	14	15:15			30	32	62	
03:30			5	9	14	15:30			72	18	90	
03:45			2	9	11	41	15:45		33	175	20	102
04:00			2	10	12	16:00			28	9	37	
04:15			2	22	24	16:15			30	9	39	
04:30			2	24	26	16:30			29	12	41	
04:45			5	11	49	105	16:45		28	115	11	41
05:00			7	18	25	17:00			35	4	39	
05:15			9	20	29	17:15			19	11	30	
05:30			9	27	36	17:30			30	14	44	
05:45			9	34	33	98	17:45		26	110	9	38
06:00			6	28	34	18:00			13	6	19	
06:15			7	35	42	18:15			4	9	13	
06:30			7	45	52	18:30			19	9	28	
06:45			19	39	50	158	18:45		9	45	5	29
07:00			11	34	45	19:00			9	4	13	
07:15			11	31	42	19:15			9	8	17	
07:30			13	38	51	19:30			8	4	12	
07:45			9	44	34	137	19:45		2	28	2	18
08:00			11	29	40	20:00			7	10	17	
08:15			14	25	39	20:15			8	13	21	
08:30			13	12	25	20:30			9	12	21	
08:45			13	51	16	82	20:45		11	35	12	47
09:00			8	13	21	21:00			7	2	9	
09:15			10	13	23	21:15			5	2	7	
09:30			10	20	30	21:30			1	3	4	
09:45			16	44	27	73	21:45		4	17	1	8
10:00			15	16	31	22:00			4	4	8	
10:15			16	23	39	22:15			2	3	5	
10:30			16	24	40	22:30			2	1	3	
10:45			11	58	19	82	22:45		4	12	4	12
11:00			21	17	38	23:00			14	5	19	
11:15			14	22	36	23:15			1	2	3	
11:30			19	12	31	23:30			12	5	17	
11:45			23	77	23	74	23:45		1	28	6	18
TOTALS			437	897	1334	TOTALS			838	591	1429	
SPLIT %			32.8%	67.2%	48.3%	SPLIT %			58.6%	41.4%	51.7%	

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	1,275	1,488	2,763

AM Peak Hour	11:30	06:15	06:15	PM Peak Hour	15:00	14:15	15:00				
AM Pk Volume	103	164	208	PM Pk Volume	175	126	277				
Pk Hr Factor	0.585	0.820	0.754	Pk Hr Factor	0.608	0.875	0.769				
7 - 9 Volume	0	0	95	219	314	4 - 6 Volume	0	0	225	79	304
7 - 9 Peak Hour	08:00	07:00	07:00	4 - 6 Peak Hour	16:15	16:00	16:15				
7 - 9 Pk Volume	0	0	51	137	181	4 - 6 Pk Volume	0	0	122	41	158
Pk Hr Factor	0.000	0.000	0.911	0.901	0.887	Pk Hr Factor	0.000	0.000	0.871	0.854	0.963

VOLUME

Mines Ave from Paramount Blvd to Rosemead Blvd

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_009

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	2,897	2,855	5,752					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			4	6	10	12:00			45	32	77			
00:15			0	8	8	12:15			31	35	66			
00:30			5	3	8	12:30			31	27	58			
00:45			1	10	1	12:45			47	154	42	136	89	290
01:00			1	1	2	13:00			45	53	98			
01:15			2	2	4	13:15			36	30	66			
01:30			1	4	5	13:30			33	38	71			
01:45			0	4	2	13:45			42	156	47	168	89	324
02:00			3	1	4	14:00			45	37	82			
02:15			0	1	1	14:15			41	30	71			
02:30			2	4	6	14:30			44	33	77			
02:45			1	6	1	14:45			71	201	47	147	118	348
03:00			1	3	4	15:00			60	57	117			
03:15			0	3	3	15:15			47	56	103			
03:30			2	5	7	15:30			55	56	111			
03:45			3	6	3	15:45			57	219	36	205	93	424
04:00			3	8	11	16:00			58	37	95			
04:15			3	6	9	16:15			68	39	107			
04:30			5	15	20	16:30			58	42	100			
04:45			3	14	28	16:45			66	250	44	162	110	412
05:00			6	19	25	17:00			77	52	129			
05:15			6	15	21	17:15			97	51	148			
05:30			6	30	36	17:30			95	52	147			
05:45			6	24	22	17:45			76	345	45	200	121	545
06:00			17	33	50	18:00			80	38	118			
06:15			12	33	45	18:15			66	52	118			
06:30			15	45	60	18:30			60	34	94			
06:45			18	62	50	18:45			55	261	36	160	91	421
07:00			21	75	96	19:00			52	46	98			
07:15			49	56	105	19:15			52	36	88			
07:30			66	71	137	19:30			42	40	82			
07:45			53	189	69	19:45			36	182	47	169	83	351
08:00			48	64	112	20:00			33	61	94			
08:15			40	54	94	20:15			42	26	68			
08:30			29	38	67	20:30			30	39	69			
08:45			30	147	34	20:45			30	135	30	156	60	291
09:00			27	26	53	21:00			22	19	41			
09:15			32	34	66	21:15			29	24	53			
09:30			43	38	81	21:30			19	14	33			
09:45			27	129	30	21:45			11	81	19	76	30	157
10:00			23	34	57	22:00			14	16	30			
10:15			24	28	52	22:15			21	16	37			
10:30			34	30	64	22:30			13	11	24			
10:45			25	106	26	22:45			8	56	13	56	21	112
11:00			29	37	66	23:00			8	14	22			
11:15			29	19	48	23:15			12	11	23			
11:30			36	33	69	23:30			7	5	12			
11:45			31	125	37	23:45			8	35	5	35	13	70
TOTALS			822	1185	2007	TOTALS			2075	1670	3745			
SPLIT %			41.0%	59.0%	34.9%	SPLIT %			55.4%	44.6%	65.1%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	2,897	2,855	5,752

AM Peak Hour	07:15	07:00	07:15	PM Peak Hour	17:15	14:45	17:00
AM Pk Volume	216	271	476	PM Pk Volume	348	216	545
Pk Hr Factor	0.818	0.903	0.869	Pk Hr Factor	0.897	0.947	0.921
7 - 9 Volume	0	0	336	4 - 6 Volume	0	0	957
7 - 9 Peak Hour	07:15	07:00	07:15	4 - 6 Peak Hour	17:00	17:00	17:00
7 - 9 Pk Volume	0	0	216	4 - 6 Pk Volume	0	0	545
Pk Hr Factor	0.000	0.000	0.818	Pk Hr Factor	0.000	0.000	0.921

VOLUME

Mines Ave from Rosemead Blvd to Passons Blvd

Day: Tuesday
Date: 4/22/2014City: Pico Rivera
Project #: CA14_5220_010

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	3,918	3,128	7,046					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			8	7	15	12:00			38	49	87			
00:15			4	5	9	12:15			41	46	87			
00:30			3	5	8	12:30			44	46	90			
00:45			2	17	0	17	12:45		51	174	43	184	94	358
01:00			2	1	3	13:00			65	54	119			
01:15			6	2	8	13:15			50	36	86			
01:30			2	5	7	13:30			41	40	81			
01:45			1	11	3	11	13:45		55	211	48	178	103	389
02:00			1	3	4	14:00			51	41	92			
02:15			1	2	3	14:15			66	40	106			
02:30			1	3	4	14:30			61	36	97			
02:45			4	7	1	9	14:45		80	258	63	180	143	438
03:00			0	1	1	15:00			78	47	125			
03:15			3	2	5	15:15			77	65	142			
03:30			0	5	5	15:30			74	61	135			
03:45			2	5	3	11	15:45		86	315	39	212	125	527
04:00			7	7	14	16:00			81	41	122			
04:15			4	5	9	16:15			77	44	121			
04:30			5	8	13	16:30			73	58	131			
04:45			1	17	16	36	16:45		72	303	52	195	124	498
05:00			1	18	19	17:00			96	62	158			
05:15			4	13	17	17:15			92	45	137			
05:30			5	29	34	17:30			115	58	173			
05:45			7	17	19	79	17:45		124	427	66	231	190	658
06:00			12	28	40	18:00			120	66	186			
06:15			11	29	40	18:15			84	72	156			
06:30			19	33	52	18:30			90	42	132			
06:45			28	70	40	130	18:45		81	375	58	238	139	613
07:00			24	53	77	19:00			85	58	143			
07:15			49	42	91	19:15			76	50	126			
07:30			103	56	159	19:30			68	67	135			
07:45			93	269	71	222	19:45		51	280	57	232	108	512
08:00			67	50	117	20:00			64	90	154			
08:15			45	49	94	20:15			57	43	100			
08:30			36	38	74	20:30			49	45	94			
08:45			33	181	29	166	20:45		38	208	28	206	66	414
09:00			29	41	70	21:00			32	20	52			
09:15			37	39	76	21:15			44	18	62			
09:30			45	54	99	21:30			40	17	57			
09:45			37	148	31	165	21:45		19	135	18	73	37	208
10:00			55	37	92	22:00			20	14	34			
10:15			50	30	80	22:15			28	11	39			
10:30			40	35	75	22:30			19	5	24			
10:45			44	189	37	139	22:45		17	84	8	38	25	122
11:00			32	44	76	23:00			17	8	25			
11:15			43	35	78	23:15			15	5	20			
11:30			40	43	83	23:30			11	2	13			
11:45			46	161	36	158	23:45		13	56	3	18	16	74
TOTALS			1092	1143	2235	TOTALS			2826	1985	4811			
SPLIT %			48.9%	51.1%	31.7%	SPLIT %			58.7%	41.3%	68.3%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	3,918	3,128	7,046		
AM Peak Hour			07:15	07:30	07:30	PM Peak Hour			17:15	19:15	17:30
AM Pk Volume			312	226	534	PM Pk Volume			451	264	705
Pk Hr Factor			0.757	0.796	0.814	Pk Hr Factor			0.909	0.733	0.928
7 - 9 Volume	0	0	450	388	838	4 - 6 Volume	0	0	730	426	1156
7 - 9 Peak Hour			07:15	07:30	07:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	312	226	534	4 - 6 Pk Volume	0	0	427	231	658
Pk Hr Factor	0.000	0.000	0.757	0.796	0.814	Pk Hr Factor	0.000	0.000	0.861	0.875	0.866

VOLUME

Mines Ave from Passons Blvd to Rimbank Ave

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_011

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	1,296	1,524	2,820					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			4	4	8	12:00			14	16	30			
00:15			5	2	7	12:15			8	15	23			
00:30			0	2	2	12:30			15	10	25			
00:45			1	10	1	9	12:45		20	57	14	55	34	112
01:00			0	0	0	13:00			15	13	28			
01:15			1	3	4	13:15			11	20	31			
01:30			2	4	6	13:30			16	17	33			
01:45			0	3	3	10	13:45		20	62	22	72	42	134
02:00			1	1	2	14:00			15	19	34			
02:15			1	1	2	14:15			20	24	44			
02:30			1	0	1	14:30			22	27	49			
02:45			5	8	0	2	14:45		38	95	32	102	70	197
03:00			0	0	0	15:00			27	61	88			
03:15			0	1	1	15:15			26	44	70			
03:30			0	4	4	15:30			32	19	51			
03:45			1	1	1	6	15:45		31	116	24	148	55	264
04:00			2	3	5	16:00			34	25	59			
04:15			2	2	4	16:15			23	11	34			
04:30			2	1	3	16:30			22	21	43			
04:45			1	7	7	13	16:45		22	101	27	84	49	185
05:00			2	11	13	17:00			20	28	48			
05:15			2	4	6	17:15			26	30	56			
05:30			3	18	21	17:30			29	37	66			
05:45			3	10	11	44	17:45		23	98	37	132	60	230
06:00			3	17	20	18:00			27	16	43			
06:15			4	19	23	18:15			25	24	49			
06:30			4	14	18	18:30			23	22	45			
06:45			5	16	17	67	18:45		27	102	29	91	56	193
07:00			7	38	45	19:00			22	17	39			
07:15			15	37	52	19:15			35	25	60			
07:30			29	44	73	19:30			30	12	42			
07:45			55	106	67	186	19:45		19	106	17	71	36	177
08:00			24	36	60	20:00			30	13	43			
08:15			17	34	51	20:15			18	11	29			
08:30			13	27	40	20:30			14	10	24			
08:45			7	61	19	116	20:45		15	77	14	48	29	125
09:00			12	23	35	21:00			19	7	26			
09:15			9	23	32	21:15			21	12	33			
09:30			11	14	25	21:30			14	3	17			
09:45			5	37	21	81	21:45		11	65	7	29	18	94
10:00			11	14	25	22:00			8	10	18			
10:15			8	18	26	22:15			8	4	12			
10:30			16	18	34	22:30			8	8	16			
10:45			14	49	17	67	22:45		7	31	5	27	12	58
11:00			12	21	33	23:00			7	2	9			
11:15			10	11	21	23:15			7	4	11			
11:30			14	11	25	23:30			4	0	4			
11:45			18	54	11	54	23:45		6	24	4	10	10	34
TOTALS			362	655	1017	TOTALS			934	869	1803			
SPLIT %			35.6%	64.4%	36.1%	SPLIT %			51.8%	48.2%	63.9%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	1,296	1,524	2,820

AM Peak Hour	07:30	07:00	07:15	PM Peak Hour	14:45	14:30	14:45				
AM Pk Volume	125	186	307	PM Pk Volume	123	164	279				
Pk Hr Factor	0.568	0.694	0.629	Pk Hr Factor	0.809	0.672	0.793				
7 - 9 Volume	0	0	167	302	469	4 - 6 Volume	0	0	199	216	415
7 - 9 Peak Hour	07:30	07:00	07:15	4 - 6 Peak Hour	16:00	17:00	17:00				
7 - 9 Pk Volume	0	0	125	186	307	4 - 6 Pk Volume	0	0	101	132	230
Pk Hr Factor	0.000	0.000	0.568	0.694	0.629	Pk Hr Factor	0.000	0.000	0.743	0.892	0.871

VOLUME

Paramount Blvd from Telegraph Rd to Slauson Ave

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_012

DAILY TOTALS					NB	SB	EB	WB	Total		
					10,445	10,767	0	0	21,212		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	29	25			54	12:00	133	121			254
00:15	13	18			31	12:15	135	130			265
00:30	26	26			52	12:30	147	139			286
00:45	16	84	9	78	25	12:45	126	541	106	496	232
01:00	11	22			33	13:00	150	121			271
01:15	15	6			21	13:15	142	144			286
01:30	14	7			21	13:30	131	155			286
01:45	12	52	7	42	19	13:45	139	562	151	571	290
02:00	8	8			16	14:00	155	141			296
02:15	13	11			24	14:15	141	152			293
02:30	16	14			30	14:30	152	173			325
02:45	22	59	9	42	31	14:45	177	625	183	649	360
03:00	15	10			25	15:00	194	199			393
03:15	24	8			32	15:15	213	209			422
03:30	39	19			58	15:30	208	221			429
03:45	27	105	19	56	46	15:45	228	843	214	843	442
04:00	13	21			34	16:00	229	224			453
04:15	29	25			54	16:15	235	227			462
04:30	69	50			119	16:30	232	250			482
04:45	86	197	33	129	119	16:45	236	932	230	931	466
05:00	36	49			85	17:00	279	283			562
05:15	65	82			147	17:15	237	285			522
05:30	94	86			180	17:30	252	233			485
05:45	105	300	93	310	198	17:45	233	1001	239	1040	472
06:00	69	109			178	18:00	182	199			381
06:15	98	126			224	18:15	214	186			400
06:30	107	150			257	18:30	175	158			333
06:45	155	429	150	535	305	18:45	145	716	138	681	283
07:00	121	216			337	19:00	137	115			252
07:15	167	194			361	19:15	128	128			256
07:30	174	227			401	19:30	109	95			204
07:45	208	670	211	848	419	19:45	111	485	74	412	185
08:00	146	213			359	20:00	101	82			183
08:15	141	207			348	20:15	105	74			179
08:30	127	206			333	20:30	94	85			179
08:45	119	533	168	794	287	20:45	72	372	89	330	161
09:00	93	143			236	21:00	59	64			123
09:15	128	119			247	21:15	84	85			169
09:30	130	120			250	21:30	68	68			136
09:45	112	463	117	499	229	21:45	59	270	53	270	112
10:00	106	95			201	22:00	55	59			114
10:15	108	103			211	22:15	49	40			89
10:30	108	110			218	22:30	48	49			97
10:45	102	424	98	406	200	22:45	43	195	49	197	92
11:00	105	109			214	23:00	23	50			73
11:15	125	127			252	23:15	32	31			63
11:30	116	117			233	23:30	24	44			68
11:45	138	484	104	457	242	23:45	24	103	26	151	50
TOTALS	3800	4196			7996	TOTALS	6645	6571			13216
SPLIT %	47.5%	52.5%			37.7%	SPLIT %	50.3%	49.7%			62.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					10,445	10,767	0	0	21,212

AM Peak Hour	07:15	07:30			07:15	PM Peak Hour	16:45	16:30			17:00
AM Pk Volume	695	858			1540	PM Pk Volume	1004	1048			2041
Pk Hr Factor	0.835	0.945			0.919	Pk Hr Factor	0.900	0.919			0.908
7 - 9 Volume	1203	1642	0	0	2845	4 - 6 Volume	1933	1971	0	0	3904
7 - 9 Peak Hour	07:15	07:30			07:15	4 - 6 Peak Hour	16:45	16:30			17:00
7 - 9 Pk Volume	695	858	0	0	1540	4 - 6 Pk Volume	1004	1048	0	0	2041
Pk Hr Factor	0.835	0.945	0.000	0.000	0.919	Pk Hr Factor	0.900	0.919	0.000	0.000	0.908

VOLUME

Paramount Blvd from Slauson Ave to Washington Blvd

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_013

DAILY TOTALS					NB	SB	EB	WB	Total		
					12,821	14,006	0	0	26,827		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	36	38			74	12:00	171	176			347
00:15	26	27			53	12:15	191	180			371
00:30	26	41			67	12:30	175	200			375
00:45	30	118	20	126	50	12:45	172	709	185	741	357
					244						1450
01:00	12	36			48	13:00	183	171			354
01:15	29	17			46	13:15	169	188			357
01:30	17	16			33	13:30	192	226			418
01:45	16	74	8	77	24	13:45	161	705	199	784	360
					151						1489
02:00	10	10			20	14:00	161	192			353
02:15	16	16			32	14:15	187	218			405
02:30	15	17			32	14:30	190	245			435
02:45	31	72	18	61	49	14:45	209	747	202	857	411
					133						1604
03:00	16	23			39	15:00	226	253			479
03:15	32	15			47	15:15	231	234			465
03:30	46	22			68	15:30	253	276			529
03:45	30	124	28	88	58	15:45	222	932	265	1028	487
					212						1960
04:00	32	36			68	16:00	237	257			494
04:15	40	47			87	16:15	263	294			557
04:30	69	61			130	16:30	263	315			578
04:45	61	202	58	202	119	16:45	254	1017	305	1171	559
					404						2188
05:00	67	62			129	17:00	329	318			647
05:15	64	95			159	17:15	265	326			591
05:30	103	140			243	17:30	258	316			574
05:45	120	354	114	411	234	17:45	267	1119	270	1230	537
					765						2349
06:00	107	147			254	18:00	219	265			484
06:15	114	162			276	18:15	231	232			463
06:30	123	209			332	18:30	201	179			380
06:45	187	531	191	709	378	18:45	206	857	180	856	386
					1240						1713
07:00	157	229			386	19:00	191	172			363
07:15	190	222			412	19:15	156	159			315
07:30	249	244			493	19:30	139	143			282
07:45	235	831	244	939	479	19:45	164	650	110	584	274
					1770						1234
08:00	188	256			444	20:00	135	114			249
08:15	178	204			382	20:15	130	142			272
08:30	180	206			386	20:30	120	107			227
08:45	175	721	174	840	349	20:45	94	479	132	495	226
					1561						974
09:00	131	159			290	21:00	102	93			195
09:15	153	145			298	21:15	104	129			233
09:30	171	184			355	21:30	89	94			183
09:45	139	594	141	629	280	21:45	74	369	90	406	164
					1223						775
10:00	125	137			262	22:00	74	92			166
10:15	132	140			272	22:15	82	66			148
10:30	143	130			273	22:30	72	79			151
10:45	146	546	157	564	303	22:45	53	281	84	321	137
					1110						602
11:00	140	160			300	23:00	42	82			124
11:15	149	163			312	23:15	48	44			92
11:30	155	163			318	23:30	40	47			87
11:45	186	630	187	673	373	23:45	29	159	41	214	70
					1303						373
TOTALS	4797	5319			10116	TOTALS	8024	8687			16711
SPLIT %	47.4%	52.6%			37.7%	SPLIT %	48.0%	52.0%			62.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					12,821	14,006	0	0	26,827

AM Peak Hour	07:15	07:15			07:15	PM Peak Hour	17:00	16:45			16:30
AM Pk Volume	862	966			1828	PM Pk Volume	1119	1265			2375
Pk Hr Factor	0.865	0.943			0.927	Pk Hr Factor	0.850	0.970			0.918
7 - 9 Volume	1552	1779	0	0	3331	4 - 6 Volume	2136	2401	0	0	4537
7 - 9 Peak Hour	07:15	07:15			07:15	4 - 6 Peak Hour	17:00	16:45			16:30
7 - 9 Pk Volume	862	966	0	0	1828	4 - 6 Pk Volume	1119	1265	0	0	2375
Pk Hr Factor	0.865	0.943	0.000	0.000	0.927	Pk Hr Factor	0.850	0.970	0.000	0.000	0.918

VOLUME

Paramount Blvd from Washington Blvd to Whittier Blvd

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_014

DAILY TOTALS					NB	SB	EB	WB	Total		
					10,470	10,723	0	0	21,193		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	30	29			59	12:00	129	111			240
00:15	24	26			50	12:15	151	148			299
00:30	25	21			46	12:30	139	124			263
00:45	16	95	17	93	33 188	12:45	157	576	132	515	289 1091
01:00	14	22			36	13:00	151	146			297
01:15	18	14			32	13:15	135	157			292
01:30	10	9			19	13:30	148	134			282
01:45	11	53	17	62	28 115	13:45	151	585	150	587	301 1172
02:00	10	14			24	14:00	147	174			321
02:15	7	11			18	14:15	170	156			326
02:30	17	10			27	14:30	172	140			312
02:45	22	56	22	57	44 113	14:45	186	675	160	630	346 1305
03:00	10	15			25	15:00	180	162			342
03:15	18	19			37	15:15	198	198			396
03:30	14	34			48	15:30	228	187			415
03:45	17	59	28	96	45 155	15:45	222	828	208	755	430 1583
04:00	26	28			54	16:00	218	183			401
04:15	16	39			55	16:15	239	180			419
04:30	38	56			94	16:30	234	181			415
04:45	52	132	65	188	117 320	16:45	258	949	207	751	465 1700
05:00	25	62			87	17:00	270	185			455
05:15	34	72			106	17:15	266	201			467
05:30	39	104			143	17:30	270	166			436
05:45	60	158	116	354	176 512	17:45	252	1058	178	730	430 1788
06:00	60	105			165	18:00	193	144			337
06:15	57	131			188	18:15	238	154			392
06:30	111	175			286	18:30	205	146			351
06:45	103	331	193	604	296 935	18:45	194	830	127	571	321 1401
07:00	99	177			276	19:00	157	116			273
07:15	138	232			370	19:15	145	113			258
07:30	139	218			357	19:30	119	101			220
07:45	158	534	241	868	399 1402	19:45	149	570	114	444	263 1014
08:00	140	221			361	20:00	122	107			229
08:15	123	204			327	20:15	124	105			229
08:30	96	196			292	20:30	111	92			203
08:45	114	473	174	795	288 1268	20:45	97	454	81	385	178 839
09:00	91	146			237	21:00	89	81			170
09:15	89	144			233	21:15	81	80			161
09:30	120	124			244	21:30	79	73			152
09:45	89	389	149	563	238 952	21:45	68	317	58	292	126 609
10:00	104	136			240	22:00	78	54			132
10:15	117	115			232	22:15	74	60			134
10:30	116	126			242	22:30	49	55			104
10:45	120	457	132	509	252 966	22:45	62	263	42	211	104 474
11:00	107	121			228	23:00	58	42			100
11:15	118	118			236	23:15	34	39			73
11:30	128	144			272	23:30	38	26			64
11:45	115	468	145	528	260 996	23:45	30	160	28	135	58 295
TOTALS	3205	4717			7922	TOTALS	7265	6006			13271
SPLIT %	40.5%	59.5%			37.4%	SPLIT %	54.7%	45.3%			62.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					10,470	10,723	0	0	21,193

AM Peak Hour	07:15	07:15			07:15	PM Peak Hour	16:45	15:15			16:45
AM Pk Volume	575	912			1487	PM Pk Volume	1064	776			1823
Pk Hr Factor	0.910	0.946			0.932	Pk Hr Factor	0.985	0.933			0.976
7 - 9 Volume	1007	1663	0	0	2670	4 - 6 Volume	2007	1481	0	0	3488
7 - 9 Peak Hour	07:15	07:15			07:15	4 - 6 Peak Hour	16:45	16:30			16:45
7 - 9 Pk Volume	575	912	0	0	1487	4 - 6 Pk Volume	1064	774	0	0	1823
Pk Hr Factor	0.910	0.946	0.000	0.000	0.932	Pk Hr Factor	0.985	0.935	0.000	0.000	0.976

VOLUME

Paramount Blvd from Whittier Blvd to Gallatin Rd

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_015

DAILY TOTALS					NB	SB	EB	WB	Total		
					9,703	8,878	0	0	18,581		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	12	13			25	12:00	116	107			223
00:15	26	12			38	12:15	133	99			232
00:30	23	6			29	12:30	110	117			227
00:45	4	65	9	40	13	12:45	132	491	116	439	248
01:00	12	11			23	13:00	133	116			249
01:15	7	6			13	13:15	122	88			210
01:30	8	2			10	13:30	129	117			246
01:45	7	34	4	23	11	13:45	146	530	101	422	247
02:00	6	10			16	14:00	126	123			249
02:15	7	8			15	14:15	160	136			296
02:30	9	8			17	14:30	178	138			316
02:45	8	30	5	31	13	14:45	216	680	144	541	360
03:00	6	13			19	15:00	167	141			308
03:15	12	8			20	15:15	214	151			365
03:30	10	13			23	15:30	226	166			392
03:45	10	38	23	57	33	15:45	201	808	178	636	379
04:00	11	13			24	16:00	211	147			358
04:15	16	19			35	16:15	222	169			391
04:30	19	32			51	16:30	210	188			398
04:45	24	70	35	99	59	16:45	237	880	197	701	434
05:00	19	32			51	17:00	251	186			437
05:15	31	48			79	17:15	245	210			455
05:30	35	53			88	17:30	250	232			482
05:45	46	131	76	209	122	17:45	248	994	171	799	419
06:00	50	69			119	18:00	218	170			388
06:15	46	108			154	18:15	203	166			369
06:30	83	139			222	18:30	189	136			325
06:45	89	268	157	473	246	18:45	202	812	138	610	340
07:00	101	131			232	19:00	138	125			263
07:15	137	197			334	19:15	142	115			257
07:30	150	227			377	19:30	129	108			237
07:45	181	569	212	767	393	19:45	136	545	92	440	228
08:00	180	198			378	20:00	113	92			205
08:15	159	170			329	20:15	133	82			215
08:30	121	123			244	20:30	85	79			164
08:45	113	573	120	611	233	20:45	91	422	63	316	154
09:00	89	97			186	21:00	64	71			135
09:15	94	99			193	21:15	68	71			139
09:30	114	106			220	21:30	80	47			127
09:45	97	394	96	398	193	21:45	68	280	51	240	119
10:00	97	80			177	22:00	67	37			104
10:15	84	83			167	22:15	48	42			90
10:30	87	77			164	22:30	36	22			58
10:45	119	387	96	336	215	22:45	46	197	35	136	81
11:00	91	108			199	23:00	46	32			78
11:15	101	103			204	23:15	27	36			63
11:30	101	125			226	23:30	25	25			50
11:45	91	384	115	451	206	23:45	23	121	10	103	33
TOTALS	2943	3495			6438	TOTALS	6760	5383			12143
SPLIT %	45.7%	54.3%			34.6%	SPLIT %	55.7%	44.3%			65.4%

DAILY TOTALS					NB	SB	EB	WB	Total
					9,703	8,878	0	0	18,581

AM Peak Hour	07:30	07:15		07:15	PM Peak Hour	17:00	16:45		16:45		
AM Pk Volume	670	834		1482	PM Pk Volume	994	825		1808		
Pk Hr Factor	0.925	0.919		0.943	Pk Hr Factor	0.990	0.889		0.938		
7 - 9 Volume	1142	1378	0	0	2520	4 - 6 Volume	1874	1500	0	0	3374
7 - 9 Peak Hour	07:30	07:15		07:15	4 - 6 Peak Hour	17:00	16:45			16:45	
7 - 9 Pk Volume	670	834	0	0	1482	4 - 6 Pk Volume	994	825	0	0	1808
Pk Hr Factor	0.925	0.919	0.000	0.000	0.943	Pk Hr Factor	0.990	0.889	0.000	0.000	0.938

VOLUME

Passons Blvd from Telegraph Rd to Slauson Ave

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_016

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,907	2,463	0	0	4,370		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	7	4			11	12:00	25	24			49
00:15	3	2			5	12:15	21	33			54
00:30	1	3			4	12:30	28	24			52
00:45	1	12	1	10	2	12:45	23	97	40	121	63
					22						218
01:00	1	1			2	13:00	25	44			69
01:15	2	2			4	13:15	25	44			69
01:30	6	2			8	13:30	31	30			61
01:45	2	11	3	8	5	13:45	33	114	32	150	65
					19						264
02:00	2	1			3	14:00	37	28			65
02:15	0	1			1	14:15	24	41			65
02:30	4	1			5	14:30	36	46			82
02:45	2	8	1	4	3	14:45	38	135	54	169	92
					12						304
03:00	1	1			2	15:00	43	54			97
03:15	5	5			10	15:15	30	50			80
03:30	2	4			6	15:30	25	41			66
03:45	1	9	4	14	5	15:45	35	133	35	180	70
					23						313
04:00	1	0			1	16:00	40	45			85
04:15	1	4			5	16:15	40	43			83
04:30	3	4			7	16:30	40	44			84
04:45	2	7	9	17	11	16:45	45	165	40	172	85
					24						337
05:00	2	9			11	17:00	44	49			93
05:15	2	11			13	17:15	50	61			111
05:30	3	20			23	17:30	38	44			82
05:45	5	12	17	57	22	17:45	56	188	46	200	102
					69						388
06:00	2	23			25	18:00	44	52			96
06:15	6	31			37	18:15	31	60			91
06:30	5	25			30	18:30	29	34			63
06:45	11	24	37	116	48	18:45	25	129	33	179	58
					140						308
07:00	15	43			58	19:00	42	37			79
07:15	19	54			73	19:15	40	29			69
07:30	25	24			49	19:30	42	44			86
07:45	23	82	41	162	64	19:45	24	148	43	153	67
					244						301
08:00	21	49			70	20:00	31	35			66
08:15	35	43			78	20:15	32	21			53
08:30	18	34			52	20:30	27	33			60
08:45	21	95	26	152	47	20:45	28	118	30	119	58
					247						237
09:00	11	21			32	21:00	21	15			36
09:15	17	27			44	21:15	19	18			37
09:30	20	28			48	21:30	14	16			30
09:45	17	65	34	110	51	21:45	19	73	15	64	34
					175						137
10:00	17	27			44	22:00	18	9			27
10:15	19	33			52	22:15	12	11			23
10:30	25	16			41	22:30	17	9			26
10:45	18	79	35	111	53	22:45	15	62	16	45	31
					190						107
11:00	23	33			56	23:00	21	9			30
11:15	26	30			56	23:15	6	3			9
11:30	26	32			58	23:30	11	3			14
11:45	18	93	38	133	56	23:45	10	48	2	17	12
					226						65
TOTALS	497	894			1391	TOTALS	1410	1569			2979
SPLIT %	35.7%	64.3%			31.8%	SPLIT %	47.3%	52.7%			68.2%

DAILY TOTALS					NB	SB	EB	WB	Total
					1,907	2,463	0	0	4,370

AM Peak Hour	07:30	07:15		07:45	PM Peak Hour	17:00	14:30		17:15
AM Pk Volume	104	168		264	PM Pk Volume	188	204		391
Pk Hr Factor	0.743	0.778		0.846	Pk Hr Factor	0.839	0.944		0.881
7 - 9 Volume	177	314	0	0	4 - 6 Volume	353	372	0	0
7 - 9 Peak Hour	07:30	07:15		07:45	4 - 6 Peak Hour	17:00	17:00		17:00
7 - 9 Pk Volume	104	168	0	0	4 - 6 Pk Volume	188	200	0	0
Pk Hr Factor	0.743	0.778	0.000	0.000	Pk Hr Factor	0.839	0.820	0.000	0.000
				0.846					0.874

VOLUME

Passons Blvd from Slauson Ave to Mines Ave

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_017

DAILY TOTALS					NB	SB	EB	WB	Total		
					4,024	4,427	0	0	8,451		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	7	6			13	12:00	57	49			106
00:15	9	7			16	12:15	66	48			114
00:30	5	1			6	12:30	55	56			111
00:45	5	26	3	17	8	12:45	49	227	55	208	104
01:00	5	5			10	13:00	48	61			109
01:15	1	3			4	13:15	56	61			117
01:30	2	2			4	13:30	44	48			92
01:45	1	9	5	15	6	13:45	62	210	57	227	119
02:00	1	2			3	14:00	60	64			124
02:15	3	1			4	14:15	67	53			120
02:30	1	2			3	14:30	70	63			133
02:45	0	5	2	7	2	14:45	109	306	80	260	189
03:00	2	3			5	15:00	104	88			192
03:15	2	3			5	15:15	80	148			228
03:30	3	4			7	15:30	77	86			163
03:45	4	11	3	13	7	15:45	63	324	87	409	150
04:00	4	8			12	16:00	89	90			179
04:15	4	12			16	16:15	93	99			192
04:30	7	11			18	16:30	76	74			150
04:45	5	20	21	52	26	16:45	80	338	76	339	156
05:00	9	12			21	17:00	82	109			191
05:15	6	24			30	17:15	98	105			203
05:30	5	36			41	17:30	98	87			185
05:45	8	28	29	101	37	17:45	92	370	93	394	185
06:00	14	29			43	18:00	72	87			159
06:15	10	34			44	18:15	84	89			173
06:30	8	51			59	18:30	62	63			125
06:45	22	54	50	164	72	18:45	66	284	75	314	141
07:00	34	52			86	19:00	67	66			133
07:15	70	68			138	19:15	64	57			121
07:30	97	120			217	19:30	60	58			118
07:45	74	275	122	362	196	19:45	65	256	58	239	123
08:00	58	129			187	20:00	45	53			98
08:15	52	82			134	20:15	57	38			95
08:30	43	46			89	20:30	78	45			123
08:45	44	197	53	310	97	20:45	54	234	35	171	89
09:00	37	48			85	21:00	47	30			77
09:15	35	52			87	21:15	42	35			77
09:30	55	52			107	21:30	35	33			68
09:45	32	159	46	198	78	21:45	40	164	25	123	65
10:00	45	42			87	22:00	29	19			48
10:15	39	43			82	22:15	27	26			53
10:30	37	52			89	22:30	24	9			33
10:45	44	165	51	188	95	22:45	23	103	19	73	42
11:00	37	45			82	23:00	20	11			31
11:15	55	45			100	23:15	16	10			26
11:30	43	65			108	23:30	11	9			20
11:45	64	199	47	202	111	23:45	13	60	11	41	24
TOTALS	1148	1629			2777	TOTALS	2876	2798			5674
SPLIT %	41.3%	58.7%			32.9%	SPLIT %	50.7%	49.3%			67.1%

DAILY TOTALS					NB	SB	EB	WB	Total
					4,024	4,427	0	0	8,451

AM Peak Hour	07:15	07:30			07:15	PM Peak Hour	14:45	15:15			14:45
AM Pk Volume	299	453			738	PM Pk Volume	370	411			772
Pk Hr Factor	0.771	0.878			0.850	Pk Hr Factor	0.849	0.694			0.846
7 - 9 Volume	472	672	0	0	1144	4 - 6 Volume	708	733	0	0	1441
7 - 9 Peak Hour	07:15	07:30			07:15	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	299	453	0	0	738	4 - 6 Pk Volume	370	394	0	0	764
Pk Hr Factor	0.771	0.878	0.000	0.000	0.850	Pk Hr Factor	0.944	0.904	0.000	0.000	0.941

VOLUME

Passons Blvd from Mines Ave to Stephens St

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_018

DAILY TOTALS					NB	SB	EB	WB	Total		
					4,376	4,895	0	0	9,271		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	3	3			6	12:00	60	93			153
00:15	3	9			12	12:15	86	63			149
00:30	7	5			12	12:30	63	93			156
00:45	4	17	2	19	6	12:45	64	273	74	323	138
01:00	2	5			7	13:00	77	67			144
01:15	9	2			11	13:15	50	76			126
01:30	3	3			6	13:30	46	72			118
01:45	2	16	2	12	4	13:45	63	236	78	293	141
02:00	1	0			1	14:00	63	63			126
02:15	1	3			4	14:15	74	99			173
02:30	2	3			5	14:30	77	97			174
02:45	3	7	4	10	7	14:45	81	295	134	393	215
03:00	2	2			4	15:00	94	119			213
03:15	1	2			3	15:15	149	86			235
03:30	1	4			5	15:30	83	92			175
03:45	6	10	5	13	11	15:45	78	404	110	407	188
04:00	4	3			7	16:00	95	117			212
04:15	6	9			15	16:15	88	125			213
04:30	4	10			14	16:30	76	125			201
04:45	9	23	13	35	22	16:45	85	344	134	501	219
05:00	9	15			24	17:00	88	151			239
05:15	7	14			21	17:15	93	108			201
05:30	4	20			24	17:30	103	97			200
05:45	10	30	15	64	25	17:45	87	371	122	478	209
06:00	22	23			45	18:00	105	93			198
06:15	24	24			48	18:15	87	79			166
06:30	15	41			56	18:30	73	75			148
06:45	24	85	35	123	59	18:45	89	354	63	310	152
07:00	35	42			77	19:00	75	73			148
07:15	43	64			107	19:15	64	66			130
07:30	59	105			164	19:30	66	67			133
07:45	120	257	75	286	195	19:45	60	265	53	259	113
08:00	75	72			147	20:00	88	43			131
08:15	53	59			112	20:15	50	58			108
08:30	54	56			110	20:30	71	52			123
08:45	39	221	59	246	98	20:45	51	260	46	199	97
09:00	59	59			118	21:00	38	34			72
09:15	56	45			101	21:15	33	24			57
09:30	59	64			123	21:30	37	27			64
09:45	48	222	56	224	104	21:45	28	136	31	116	59
10:00	58	60			118	22:00	18	17			35
10:15	54	48			102	22:15	21	18			39
10:30	55	60			115	22:30	17	13			30
10:45	60	227	78	246	138	22:45	11	67	9	57	20
11:00	56	63			119	23:00	16	14			30
11:15	50	53			103	23:15	10	14			24
11:30	62	54			116	23:30	10	7			17
11:45	46	214	71	241	117	23:45	6	42	5	40	11
TOTALS	1329	1519			2848	TOTALS	3047	3376			6423
SPLIT %	46.7%	53.3%			30.7%	SPLIT %	47.4%	52.6%			69.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					4,376	4,895	0	0	9,271

AM Peak Hour	07:30	11:45			07:30	PM Peak Hour	14:45	16:15			16:15
AM Pk Volume	307	320			618	PM Pk Volume	407	535			872
Pk Hr Factor	0.640	0.860			0.792	Pk Hr Factor	0.683	0.886			0.912
7 - 9 Volume	478	532	0	0	1010	4 - 6 Volume	715	979	0	0	1694
7 - 9 Peak Hour	07:30	07:15			07:30	4 - 6 Peak Hour	17:00	16:15			16:15
7 - 9 Pk Volume	307	316	0	0	618	4 - 6 Pk Volume	371	535	0	0	872
Pk Hr Factor	0.640	0.752	0.000	0.000	0.792	Pk Hr Factor	0.900	0.886	0.000	0.000	0.912

VOLUME

Rosemead Blvd from Telegraph Rd to Washington Blvd

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_019

DAILY TOTALS					NB	SB	EB	WB	Total		
					14,218	14,656	0	0	28,874		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	32	31			63	12:00	210	202			412
00:15	29	26			55	12:15	208	207			415
00:30	20	18			38	12:30	205	202			407
00:45	12	93	15	90	27 183	12:45	202	825	233	844	435 1669
01:00	17	11			28	13:00	201	203			404
01:15	14	11			25	13:15	184	201			385
01:30	18	12			30	13:30	210	219			429
01:45	17	66	8	42	25 108	13:45	233	828	215	838	448 1666
02:00	10	17			27	14:00	226	212			438
02:15	7	9			16	14:15	203	207			410
02:30	9	10			19	14:30	229	249			478
02:45	11	37	14	50	25 87	14:45	258	916	247	915	505 1831
03:00	8	4			12	15:00	308	271			579
03:15	5	15			20	15:15	278	263			541
03:30	9	8			17	15:30	264	237			501
03:45	15	37	18	45	33 82	15:45	270	1120	281	1052	551 2172
04:00	23	17			40	16:00	295	251			546
04:15	15	19			34	16:15	290	273			563
04:30	24	31			55	16:30	248	288			536
04:45	43	105	43	110	86 215	16:45	292	1125	303	1115	595 2240
05:00	41	46			87	17:00	331	316			647
05:15	41	55			96	17:15	312	292			604
05:30	53	76			129	17:30	329	330			659
05:45	58	193	121	298	179 491	17:45	299	1271	298	1236	597 2507
06:00	62	114			176	18:00	307	281			588
06:15	95	150			245	18:15	272	267			539
06:30	130	210			340	18:30	241	250			491
06:45	103	390	174	648	277 1038	18:45	228	1048	241	1039	469 2087
07:00	149	190			339	19:00	243	191			434
07:15	184	246			430	19:15	212	212			424
07:30	289	259			548	19:30	192	186			378
07:45	290	912	343	1038	633 1950	19:45	165	812	173	762	338 1574
08:00	252	235			487	20:00	176	187			363
08:15	236	186			422	20:15	146	190			336
08:30	195	196			391	20:30	180	161			341
08:45	183	866	159	776	342 1642	20:45	119	621	161	699	280 1320
09:00	152	168			320	21:00	125	151			276
09:15	154	155			309	21:15	109	147			256
09:30	171	158			329	21:30	110	126			236
09:45	166	643	163	644	329 1287	21:45	98	442	99	523	197 965
10:00	157	163			320	22:00	84	98			182
10:15	163	150			313	22:15	84	94			178
10:30	146	170			316	22:30	67	81			148
10:45	175	641	163	646	338 1287	22:45	68	303	90	363	158 666
11:00	183	162			345	23:00	64	60			124
11:15	180	160			340	23:15	45	50			95
11:30	176	188			364	23:30	42	35			77
11:45	197	736	191	701	388 1437	23:45	37	188	37	182	74 370
TOTALS	4719	5088			9807	TOTALS	9499	9568			19067
SPLIT %	48.1%	51.9%			34.0%	SPLIT %	49.8%	50.2%			66.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					14,218	14,656	0	0	28,874

AM Peak Hour	07:30	07:15			07:15	PM Peak Hour	17:00	16:45			17:00
AM Pk Volume	1067	1083			2098	PM Pk Volume	1271	1241			2507
Pk Hr Factor	0.920	0.789			0.829	Pk Hr Factor	0.960	0.940			0.951
7 - 9 Volume	1778	1814	0	0	3592	4 - 6 Volume	2396	2351	0	0	4747
7 - 9 Peak Hour	07:30	07:15			07:15	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	1067	1083	0	0	2098	4 - 6 Pk Volume	1271	1241	0	0	2507
Pk Hr Factor	0.920	0.789	0.000	0.000	0.829	Pk Hr Factor	0.960	0.940	0.000	0.000	0.951

VOLUME

Rosemead Blvd from Washington Blvd to Whittier Blvd

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_020

DAILY TOTALS					NB	SB	EB	WB	Total		
					12,191	13,551	0	0	25,742		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	29	41			70	12:00	162	181			343
00:15	17	25			42	12:15	145	199			344
00:30	13	26			39	12:30	145	183			328
00:45	18	77	7	99	25 176	12:45	173	625	181	744	354 1369
01:00	14	19			33	13:00	148	181			329
01:15	15	17			32	13:15	166	197			363
01:30	11	19			30	13:30	171	203			374
01:45	10	50	9	64	19 114	13:45	160	645	213	794	373 1439
02:00	6	13			19	14:00	179	194			373
02:15	13	7			20	14:15	208	209			417
02:30	11	16			27	14:30	189	195			384
02:45	10	40	10	46	20 86	14:45	231	807	249	847	480 1654
03:00	11	10			21	15:00	200	209			409
03:15	9	10			19	15:15	190	249			439
03:30	11	19			30	15:30	184	251			435
03:45	20	51	18	57	38 108	15:45	240	814	237	946	477 1760
04:00	13	14			27	16:00	229	255			484
04:15	20	23			43	16:15	193	247			440
04:30	25	28			53	16:30	242	256			498
04:45	41	99	31	96	72 195	16:45	289	953	242	1000	531 1953
05:00	29	37			66	17:00	234	266			500
05:15	50	53			103	17:15	259	287			546
05:30	65	79			144	17:30	281	310			591
05:45	73	217	74	243	147 460	17:45	276	1050	267	1130	543 2180
06:00	106	74			180	18:00	216	243			459
06:15	119	121			240	18:15	224	242			466
06:30	178	156			334	18:30	216	222			438
06:45	147	550	163	514	310 1064	18:45	206	862	237	944	443 1806
07:00	157	191			348	19:00	183	223			406
07:15	194	220			414	19:15	166	183			349
07:30	267	231			498	19:30	145	190			335
07:45	234	852	232	874	466 1726	19:45	141	635	173	769	314 1404
08:00	189	234			423	20:00	133	170			303
08:15	201	215			416	20:15	117	178			295
08:30	173	192			365	20:30	143	154			297
08:45	168	731	197	838	365 1569	20:45	113	506	185	687	298 1193
09:00	145	178			323	21:00	107	98			205
09:15	136	182			318	21:15	95	122			217
09:30	170	134			304	21:30	100	122			222
09:45	157	608	147	641	304 1249	21:45	80	382	103	445	183 827
10:00	151	164			315	22:00	72	97			169
10:15	140	154			294	22:15	67	55			122
10:30	133	164			297	22:30	54	68			122
10:45	157	581	181	663	338 1244	22:45	62	255	69	289	131 544
11:00	155	174			329	23:00	42	59			101
11:15	165	161			326	23:15	41	37			78
11:30	169	161			330	23:30	36	33			69
11:45	165	654	150	646	315 1300	23:45	28	147	46	175	74 322
TOTALS	4510	4781			9291	TOTALS	7681	8770			16451
SPLIT %	48.5%	51.5%			36.1%	SPLIT %	46.7%	53.3%			63.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					12,191	13,551	0	0	25,742

AM Peak Hour	07:30	07:15			07:30	PM Peak Hour	16:45	17:00			17:00
AM Pk Volume	891	917			1803	PM Pk Volume	1063	1130			2180
Pk Hr Factor	0.834	0.980			0.905	Pk Hr Factor	0.920	0.911			0.922
7 - 9 Volume	1583	1712	0	0	3295	4 - 6 Volume	2003	2130	0	0	4133
7 - 9 Peak Hour	07:30	07:15			07:30	4 - 6 Peak Hour	16:45	17:00			17:00
7 - 9 Pk Volume	891	917	0	0	1803	4 - 6 Pk Volume	1063	1130	0	0	2180
Pk Hr Factor	0.834	0.980	0.000	0.000	0.905	Pk Hr Factor	0.920	0.911	0.000	0.000	0.922

VOLUME

Rosemead Blvd from Whittier Blvd to Gallatin Rd

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_021

DAILY TOTALS					NB	SB	EB	WB	Total		
					14,686	14,598	0	0	29,284		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	27	23			50	12:00	172	177			349
00:15	24	21			45	12:15	173	207			380
00:30	13	14			27	12:30	168	215			383
00:45	29	93	14	72	43 165	12:45	166	679	175	774	341 1453
01:00	26	16			42	13:00	162	178			340
01:15	23	10			33	13:15	206	135			341
01:30	9	3			12	13:30	190	199			389
01:45	10	68	7	36	17 104	13:45	225	783	159	671	384 1454
02:00	10	19			29	14:00	209	213			422
02:15	13	10			23	14:15	193	224			417
02:30	12	10			22	14:30	224	208			432
02:45	14	49	12	51	26 100	14:45	198	824	245	890	443 1714
03:00	6	10			16	15:00	224	249			473
03:15	18	10			28	15:15	231	277			508
03:30	17	19			36	15:30	253	273			526
03:45	21	62	37	76	58 138	15:45	275	983	334	1133	609 2116
04:00	11	19			30	16:00	253	296			549
04:15	18	28			46	16:15	299	304			603
04:30	29	47			76	16:30	273	327			600
04:45	33	91	40	134	73 225	16:45	269	1094	340	1267	609 2361
05:00	41	42			83	17:00	284	332			616
05:15	62	56			118	17:15	315	362			677
05:30	97	79			176	17:30	287	374			661
05:45	81	281	114	291	195 572	17:45	274	1160	315	1383	589 2543
06:00	149	114			263	18:00	311	337			648
06:15	154	147			301	18:15	281	308			589
06:30	221	152			373	18:30	290	288			578
06:45	243	767	168	581	411 1348	18:45	243	1125	253	1186	496 2311
07:00	254	158			412	19:00	243	207			450
07:15	220	210			430	19:15	176	224			400
07:30	262	232			494	19:30	183	220			403
07:45	270	1006	223	823	493 1829	19:45	147	749	192	843	339 1592
08:00	366	223			589	20:00	156	156			312
08:15	319	254			573	20:15	143	147			290
08:30	280	189			469	20:30	152	143			295
08:45	219	1184	199	865	418 2049	20:45	143	594	127	573	270 1167
09:00	177	152			329	21:00	143	121			264
09:15	191	172			363	21:15	102	105			207
09:30	182	171			353	21:30	109	84			193
09:45	183	733	165	660	348 1393	21:45	88	442	84	394	172 836
10:00	184	172			356	22:00	82	95			177
10:15	221	214			435	22:15	67	80			147
10:30	178	185			363	22:30	56	66			122
10:45	166	749	174	745	340 1494	22:45	55	260	49	290	104 550
11:00	168	170			338	23:00	54	45			99
11:15	176	173			349	23:15	55	58			113
11:30	199	185			384	23:30	38	37			75
11:45	183	726	175	703	358 1429	23:45	37	184	17	157	54 341
TOTALS	5809	5037			10846	TOTALS	8877	9561			18438
SPLIT %	53.6%	46.4%			37.0%	SPLIT %	48.1%	51.9%			63.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					14,686	14,598	0	0	29,284

AM Peak Hour	07:45	07:30			07:30	PM Peak Hour	17:15	16:45			17:15
AM Pk Volume	1235	932			2149	PM Pk Volume	1187	1408			2575
Pk Hr Factor	0.844	0.917			0.912	Pk Hr Factor	0.942	0.941			0.951
7 - 9 Volume	2190	1688	0	0	3878	4 - 6 Volume	2254	2650	0	0	4904
7 - 9 Peak Hour	07:45	07:30			07:30	4 - 6 Peak Hour	17:00	16:45			16:45
7 - 9 Pk Volume	1235	932	0	0	2149	4 - 6 Pk Volume	1160	1408	0	0	2563
Pk Hr Factor	0.844	0.917	0.000	0.000	0.912	Pk Hr Factor	0.921	0.941	0.000	0.000	0.946

VOLUME

San Gabriel River Pkwy from Beverly Blvd to Springland Dr

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_022

DAILY TOTALS					NB	SB	EB	WB	Total		
					4,270	6,227	0	0	10,497		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	13	4			17	12:00	58	96			154
00:15	10	6			16	12:15	67	68			135
00:30	8	7			15	12:30	61	84			145
00:45	7	38	7	24	14	12:45	64	250	84	332	148
01:00	5	10			15	13:00	68	88			156
01:15	4	4			8	13:15	55	71			126
01:30	5	2			7	13:30	66	96			162
01:45	5	19	4	20	9	13:45	65	254	81	336	146
02:00	2	4			6	14:00	61	69			130
02:15	3	3			6	14:15	57	68			125
02:30	1	6			7	14:30	69	113			182
02:45	1	7	4	17	5	14:45	71	258	119	369	190
03:00	3	7			10	15:00	75	111			186
03:15	4	8			12	15:15	95	95			190
03:30	9	11			20	15:30	87	82			169
03:45	7	23	13	39	20	15:45	84	341	101	389	185
04:00	4	13			17	16:00	87	106			193
04:15	6	19			25	16:15	89	101			190
04:30	12	20			32	16:30	72	114			186
04:45	18	40	32	84	50	16:45	90	338	118	439	208
05:00	8	42			50	17:00	114	103			217
05:15	10	45			55	17:15	90	124			214
05:30	20	37			57	17:30	113	140			253
05:45	16	54	55	179	71	17:45	101	418	95	462	196
06:00	16	84			100	18:00	80	63			143
06:15	15	108			123	18:15	96	104			200
06:30	37	109			146	18:30	83	78			161
06:45	42	110	99	400	141	18:45	78	337	90	335	168
07:00	42	114			156	19:00	88	78			166
07:15	41	177			218	19:15	62	61			123
07:30	56	186			242	19:30	71	70			141
07:45	65	204	152	629	217	19:45	73	294	57	266	130
08:00	68	119			187	20:00	54	71			125
08:15	53	106			159	20:15	62	52			114
08:30	48	91			139	20:30	48	51			99
08:45	47	216	85	401	132	20:45	61	225	49	223	110
09:00	46	110			156	21:00	57	28			85
09:15	45	80			125	21:15	49	36			85
09:30	46	81			127	21:30	39	34			73
09:45	35	172	73	344	108	21:45	34	179	41	139	75
10:00	52	85			137	22:00	12	34			46
10:15	47	81			128	22:15	23	31			54
10:30	35	80			115	22:30	15	26			41
10:45	61	195	88	334	149	22:45	21	71	27	118	48
11:00	43	76			119	23:00	15	16			31
11:15	40	69			109	23:15	10	11			21
11:30	38	69			107	23:30	11	10			21
11:45	60	181	86	300	146	23:45	10	46	11	48	21
TOTALS	1259	2771			4030	TOTALS	3011	3456			6467
SPLIT %	31.2%	68.8%			38.4%	SPLIT %	46.6%	53.4%			61.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					4,270	6,227	0	0	10,497

AM Peak Hour	11:45	07:15			07:15	PM Peak Hour	17:00	16:45			16:45
AM Pk Volume	246	634			864	PM Pk Volume	418	485			892
Pk Hr Factor	0.918	0.852			0.893	Pk Hr Factor	0.917	0.866			0.881
7 - 9 Volume	420	1030	0	0	1450	4 - 6 Volume	756	901	0	0	1657
7 - 9 Peak Hour	07:30	07:15			07:15	4 - 6 Peak Hour	17:00	16:45			16:45
7 - 9 Pk Volume	242	634	0	0	864	4 - 6 Pk Volume	418	485	0	0	892
Pk Hr Factor	0.890	0.852	0.000	0.000	0.893	Pk Hr Factor	0.917	0.866	0.000	0.000	0.881

VOLUME

San Gabriel River Pkwy from Springland Dr to Rose Hills Rd

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_023

DAILY TOTALS					NB	SB	EB	WB	Total		
					3,263	5,125	0	0	8,388		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	5	5			10	12:00	44	63			107
00:15	6	9			15	12:15	39	83			122
00:30	3	13			16	12:30	65	76			141
00:45	2	16	8	35	10	12:45	57	205	84	306	141
01:00	3	7			10	13:00	49	92			141
01:15	2	7			9	13:15	47	77			124
01:30	5	6			11	13:30	39	65			104
01:45	1	11	5	25	6	13:45	52	187	56	290	108
02:00	0	6			6	14:00	57	56			113
02:15	1	4			5	14:15	45	60			105
02:30	3	9			12	14:30	47	74			121
02:45	1	5	12	31	13	14:45	47	196	90	280	137
03:00	0	6			6	15:00	56	97			153
03:15	4	3			7	15:15	52	76			128
03:30	8	9			17	15:30	68	78			146
03:45	9	21	10	28	19	15:45	59	235	96	347	155
04:00	7	10			17	16:00	62	97			159
04:15	9	11			20	16:15	52	83			135
04:30	13	18			31	16:30	77	103			180
04:45	15	44	30	69	45	16:45	50	241	101	384	151
05:00	15	23			38	17:00	64	101			165
05:15	21	34			55	17:15	68	114			182
05:30	34	32			66	17:30	58	91			149
05:45	25	95	36	125	61	17:45	73	263	83	389	156
06:00	20	64			84	18:00	60	58			118
06:15	37	70			107	18:15	60	57			117
06:30	42	90			132	18:30	49	73			122
06:45	40	139	73	297	113	18:45	53	222	59	247	112
07:00	60	88			148	19:00	31	56			87
07:15	62	117			179	19:15	26	51			77
07:30	84	130			214	19:30	21	49			70
07:45	82	288	106	441	188	19:45	30	108	38	194	68
08:00	74	106			180	20:00	36	67			103
08:15	58	89			147	20:15	22	54			76
08:30	36	83			119	20:30	26	58			84
08:45	47	215	72	350	119	20:45	26	110	45	224	71
09:00	45	75			120	21:00	17	32			49
09:15	46	45			91	21:15	24	31			55
09:30	52	70			122	21:30	23	37			60
09:45	31	174	52	242	83	21:45	18	82	33	133	51
10:00	36	60			96	22:00	13	42			55
10:15	43	60			103	22:15	11	39			50
10:30	33	61			94	22:30	17	25			42
10:45	45	157	55	236	100	22:45	12	53	32	138	44
11:00	44	63			107	23:00	16	18			34
11:15	39	64			103	23:15	7	15			22
11:30	32	56			88	23:30	5	21			26
11:45	49	164	66	249	115	23:45	4	32	11	65	15
TOTALS	1329	2128			3457	TOTALS	1934	2997			4931
SPLIT %	38.4%	61.6%			41.2%	SPLIT %	39.2%	60.8%			58.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					3,263	5,125	0	0	8,388
AM Peak Hour	07:15	07:15			07:15	PM Peak Hour	17:00	16:30	16:30
AM Pk Volume	302	459			761	PM Pk Volume	263	419	678
Pk Hr Factor	0.899	0.883			0.889	Pk Hr Factor	0.901	0.919	0.931
7 - 9 Volume	503	791	0	0	1294	4 - 6 Volume	504	773	1277
7 - 9 Peak Hour	07:15	07:15			07:15	4 - 6 Peak Hour	17:00	16:30	16:30
7 - 9 Pk Volume	302	459	0	0	761	4 - 6 Pk Volume	263	419	678
Pk Hr Factor	0.899	0.883	0.000	0.000	0.889	Pk Hr Factor	0.901	0.919	0.931

VOLUME

Slauson Ave from West City Limit to Rosemead Blvd

Day: Wednesday
Date: 4/23/2014

City: Pico Rivera
Project #: CA14_5220_024

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	14,791	14,768	29,559					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			43	43	86	12:00			209	202	411			
00:15			26	34	60	12:15			198	168	366			
00:30			33	29	62	12:30			201	217	418			
00:45			16	118	28	12:45			179	787	205	792	384	1579
01:00			22	20	42	13:00			194	180	374			
01:15			21	15	36	13:15			178	214	392			
01:30			23	10	33	13:30			238	202	440			
01:45			13	79	13	13:45			212	822	219	815	431	1637
02:00			12	19	31	14:00			216	183	399			
02:15			21	15	36	14:15			276	193	469			
02:30			8	27	35	14:30			278	235	513			
02:45			24	65	19	14:45			269	1039	226	837	495	1876
03:00			16	16	32	15:00			253	218	471			
03:15			25	21	46	15:15			292	213	505			
03:30			25	37	62	15:30			290	206	496			
03:45			42	108	32	15:45			310	1145	252	889	562	2034
04:00			28	35	63	16:00			306	213	519			
04:15			54	44	98	16:15			332	215	547			
04:30			65	102	167	16:30			325	209	534			
04:45			74	221	93	16:45			329	1292	235	872	564	2164
05:00			55	87	142	17:00			316	213	529			
05:15			80	154	234	17:15			399	260	659			
05:30			122	210	332	17:30			344	197	541			
05:45			151	408	229	17:45			296	1355	216	886	512	2241
06:00			130	249	379	18:00			357	185	542			
06:15			153	273	426	18:15			364	163	527			
06:30			163	310	473	18:30			322	159	481			
06:45			156	602	375	18:45			259	1302	167	674	426	1976
07:00			146	381	527	19:00			203	139	342			
07:15			184	371	555	19:15			213	113	326			
07:30			202	346	548	19:30			153	123	276			
07:45			220	752	336	19:45			149	718	104	479	253	1197
08:00			189	334	523	20:00			145	110	255			
08:15			181	346	527	20:15			155	112	267			
08:30			152	285	437	20:30			105	80	185			
08:45			147	669	241	20:45			102	507	80	382	182	889
09:00			149	229	378	21:00			120	80	200			
09:15			144	239	383	21:15			103	91	194			
09:30			156	241	397	21:30			119	66	185			
09:45			143	592	170	21:45			85	427	63	300	148	727
10:00			150	144	294	22:00			86	76	162			
10:15			150	179	329	22:15			77	59	136			
10:30			154	172	326	22:30			88	68	156			
10:45			139	593	177	22:45			69	320	54	257	123	577
11:00			168	169	337	23:00			54	64	118			
11:15			162	163	325	23:15			58	39	97			
11:30			166	185	351	23:30			51	37	88			
11:45			180	676	170	23:45			31	194	28	168	59	362
TOTALS			4883	7417	12300	TOTALS			9908	7351	17259			
SPLIT %			39.7%	60.3%	41.6%	SPLIT %			57.4%	42.6%	58.4%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	14,791	14,768	29,559

AM Peak Hour	07:15	06:45	07:00	PM Peak Hour	17:15	16:30	16:45				
AM Pk Volume	795	1473	2186	PM Pk Volume	1396	917	2293				
Pk Hr Factor	0.903	0.967	0.983	Pk Hr Factor	0.875	0.882	0.870				
7 - 9 Volume	0	0	1421	2640	4061	4 - 6 Volume	0	0	2647	1758	4405
7 - 9 Peak Hour	07:15	07:00	07:00	4 - 6 Peak Hour	16:45	16:30	16:45				
7 - 9 Pk Volume	0	0	795	1434	2186	4 - 6 Pk Volume	0	0	1388	917	2293
Pk Hr Factor	0.000	0.000	0.903	0.941	0.983	Pk Hr Factor	0.000	0.000	0.870	0.882	0.870

VOLUME

Slauson Ave from Rosemead Blvd to East City Limit

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_025

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	15,397	14,546	29,943					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			43	34	77	12:00			215	177	392			
00:15			27	20	47	12:15			206	189	395			
00:30			38	32	70	12:30			200	182	382			
00:45			29	137	24	110	12:45		212	833	185	733	397	1566
01:00			22	18	40	13:00			208	187	395			
01:15			16	18	34	13:15			202	198	400			
01:30			27	16	43	13:30			225	189	414			
01:45			22	87	17	69	13:45		239	874	204	778	443	1652
02:00			13	20	33	14:00			223	170	393			
02:15			15	16	31	14:15			261	201	462			
02:30			12	18	30	14:30			277	215	492			
02:45			10	50	18	72	14:45		250	1011	244	830	494	1841
03:00			16	11	27	15:00			282	226	508			
03:15			27	22	49	15:15			306	205	511			
03:30			31	29	60	15:30			316	242	558			
03:45			15	89	26	88	15:45		299	1203	241	914	540	2117
04:00			28	27	55	16:00			329	195	524			
04:15			50	52	102	16:15			325	207	532			
04:30			72	81	153	16:30			310	204	514			
04:45			80	230	86	246	16:45		343	1307	227	833	570	2140
05:00			54	88	142	17:00			360	225	585			
05:15			80	134	214	17:15			349	243	592			
05:30			117	191	308	17:30			351	210	561			
05:45			134	385	239	652	17:45		336	1396	199	877	535	2273
06:00			102	265	367	18:00			339	179	518			
06:15			136	277	413	18:15			325	152	477			
06:30			142	347	489	18:30			269	144	413			
06:45			188	568	393	1282	18:45		278	1211	141	616	419	1827
07:00			159	387	546	19:00			255	142	397			
07:15			175	314	489	19:15			228	110	338			
07:30			228	362	590	19:30			200	108	308			
07:45			263	825	353	1416	19:45		165	848	108	468	273	1316
08:00			204	313	517	20:00			155	88	243			
08:15			180	323	503	20:15			160	120	280			
08:30			168	264	432	20:30			137	96	233			
08:45			183	735	267	1167	20:45		114	566	85	389	199	955
09:00			150	245	395	21:00			122	90	212			
09:15			133	210	343	21:15			129	81	210			
09:30			135	233	368	21:30			114	82	196			
09:45			146	564	178	866	21:45		122	487	55	308	177	795
10:00			163	217	380	22:00			88	58	146			
10:15			184	182	366	22:15			93	53	146			
10:30			159	162	321	22:30			72	58	130			
10:45			158	664	184	745	22:45		77	330	49	218	126	548
11:00			177	200	377	23:00			76	62	138			
11:15			170	159	329	23:15			65	31	96			
11:30			218	172	390	23:30			49	39	88			
11:45			204	769	174	705	23:45		38	228	32	164	70	392
TOTALS			5103	7418	12521	TOTALS			10294	7128	17422			
SPLIT %			40.8%	59.2%	41.8%	SPLIT %			59.1%	40.9%	58.2%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	15,397	14,546	29,943

AM Peak Hour	07:30	06:45	07:00	PM Peak Hour	16:45	14:45	16:45				
AM Pk Volume	875	1456	2241	PM Pk Volume	1403	917	2308				
Pk Hr Factor	0.832	0.926	0.909	Pk Hr Factor	0.974	0.940	0.975				
7 - 9 Volume	0	0	1560	2583	4143	4 - 6 Volume	0	0	2703	1710	4413
7 - 9 Peak Hour	07:30	07:00	07:00	4 - 6 Peak Hour	16:45	16:45	16:45				
7 - 9 Pk Volume	0	0	875	1416	2241	4 - 6 Pk Volume	0	0	1403	905	2308
Pk Hr Factor	0.000	0.000	0.832	0.915	0.909	Pk Hr Factor	0.000	0.000	0.974	0.931	0.975

VOLUME

Telegraph Rd from West City Limit to Rosemead Blvd

Day: Wednesday
Date: 4/23/2014

City: Pico Rivera
Project #: CA14_5220_026

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	13,017	13,129	26,146					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			25	20	45	12:00			200	133	333			
00:15			25	17	42	12:15			169	131	300			
00:30			15	16	31	12:30			166	125	291			
00:45			12	77	10	63	12:45		154	689	155	544	309	1233
01:00			14	17	31	13:00			159	144	303			
01:15			19	13	32	13:15			153	167	320			
01:30			8	12	20	13:30			155	148	303			
01:45			11	52	14	56	13:45		195	662	166	625	361	1287
02:00			19	5	24	14:00			198	163	361			
02:15			12	5	17	14:15			201	178	379			
02:30			18	13	31	14:30			244	217	461			
02:45			16	65	9	32	14:45		234	877	265	823	499	1700
03:00			6	10	16	15:00			245	212	457			
03:15			9	6	15	15:15			245	191	436			
03:30			13	20	33	15:30			279	171	450			
03:45			25	53	18	54	15:45		283	1052	204	778	487	1830
04:00			12	16	28	16:00			318	167	485			
04:15			13	21	34	16:15			315	207	522			
04:30			34	44	78	16:30			329	158	487			
04:45			38	97	48	129	16:45		301	1263	212	744	513	2007
05:00			35	37	72	17:00			345	170	515			
05:15			53	62	115	17:15			319	200	519			
05:30			72	125	197	17:30			333	205	538			
05:45			65	225	146	370	17:45		314	1311	202	777	516	2088
06:00			74	160	234	18:00			311	172	483			
06:15			118	247	365	18:15			291	146	437			
06:30			136	269	405	18:30			286	132	418			
06:45			140	468	337	1013	18:45		251	1139	152	602	403	1741
07:00			149	340	489	19:00			181	134	315			
07:15			171	460	631	19:15			163	104	267			
07:30			310	382	692	19:30			156	126	282			
07:45			266	896	405	1587	19:45		139	639	93	457	232	1096
08:00			194	378	572	20:00			120	98	218			
08:15			237	353	590	20:15			113	81	194			
08:30			138	368	506	20:30			95	85	180			
08:45			141	710	297	1396	20:45		86	414	89	353	175	767
09:00			104	278	382	21:00			78	86	164			
09:15			130	209	339	21:15			83	89	172			
09:30			125	234	359	21:30			75	74	149			
09:45			138	497	161	882	21:45		65	301	65	314	130	615
10:00			149	165	314	22:00			52	50	102			
10:15			147	179	326	22:15			50	51	101			
10:30			112	151	263	22:30			52	55	107			
10:45			124	532	146	641	22:45		51	205	49	205	100	410
11:00			136	149	285	23:00			45	50	95			
11:15			139	137	276	23:15			31	39	70			
11:30			171	115	286	23:30			50	34	84			
11:45			185	631	135	536	23:45		36	162	25	148	61	310
TOTALS			4303	6759	11062	TOTALS			8714	6370	15084			
SPLIT %			38.9%	61.1%	42.3%	SPLIT %			57.8%	42.2%	57.7%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	13,017	13,129	26,146

AM Peak Hour	07:30	07:15	07:15	PM Peak Hour	17:00	14:30	17:00				
AM Pk Volume	1007	1625	2566	PM Pk Volume	1311	885	2088				
Pk Hr Factor	0.812	0.883	0.927	Pk Hr Factor	0.950	0.835	0.970				
7 - 9 Volume	0	0	1606	2983	4589	4 - 6 Volume	0	0	2574	1521	4095
7 - 9 Peak Hour	07:30	07:15	07:15	4 - 6 Peak Hour	17:00	16:45	17:00				
7 - 9 Pk Volume	0	0	1007	1625	2566	4 - 6 Pk Volume	0	0	1311	787	2088
Pk Hr Factor	0.000	0.000	0.812	0.883	0.927	Pk Hr Factor	0.000	0.000	0.950	0.928	0.970

VOLUME

Telegraph Rd from Rosemead Blvd to East City Limit

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_027

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	14,997	16,237	31,234					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			31	20	51	12:00			218	176	394			
00:15			20	16	36	12:15			195	187	382			
00:30			20	15	35	12:30			210	206	416			
00:45			15	86	16	67	12:45		174	797	210	779	384	1576
01:00			15	10	25	13:00			180	203	383			
01:15			32	12	44	13:15			187	234	421			
01:30			11	16	27	13:30			188	205	393			
01:45			11	69	10	48	13:45		203	758	199	841	402	1599
02:00			20	9	29	14:00			250	221	471			
02:15			12	3	15	14:15			219	181	400			
02:30			19	14	33	14:30			257	235	492			
02:45			15	66	14	40	14:45		261	987	320	957	581	1944
03:00			8	10	18	15:00			329	289	618			
03:15			7	13	20	15:15			312	251	563			
03:30			14	14	28	15:30			282	252	534			
03:45			19	48	19	56	15:45		338	1261	235	1027	573	2288
04:00			14	19	33	16:00			328	242	570			
04:15			18	42	60	16:15			352	241	593			
04:30			25	53	78	16:30			354	217	571			
04:45			37	94	63	177	16:45		337	1371	267	967	604	2338
05:00			27	47	74	17:00			314	236	550			
05:15			53	108	161	17:15			365	237	602			
05:30			66	178	244	17:30			337	275	612			
05:45			78	224	192	525	17:45		353	1369	259	1007	612	2376
06:00			74	219	293	18:00			352	240	592			
06:15			126	292	418	18:15			287	207	494			
06:30			155	342	497	18:30			334	171	505			
06:45			196	551	386	1239	18:45		258	1231	172	790	430	2021
07:00			156	429	585	19:00			207	178	385			
07:15			196	526	722	19:15			208	152	360			
07:30			319	451	770	19:30			187	152	339			
07:45			342	1013	453	1859	19:45		184	786	114	596	298	1382
08:00			292	433	725	20:00			155	136	291			
08:15			308	425	733	20:15			153	117	270			
08:30			158	381	539	20:30			136	104	240			
08:45			159	917	323	1562	20:45		114	558	93	450	207	1008
09:00			133	265	398	21:00			121	104	225			
09:15			143	223	366	21:15			100	114	214			
09:30			127	247	374	21:30			108	90	198			
09:45			148	551	186	921	21:45		101	430	80	388	181	818
10:00			154	187	341	22:00			76	57	133			
10:15			160	216	376	22:15			68	71	139			
10:30			127	196	323	22:30			72	51	123			
10:45			152	593	186	785	22:45		61	277	54	233	115	510
11:00			156	200	356	23:00			71	55	126			
11:15			179	197	376	23:15			63	30	93			
11:30			181	165	346	23:30			67	46	113			
11:45			199	715	195	757	23:45		44	245	35	166	79	411
TOTALS			4927	8036	12963	TOTALS			10070	8201	18271			
SPLIT %			38.0%	62.0%	41.5%	SPLIT %			55.1%	44.9%	58.5%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	14,997	16,237	31,234

AM Peak Hour	07:30	07:15	07:30	PM Peak Hour	17:15	14:45	17:15				
AM Pk Volume	1261	1863	3023	PM Pk Volume	1407	1112	2418				
Pk Hr Factor	0.922	0.885	0.951	Pk Hr Factor	0.964	0.869	0.988				
7 - 9 Volume	0	0	1930	3421	5351	4 - 6 Volume	0	0	2740	1974	4714
7 - 9 Peak Hour	07:30	07:15	07:30	4 - 6 Peak Hour	16:00	16:45	17:00				
7 - 9 Pk Volume	0	0	1261	1863	3023	4 - 6 Pk Volume	0	0	1371	1015	2376
Pk Hr Factor	0.000	0.000	0.922	0.885	0.951	Pk Hr Factor	0.000	0.000	0.968	0.923	0.971

VOLUME

Washington Blvd from West City Limit to Rosemead Blvd

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_028

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	18,625	18,765	37,390					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			56	44	100	12:00			271	218	489			
00:15			47	38	85	12:15			280	240	520			
00:30			52	20	72	12:30			254	235	489			
00:45			33	188	30	12:45			258	1063	252	945	510	2008
01:00			47	33	80	13:00			251	278	529			
01:15			24	24	48	13:15			268	233	501			
01:30			37	33	70	13:30			266	261	527			
01:45			17	125	33	13:45			305	1090	271	1043	576	2133
02:00			39	30	69	14:00			255	260	515			
02:15			23	31	54	14:15			295	242	537			
02:30			26	40	66	14:30			319	225	544			
02:45			19	107	24	14:45			343	1212	258	985	601	2197
03:00			27	27	54	15:00			358	254	612			
03:15			21	41	62	15:15			326	308	634			
03:30			31	42	73	15:30			358	232	590			
03:45			22	101	38	15:45			362	1404	276	1070	638	2474
04:00			42	50	92	16:00			394	275	669			
04:15			48	42	90	16:15			364	262	626			
04:30			66	79	145	16:30			404	251	655			
04:45			75	231	100	16:45			404	1566	263	1051	667	2617
05:00			81	100	181	17:00			379	301	680			
05:15			94	124	218	17:15			397	263	660			
05:30			110	204	314	17:30			426	263	689			
05:45			100	385	233	17:45			439	1641	254	1081	693	2722
06:00			113	234	347	18:00			356	264	620			
06:15			130	264	394	18:15			423	244	667			
06:30			130	336	466	18:30			337	224	561			
06:45			150	523	406	18:45			348	1464	231	963	579	2427
07:00			155	376	531	19:00			334	230	564			
07:15			206	458	664	19:15			293	210	503			
07:30			266	369	635	19:30			260	219	479			
07:45			208	835	358	19:45			232	1119	190	849	422	1968
08:00			222	400	622	20:00			227	239	466			
08:15			205	360	565	20:15			198	196	394			
08:30			181	281	462	20:30			203	206	409			
08:45			180	788	332	20:45			175	803	195	836	370	1639
09:00			171	261	432	21:00			195	152	347			
09:15			183	272	455	21:15			173	175	348			
09:30			191	248	439	21:30			149	175	324			
09:45			184	729	276	21:45			114	631	151	653	265	1284
10:00			202	219	421	22:00			132	136	268			
10:15			212	221	433	22:15			107	113	220			
10:30			212	222	434	22:30			111	104	215			
10:45			232	858	243	22:45			151	501	85	438	236	939
11:00			217	240	457	23:00			113	80	193			
11:15			205	271	476	23:15			88	86	174			
11:30			257	238	495	23:30			71	52	123			
11:45			252	931	249	23:45			58	330	39	257	97	587
TOTALS			5801	8594	14395	TOTALS			12824	10171	22995			
SPLIT %			40.3%	59.7%	38.5%	SPLIT %			55.8%	44.2%	61.5%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	18,625	18,765	37,390

AM Peak Hour	11:30	06:45	07:15	PM Peak Hour	17:30	15:15	17:00				
AM Pk Volume	1060	1609	2487	PM Pk Volume	1644	1091	2722				
Pk Hr Factor	0.946	0.878	0.936	Pk Hr Factor	0.936	0.886	0.982				
7 - 9 Volume	0	0	1623	2934	4557	4 - 6 Volume	0	0	3207	2132	5339
7 - 9 Peak Hour	07:15	07:15	07:15	4 - 6 Peak Hour	17:00	16:45	17:00				
7 - 9 Pk Volume	0	0	902	1585	2487	4 - 6 Pk Volume	0	0	1641	1090	2722
Pk Hr Factor	0.000	0.000	0.848	0.865	0.936	Pk Hr Factor	0.000	0.000	0.935	0.905	0.982

VOLUME

Washington Blvd from Rosemead Blvd to East City Limit

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_029

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	17,853	18,642	36,495					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			62	50	112	12:00			231	240	471			
00:15			43	37	80	12:15			233	224	457			
00:30			45	18	63	12:30			227	244	471			
00:45			38	188	31	12:45			227	918	261	969	488	1887
01:00			44	35	79	13:00			238	252	490			
01:15			22	22	44	13:15			244	263	507			
01:30			27	34	61	13:30			244	261	505			
01:45			29	122	28	13:45			275	1001	257	1033	532	2034
02:00			31	31	62	14:00			259	247	506			
02:15			17	23	40	14:15			256	227	483			
02:30			19	42	61	14:30			283	249	532			
02:45			14	81	35	14:45			351	1149	255	978	606	2127
03:00			34	27	61	15:00			323	278	601			
03:15			23	42	65	15:15			340	311	651			
03:30			31	44	75	15:30			317	294	611			
03:45			27	115	40	15:45			360	1340	306	1189	666	2529
04:00			44	46	90	16:00			354	268	622			
04:15			42	42	84	16:15			390	251	641			
04:30			75	79	154	16:30			345	277	622			
04:45			60	221	105	16:45			362	1451	271	1067	633	2518
05:00			79	116	195	17:00			382	294	676			
05:15			83	155	238	17:15			395	277	672			
05:30			112	209	321	17:30			369	269	638			
05:45			94	368	250	17:45			407	1553	267	1107	674	2660
06:00			102	241	343	18:00			370	247	617			
06:15			149	277	426	18:15			416	219	635			
06:30			156	323	479	18:30			335	249	584			
06:45			168	575	470	18:45			273	1394	227	942	500	2336
07:00			194	402	596	19:00			296	219	515			
07:15			233	428	661	19:15			258	194	452			
07:30			323	363	686	19:30			220	177	397			
07:45			253	1003	369	19:45			222	996	203	793	425	1789
08:00			214	409	623	20:00			190	177	367			
08:15			190	367	557	20:15			196	192	388			
08:30			203	293	496	20:30			191	156	347			
08:45			171	778	350	20:45			191	768	179	704	370	1472
09:00			183	251	434	21:00			175	124	299			
09:15			175	279	454	21:15			182	123	305			
09:30			186	266	452	21:30			150	118	268			
09:45			174	718	246	21:45			125	632	120	485	245	1117
10:00			207	220	427	22:00			149	88	237			
10:15			191	241	432	22:15			118	101	219			
10:30			187	233	420	22:30			119	91	210			
10:45			208	793	239	22:45			144	530	73	353	217	883
11:00			182	240	422	23:00			130	72	202			
11:15			195	254	449	23:15			79	52	131			
11:30			211	248	459	23:30			80	44	124			
11:45			220	808	263	23:45			62	351	41	209	103	560
TOTALS			5770	8813	14583	TOTALS			12083	9829	21912			
SPLIT %			39.6%	60.4%	40.0%	SPLIT %			55.1%	44.9%	60.0%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	17,853	18,642	36,495

AM Peak Hour	07:15	06:45	07:15	PM Peak Hour	17:30	15:00	17:00				
AM Pk Volume	1023	1663	2592	PM Pk Volume	1562	1189	2660				
Pk Hr Factor	0.792	0.885	0.945	Pk Hr Factor	0.939	0.956	0.984				
7 - 9 Volume	0	0	1781	2981	4762	4 - 6 Volume	0	0	3004	2174	5178
7 - 9 Peak Hour	07:15	07:15	07:15	4 - 6 Peak Hour	17:00	16:30	17:00				
7 - 9 Pk Volume	0	0	1023	1569	2592	4 - 6 Pk Volume	0	0	1553	1119	2660
Pk Hr Factor	0.000	0.000	0.792	0.916	0.945	Pk Hr Factor	0.000	0.000	0.954	0.952	0.984

VOLUME

Whittier Blvd from West City Limit to Paramount Blvd

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_030

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	13,275	12,532	25,807					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			17	28	45	12:00			185	181	366			
00:15			20	24	44	12:15			212	186	398			
00:30			23	35	58	12:30			199	182	381			
00:45			14	74	24	111	12:45		206	802	160	709	366	1511
01:00			22	20	42	13:00			225	175	400			
01:15			16	21	37	13:15			188	204	392			
01:30			11	16	27	13:30			224	184	408			
01:45			11	60	8	65	13:45		210	847	170	733	380	1580
02:00			9	8	17	14:00			206	183	389			
02:15			7	13	20	14:15			207	177	384			
02:30			27	17	44	14:30			225	186	411			
02:45			17	60	12	50	14:45		227	865	178	724	405	1589
03:00			11	8	19	15:00			238	188	426			
03:15			10	14	24	15:15			246	180	426			
03:30			16	11	27	15:30			289	185	474			
03:45			23	60	14	47	15:45		292	1065	218	771	510	1836
04:00			25	19	44	16:00			266	170	436			
04:15			27	20	47	16:15			270	172	442			
04:30			27	42	69	16:30			275	178	453			
04:45			45	124	53	134	16:45		336	1147	165	685	501	1832
05:00			51	43	94	17:00			322	183	505			
05:15			51	50	101	17:15			326	185	511			
05:30			68	73	141	17:30			339	190	529			
05:45			62	232	111	277	17:45		337	1324	182	740	519	2064
06:00			63	118	181	18:00			316	173	489			
06:15			64	120	184	18:15			304	173	477			
06:30			105	195	300	18:30			253	211	464			
06:45			102	334	264	697	18:45		268	1141	169	726	437	1867
07:00			89	248	337	19:00			219	149	368			
07:15			112	277	389	19:15			200	165	365			
07:30			143	320	463	19:30			172	133	305			
07:45			149	493	285	1130	19:45		155	746	149	596	304	1342
08:00			138	248	386	20:00			170	170	340			
08:15			136	241	377	20:15			164	143	307			
08:30			136	239	375	20:30			144	130	274			
08:45			125	535	195	923	20:45		119	597	122	565	241	1162
09:00			146	171	317	21:00			123	115	238			
09:15			136	160	296	21:15			132	127	259			
09:30			137	170	307	21:30			105	115	220			
09:45			133	552	154	655	21:45		94	454	85	442	179	896
10:00			133	169	302	22:00			74	78	152			
10:15			154	168	322	22:15			89	72	161			
10:30			164	145	309	22:30			77	75	152			
10:45			163	614	151	633	22:45		61	301	64	289	125	590
11:00			177	172	349	23:00			42	44	86			
11:15			158	154	312	23:15			40	40	80			
11:30			176	169	345	23:30			28	43	71			
11:45			196	707	169	664	23:45		31	141	39	166	70	307
TOTALS			3845	5386	9231	TOTALS			9430	7146	16576			
SPLIT %			41.7%	58.3%	35.8%	SPLIT %			56.9%	43.1%	64.2%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	13,275	12,532	25,807

AM Peak Hour	11:45	07:00	07:15	PM Peak Hour	17:00	15:00	17:00				
AM Pk Volume	792	1130	1672	PM Pk Volume	1324	771	2064				
Pk Hr Factor	0.934	0.883	0.903	Pk Hr Factor	0.976	0.884	0.975				
7 - 9 Volume	0	0	1028	2053	3081	4 - 6 Volume	0	0	2471	1425	3896
7 - 9 Peak Hour	07:30	07:00	07:15	4 - 6 Peak Hour	17:00	17:00	17:00				
7 - 9 Pk Volume	0	0	566	1130	1672	4 - 6 Pk Volume	0	0	1324	740	2064
Pk Hr Factor	0.000	0.000	0.950	0.883	0.903	Pk Hr Factor	0.000	0.000	0.976	0.974	0.975

VOLUME

Whittier Blvd from Paramount Blvd to Passons Blvd

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_031

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	12,165	12,683	24,848					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			23	38	61	12:00			202	183	385			
00:15			28	23	51	12:15			184	179	363			
00:30			21	23	44	12:30			191	193	384			
00:45			13	85	24	108	12:45		184	761	183	738	367	1499
01:00			24	16	40	13:00			193	189	382			
01:15			27	14	41	13:15			181	198	379			
01:30			14	17	31	13:30			193	177	370			
01:45			15	80	10	57	13:45		178	745	171	735	349	1480
02:00			16	10	26	14:00			177	199	376			
02:15			7	19	26	14:15			186	199	385			
02:30			20	19	39	14:30			219	182	401			
02:45			11	54	16	64	14:45		197	779	203	783	400	1562
03:00			11	11	22	15:00			206	176	382			
03:15			11	15	26	15:15			221	178	399			
03:30			15	22	37	15:30			239	192	431			
03:45			27	64	18	66	15:45		228	894	196	742	424	1636
04:00			19	26	45	16:00			221	179	400			
04:15			27	30	57	16:15			226	174	400			
04:30			25	60	85	16:30			261	166	427			
04:45			46	117	62	178	16:45		266	974	202	721	468	1695
05:00			51	49	100	17:00			268	203	471			
05:15			58	62	120	17:15			261	194	455			
05:30			68	89	157	17:30			281	186	467			
05:45			69	246	122	322	17:45		283	1093	198	781	481	1874
06:00			72	127	199	18:00			284	199	483			
06:15			59	136	195	18:15			264	179	443			
06:30			96	214	310	18:30			258	204	462			
06:45			90	317	247	724	18:45		244	1050	164	746	408	1796
07:00			96	251	347	19:00			221	152	373			
07:15			98	254	352	19:15			167	171	338			
07:30			131	276	407	19:30			172	144	316			
07:45			139	464	269	1050	19:45		163	723	158	625	321	1348
08:00			129	209	338	20:00			140	171	311			
08:15			135	230	365	20:15			127	146	273			
08:30			117	203	320	20:30			163	122	285			
08:45			128	509	196	838	20:45		120	550	126	565	246	1115
09:00			135	163	298	21:00			118	102	220			
09:15			122	148	270	21:15			126	119	245			
09:30			131	195	326	21:30			108	106	214			
09:45			137	525	151	657	21:45		67	419	93	420	160	839
10:00			126	166	292	22:00			74	97	171			
10:15			146	149	295	22:15			75	66	141			
10:30			156	156	312	22:30			84	87	171			
10:45			156	584	157	628	22:45		61	294	46	296	107	590
11:00			159	163	322	23:00			49	51	100			
11:15			168	186	354	23:15			42	33	75			
11:30			177	160	337	23:30			34	41	75			
11:45			175	679	166	675	23:45		34	159	39	164	73	323
TOTALS			3724	5367	9091	TOTALS			8441	7316	15757			
SPLIT %			41.0%	59.0%	36.6%	SPLIT %			53.6%	46.4%	63.4%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	12,165	12,683	24,848

AM Peak Hour	11:45	07:00	07:30	PM Peak Hour	17:30	16:45	17:15				
AM Pk Volume	752	1050	1518	PM Pk Volume	1112	785	1886				
Pk Hr Factor	0.931	0.951	0.930	Pk Hr Factor	0.979	0.967	0.976				
7 - 9 Volume	0	0	973	1888	2861	4 - 6 Volume	0	0	2067	1502	3569
7 - 9 Peak Hour	07:30	07:00	07:30	4 - 6 Peak Hour	17:00	16:45	17:00				
7 - 9 Pk Volume	0	0	534	1050	1518	4 - 6 Pk Volume	0	0	1093	785	1874
Pk Hr Factor	0.000	0.000	0.960	0.951	0.930	Pk Hr Factor	0.000	0.000	0.966	0.967	0.974

VOLUME

Whittier Blvd from Passons Blvd to East City Limit

Day: Tuesday
Date: 4/22/2014

City: Pico Rivera
Project #: CA14_5220_032

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	16,536	16,235	32,771					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			41	32	73	12:00			239	243	482			
00:15			35	39	74	12:15			270	225	495			
00:30			37	21	58	12:30			238	245	483			
00:45			27	140	23	115	12:45		255	1002	239	952	494	1954
01:00			30	19	49	13:00			262	222	484			
01:15			22	15	37	13:15			290	223	513			
01:30			16	15	31	13:30			250	205	455			
01:45			13	81	12	61	13:45		266	1068	244	894	510	1962
02:00			16	9	25	14:00			251	223	474			
02:15			9	24	33	14:15			242	247	489			
02:30			24	12	36	14:30			262	235	497			
02:45			13	62	15	60	14:45		272	1027	267	972	539	1999
03:00			18	12	30	15:00			282	243	525			
03:15			19	23	42	15:15			279	232	511			
03:30			38	26	64	15:30			284	261	545			
03:45			29	104	35	96	15:45		276	1121	258	994	534	2115
04:00			33	28	61	16:00			285	266	551			
04:15			45	34	79	16:15			257	262	519			
04:30			57	61	118	16:30			283	225	508			
04:45			60	195	75	198	16:45		291	1116	250	1003	541	2119
05:00			73	64	137	17:00			353	273	626			
05:15			107	69	176	17:15			284	250	534			
05:30			139	94	233	17:30			314	259	573			
05:45			113	432	120	347	17:45		299	1250	270	1052	569	2302
06:00			109	139	248	18:00			286	225	511			
06:15			129	177	306	18:15			284	245	529			
06:30			149	210	359	18:30			293	246	539			
06:45			154	541	290	816	18:45		264	1127	216	932	480	2059
07:00			175	292	467	19:00			262	210	472			
07:15			224	298	522	19:15			248	187	435			
07:30			271	366	637	19:30			234	211	445			
07:45			248	918	319	1275	19:45		242	986	211	819	453	1805
08:00			235	323	558	20:00			218	165	383			
08:15			211	320	531	20:15			226	193	419			
08:30			207	244	451	20:30			199	165	364			
08:45			194	847	256	1143	20:45		179	822	148	671	327	1493
09:00			194	234	428	21:00			180	146	326			
09:15			189	207	396	21:15			156	146	302			
09:30			174	231	405	21:30			139	135	274			
09:45			192	749	220	892	21:45		139	614	134	561	273	1175
10:00			207	196	403	22:00			111	120	231			
10:15			188	203	391	22:15			100	95	195			
10:30			212	237	449	22:30			91	89	180			
10:45			223	830	231	867	22:45		70	372	61	365	131	737
11:00			189	233	422	23:00			75	67	142			
11:15			221	219	440	23:15			53	64	117			
11:30			245	264	509	23:30			59	40	99			
11:45			246	901	221	937	23:45		44	231	42	213	86	444
TOTALS			5800	6807	12607	TOTALS			10736	9428	20164			
SPLIT %			46.0%	54.0%	38.5%	SPLIT %			53.2%	46.8%	61.5%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	16,536	16,235	32,771

AM Peak Hour	11:30	07:30	07:30	PM Peak Hour	17:00	17:00	17:00				
AM Pk Volume	1000	1328	2293	PM Pk Volume	1250	1052	2302				
Pk Hr Factor	0.926	0.907	0.900	Pk Hr Factor	0.885	0.963	0.919				
7 - 9 Volume	0	0	1765	2418	4183	4 - 6 Volume	0	0	2366	2055	4421
7 - 9 Peak Hour	07:15	07:30	07:30	4 - 6 Peak Hour	17:00	17:00	17:00				
7 - 9 Pk Volume	0	0	978	1328	2293	4 - 6 Pk Volume	0	0	1250	1052	2302
Pk Hr Factor	0.000	0.000	0.902	0.907	0.900	Pk Hr Factor	0.000	0.000	0.885	0.963	0.919

VOLUME

Gallatin Rd from Paramount Blvd to Rosemead Blvd

Day: Wednesday
Date: 4/30/2014

City: Pico Rivera
Project #: CA14_5220_033

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	5,108	4,101	9,209					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			7	13	20	12:00			44	36	80			
00:15			5	9	14	12:15			51	49	100			
00:30			7	10	17	12:30			68	59	127			
00:45			8	27	3	35	12:45		51	214	51	195	102	409
01:00			7	8	15	13:00			60	43	103			
01:15			4	6	10	13:15			65	34	99			
01:30			4	4	8	13:30			96	46	142			
01:45			4	19	5	23	13:45		73	294	56	179	129	473
02:00			4	4	8	14:00			84	52	136			
02:15			6	1	7	14:15			80	49	129			
02:30			7	1	8	14:30			76	48	124			
02:45			6	23	2	8	14:45		84	324	69	218	153	542
03:00			4	1	5	15:00			82	65	147			
03:15			5	5	10	15:15			104	57	161			
03:30			1	6	7	15:30			106	68	174			
03:45			5	15	8	20	15:45		132	424	65	255	197	679
04:00			4	0	4	16:00			102	67	169			
04:15			5	5	10	16:15			136	73	209			
04:30			13	12	25	16:30			119	74	193			
04:45			11	33	11	28	16:45		155	512	80	294	235	806
05:00			14	13	27	17:00			164	95	259			
05:15			27	16	43	17:15			175	86	261			
05:30			40	31	71	17:30			142	64	206			
05:45			30	111	33	93	17:45		140	621	76	321	216	942
06:00			33	46	79	18:00			124	71	195			
06:15			35	49	84	18:15			109	56	165			
06:30			52	67	119	18:30			127	72	199			
06:45			70	190	86	248	18:45		71	431	67	266	138	697
07:00			62	83	145	19:00			74	52	126			
07:15			67	117	184	19:15			65	38	103			
07:30			95	136	231	19:30			80	54	134			
07:45			80	304	110	446	19:45		52	271	54	198	106	469
08:00			88	98	186	20:00			66	56	122			
08:15			69	100	169	20:15			48	46	94			
08:30			60	72	132	20:30			39	36	75			
08:45			49	266	67	337	20:45		40	193	33	171	73	364
09:00			44	61	105	21:00			54	31	85			
09:15			39	63	102	21:15			23	27	50			
09:30			60	60	120	21:30			38	26	64			
09:45			51	194	43	227	21:45		36	151	37	121	73	272
10:00			37	43	80	22:00			33	22	55			
10:15			40	39	79	22:15			29	6	35			
10:30			48	35	83	22:30			29	17	46			
10:45			44	169	42	159	22:45		19	110	14	59	33	169
11:00			40	38	78	23:00			13	16	29			
11:15			42	39	81	23:15			13	12	25			
11:30			41	41	82	23:30			11	13	24			
11:45			44	167	36	154	23:45		8	45	5	46	13	91
TOTALS			1518	1778	3296	TOTALS			3590	2323	5913			
SPLIT %			46.1%	53.9%	35.8%	SPLIT %			60.7%	39.3%	64.2%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	5,108	4,101	9,209

AM Peak Hour	07:30	07:15	07:15	PM Peak Hour	16:45	16:30	16:45				
AM Pk Volume	332	461	791	PM Pk Volume	636	335	961				
Pk Hr Factor	0.874	0.847	0.856	Pk Hr Factor	0.909	0.882	0.920				
7 - 9 Volume	0	0	570	783	1353	4 - 6 Volume	0	0	1133	615	1748
7 - 9 Peak Hour	07:30	07:15	07:15	4 - 6 Peak Hour	16:45	16:30	16:45				
7 - 9 Pk Volume	0	0	332	461	791	4 - 6 Pk Volume	0	0	636	335	961
Pk Hr Factor	0.000	0.000	0.874	0.847	0.856	Pk Hr Factor	0.000	0.000	0.909	0.882	0.920

VOLUME

Rex Rd from Paramount Blvd to Rosemead Blvd

Day: Tuesday
Date: 4/29/2014

City: Pico Rivera
Project #: CA14_5220_034

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	1,857	2,097	3,954					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			1	5	6	12:00			19	34	53			
00:15			3	3	6	12:15			26	32	58			
00:30			1	0	1	12:30			30	23	53			
00:45			3	8	2	12:45			34	109	36	125	70	234
01:00			0	1	1	13:00			23	40	63			
01:15			2	1	3	13:15			30	35	65			
01:30			0	1	1	13:30			22	32	54			
01:45			4	6	1	13:45			30	105	16	123	46	228
02:00			2	4	6	14:00			42	37	79			
02:15			1	1	2	14:15			24	36	60			
02:30			0	5	5	14:30			44	46	90			
02:45			3	6	0	14:45			41	151	30	149	71	300
03:00			1	1	2	15:00			32	47	79			
03:15			2	4	6	15:15			33	30	63			
03:30			3	3	6	15:30			39	18	57			
03:45			5	11	2	15:45			41	145	34	129	75	274
04:00			1	4	5	16:00			52	35	87			
04:15			9	9	18	16:15			36	33	69			
04:30			6	11	17	16:30			41	38	79			
04:45			17	33	16	16:45			41	170	30	136	71	306
05:00			13	13	26	17:00			53	48	101			
05:15			7	17	24	17:15			48	30	78			
05:30			16	28	44	17:30			42	27	69			
05:45			28	64	29	17:45			46	189	24	129	70	318
06:00			14	29	43	18:00			34	16	50			
06:15			24	29	53	18:15			31	23	54			
06:30			13	44	57	18:30			20	16	36			
06:45			16	67	42	18:45			22	107	16	71	38	178
07:00			19	47	66	19:00			28	14	42			
07:15			18	69	87	19:15			16	22	38			
07:30			36	80	116	19:30			15	16	31			
07:45			34	107	62	19:45			18	77	9	61	27	138
08:00			24	62	86	20:00			17	12	29			
08:15			23	42	65	20:15			6	13	19			
08:30			22	30	52	20:30			16	6	22			
08:45			15	84	33	20:45			9	48	9	40	18	88
09:00			18	35	53	21:00			7	6	13			
09:15			14	30	44	21:15			9	9	18			
09:30			16	29	45	21:30			5	6	11			
09:45			30	78	33	21:45			9	30	7	28	16	58
10:00			25	24	49	22:00			11	10	21			
10:15			27	21	48	22:15			8	5	13			
10:30			20	26	46	22:30			9	9	18			
10:45			19	91	22	22:45			7	35	2	26	9	61
11:00			18	24	42	23:00			18	7	25			
11:15			24	19	43	23:15			10	6	16			
11:30			25	38	63	23:30			4	7	11			
11:45			30	97	28	23:45			7	39	1	21	8	60
TOTALS			652	1059	1711	TOTALS			1205	1038	2243			
SPLIT %			38.1%	61.9%	43.3%	SPLIT %			53.7%	46.3%	56.7%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	1,857	2,097	3,954

AM Peak Hour	07:30	07:15	07:15	PM Peak Hour	17:00	14:15	16:30		
AM Pk Volume	117	273	385	PM Pk Volume	189	159	329		
Pk Hr Factor	0.813	0.853	0.830	Pk Hr Factor	0.892	0.846	0.814		
7 - 9 Volume	0	0	191	4 - 6 Volume	0	0	359	265	624
7 - 9 Peak Hour	07:30	07:15	07:15	4 - 6 Peak Hour	17:00	16:15	16:30		
7 - 9 Pk Volume	0	0	117	4 - 6 Pk Volume	0	0	189	149	329
Pk Hr Factor	0.000	0.000	0.813	0.853	0.830	0.892	0.776	0.814	

Counts 2019

VOLUME

Beverly Blvd Bet. Pine St & Rosemead Blvd

Day: Tuesday
Date: 8/20/2019

City: Pico Rivera
Project #: CA19_5433_001

DAILY TOTALS						NB	SB					Total		
						0	0					27,147		
								13,943	13,204					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	40	23	63	12:00	0	0	161	164	325			
00:15	0	0	19	22	41	12:15	0	0	231	178	409			
00:30	0	0	24	31	55	12:30	0	0	198	168	366			
00:45	0	0	20	103	20	12:45	0	0	162	752	180	96	342	1442
01:00	0	0	16	19	35	13:00	0	0	173	196	369			
01:15	0	0	10	10	20	13:15	0	0	198	182	380			
01:30	0	0	16	11	27	13:30	0	0	198	185	383			
01:45	0	0	8	50	13	13:45	0	0	203	772	161	724	364	1496
02:00	0	0	5	14	19	14:00	0	0	239	146	385			
02:15	0	0	10	12	22	14:15	0	0	242	184	426			
02:30	0	0	12	10	22	14:30	0	0	255	184	439			
02:45	0	0	23	50	6	14:45	0	0	285	1021	212	726	497	1747
03:00	0	0	14	15	29	15:00	0	0	280	191	471			
03:15	0	0	19	11	30	15:15	0	0	305	171	476			
03:30	0	0	15	14	29	15:30	0	0	354	203	557			
03:45	0	0	21	69	20	15:45	0	0	331	1270	187	752	518	2022
04:00	0	0	19	26	45	16:00	0	0	300	193	493			
04:15	0	0	23	16	39	16:15	0	0	293	149	442			
04:30	0	0	39	31	70	16:30	0	0	310	161	471			
04:45	0	0	45	126	36	16:45	0	0	352	1255	169	672	521	1927
05:00	0	0	53	46	99	17:00	0	0	315	167	482			
05:15	0	0	63	97	160	17:15	0	0	382	164	546			
05:30	0	0	92	168	260	17:30	0	0	350	192	542			
05:45	0	0	94	302	172	17:45	0	0	311	1358	156	679	467	2037
06:00	0	0	63	188	251	18:00	0	0	330	175	505			
06:15	0	0	69	219	288	18:15	0	0	312	141	453			
06:30	0	0	94	284	378	18:30	0	0	332	169	501			
06:45	0	0	122	348	294	18:45	0	0	286	1260	151	636	437	1896
07:00	0	0	125	326	451	19:00	0	0	270	146	416			
07:15	0	0	155	303	458	19:15	0	0	213	150	363			
07:30	0	0	196	344	540	19:30	0	0	197	101	298			
07:45	0	0	189	665	323	19:45	0	0	173	853	141	538	314	1391
08:00	0	0	172	343	515	20:00	0	0	155	118	273			
08:15	0	0	151	295	446	20:15	0	0	144	121	265			
08:30	0	0	165	283	448	20:30	0	0	120	132	252			
08:45	0	0	113	601	226	20:45	0	0	141	560	111	482	252	1042
09:00	0	0	124	234	358	21:00	0	0	106	113	219			
09:15	0	0	122	205	327	21:15	0	0	102	106	208			
09:30	0	0	143	157	300	21:30	0	0	100	92	192			
09:45	0	0	141	530	214	21:45	0	0	72	380	96	407	168	787
10:00	0	0	112	156	268	22:00	0	0	82	74	156			
10:15	0	0	124	191	315	22:15	0	0	74	93	167			
10:30	0	0	158	170	328	22:30	0	0	60	59	119			
10:45	0	0	164	558	174	22:45	0	0	49	265	46	272	95	537
11:00	0	0	152	158	310	23:00	0	0	61	32	93			
11:15	0	0	157	195	352	23:15	0	0	45	42	87			
11:30	0	0	137	149	286	23:30	0	0	42	38	80			
11:45	0	0	159	605	195	23:45	0	0	42	190	45	157	87	347
TOTALS			4007	6469	10476	TOTALS			9936	6735	16671			
SPLIT %			38.2%	61.8%	38.6%	SPLIT %			59.6%	40.4%	61.4%			

DAILY TOTALS						NB	SB					Total
						0	0					27,147
								13,943	13,204			
AM Peak Hour			11:45	07:15	07:15	PM Peak Hour			16:45	14:45	16:45	
AM Pk Volume			749	1313	2025	PM Pk Volume			1399	777	2091	
Pk Hr Factor			0.811	0.954	0.938	Pk Hr Factor			0.916	0.916	0.957	
7 - 9 Volume			1266	2443	3709	4 - 6 Volume			2613	1351	3964	
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			16:45	16:45	16:45	
7 - 9 Pk Volume			712	1313	2025	4 - 6 Pk Volume			1399	692	2091	
Pk Hr Factor			0.908	0.954	0.938	Pk Hr Factor			0.916	0.901	0.957	

VOLUME

Beverly Blvd Bet. Rosemead Blvd & Durfee Ave

Day: Tuesday
Date: 8/20/2019

City: Pico Rivera
Project #: CA19_5433_002

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	17,482	17,146	34,628			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	35	28	63	12:00	0	0	195	208	403	
00:15	0	0	26	20	46	12:15	0	0	256	195	451	
00:30	0	0	22	25	47	12:30	0	0	260	232	492	
00:45	0	0	19	102	19	12:45	0	0	211	922	200	835
01:00	0	0	15	16	31	13:00	0	0	252	251	503	
01:15	0	0	13	18	31	13:15	0	0	246	210	456	
01:30	0	0	16	15	31	13:30	0	0	224	203	427	
01:45	0	0	8	52	18	13:45	0	0	273	995	206	870
02:00	0	0	9	13	22	14:00	0	0	264	215	479	
02:15	0	0	13	14	27	14:15	0	0	332	205	537	
02:30	0	0	17	13	30	14:30	0	0	301	241	542	
02:45	0	0	20	59	8	14:45	0	0	360	1257	276	937
03:00	0	0	17	10	27	15:00	0	0	367	264	631	
03:15	0	0	17	12	29	15:15	0	0	350	198	548	
03:30	0	0	26	12	38	15:30	0	0	442	250	692	
03:45	0	0	25	85	21	15:45	0	0	375	1534	254	966
04:00	0	0	19	30	49	16:00	0	0	392	201	593	
04:15	0	0	32	19	51	16:15	0	0	356	193	549	
04:30	0	0	47	47	94	16:30	0	0	406	212	618	
04:45	0	0	62	160	55	16:45	0	0	401	1555	219	825
05:00	0	0	75	77	152	17:00	0	0	423	218	641	
05:15	0	0	72	108	180	17:15	0	0	401	262	663	
05:30	0	0	113	199	312	17:30	0	0	443	249	692	
05:45	0	0	127	387	215	17:45	0	0	386	1653	225	954
06:00	0	0	83	236	319	18:00	0	0	411	222	633	
06:15	0	0	90	306	396	18:15	0	0	384	240	624	
06:30	0	0	122	423	545	18:30	0	0	415	197	612	
06:45	0	0	153	448	434	18:45	0	0	353	1563	183	842
07:00	0	0	178	501	679	19:00	0	0	330	203	533	
07:15	0	0	179	423	602	19:15	0	0	318	144	462	
07:30	0	0	275	479	754	19:30	0	0	255	151	406	
07:45	0	0	237	869	439	19:45	0	0	262	1165	167	665
08:00	0	0	213	442	655	20:00	0	0	168	130	298	
08:15	0	0	174	405	579	20:15	0	0	238	150	388	
08:30	0	0	207	437	644	20:30	0	0	153	157	310	
08:45	0	0	150	744	402	20:45	0	0	176	735	119	556
09:00	0	0	164	336	500	21:00	0	0	133	128	261	
09:15	0	0	175	259	434	21:15	0	0	125	126	251	
09:30	0	0	139	289	428	21:30	0	0	108	108	216	
09:45	0	0	175	653	243	21:45	0	0	108	474	109	471
10:00	0	0	131	200	331	22:00	0	0	105	93	198	
10:15	0	0	181	243	424	22:15	0	0	95	98	193	
10:30	0	0	197	193	390	22:30	0	0	91	80	171	
10:45	0	0	211	720	204	22:45	0	0	67	358	60	331
11:00	0	0	171	206	377	23:00	0	0	66	42	108	
11:15	0	0	212	226	438	23:15	0	0	57	46	103	
11:30	0	0	180	182	362	23:30	0	0	52	39	91	
11:45	0	0	193	756	203	23:45	0	0	61	236	44	171
TOTALS			5035	8723	13758	TOTALS			12447	8423	20870	
SPLIT %			36.6%	63.4%	39.7%	SPLIT %			59.6%	40.4%	60.3%	

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	17,482	17,146	34,628

AM Peak Hour	07:15	07:00	07:00	PM Peak Hour	16:45	14:45	16:45
AM Pk Volume	904	1842	2711	PM Pk Volume	1668	988	2616
Pk Hr Factor	0.822	0.919	0.899	Pk Hr Factor	0.941	0.895	0.945
7 - 9 Volume	1613	3528	5141	4 - 6 Volume	3208	1779	4987
7 - 9 Peak Hour	07:15	07:00	07:00	4 - 6 Peak Hour	16:45	17:00	16:45
7 - 9 Pk Volume	904	1842	2711	4 - 6 Pk Volume	1668	954	2616
Pk Hr Factor	0.822	0.919	0.899	Pk Hr Factor	0.941	0.910	0.945

VOLUME

Beverly Rd Bet. Pine St & Paramount Blvd

Day: Thursday
Date: 8/29/2019

City: Pico Rivera
Project #: CA19_5433_003

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	1,532	1,477	3,009		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	1	4	5	12:00	0	0	11	13	24
00:15	0	0	6	8	14	12:15	0	0	15	21	36
00:30	0	0	6	3	9	12:30	0	0	27	20	47
00:45	0	0	8	21	16	12:45	0	0	19	72	39
01:00	0	0	0	2	2	13:00	0	0	21	23	44
01:15	0	0	5	4	9	13:15	0	0	22	16	38
01:30	0	0	5	6	11	13:30	0	0	15	27	42
01:45	0	0	3	13	4	13:45	0	0	26	84	50
02:00	0	0	1	0	1	14:00	0	0	26	31	57
02:15	0	0	0	1	1	14:15	0	0	18	21	39
02:30	0	0	1	1	2	14:30	0	0	18	26	44
02:45	0	0	1	3	0	14:45	0	0	28	90	64
03:00	0	0	1	0	1	15:00	0	0	33	21	54
03:15	0	0	1	0	1	15:15	0	0	35	32	67
03:30	0	0	2	0	2	15:30	0	0	24	24	48
03:45	0	0	2	6	1	15:45	0	0	21	113	47
04:00	0	0	1	3	4	16:00	0	0	25	22	47
04:15	0	0	0	1	1	16:15	0	0	19	28	47
04:30	0	0	0	0	0	16:30	0	0	24	25	49
04:45	0	0	0	1	2	16:45	0	0	25	93	50
05:00	0	0	0	1	1	17:00	0	0	40	25	65
05:15	0	0	1	2	3	17:15	0	0	23	33	56
05:30	0	0	0	1	1	17:30	0	0	33	31	64
05:45	0	0	3	4	6	17:45	0	0	37	133	75
06:00	0	0	4	4	8	18:00	0	0	39	28	67
06:15	0	0	10	5	15	18:15	0	0	14	39	53
06:30	0	0	9	5	14	18:30	0	0	33	27	60
06:45	0	0	9	32	7	18:45	0	0	41	127	67
07:00	0	0	10	11	21	19:00	0	0	32	23	55
07:15	0	0	11	20	31	19:15	0	0	34	25	59
07:30	0	0	27	21	48	19:30	0	0	33	26	59
07:45	0	0	34	82	40	19:45	0	0	29	128	55
08:00	0	0	42	42	84	20:00	0	0	27	25	52
08:15	0	0	24	21	45	20:15	0	0	22	23	45
08:30	0	0	15	22	37	20:30	0	0	21	21	42
08:45	0	0	17	98	12	20:45	0	0	19	89	40
09:00	0	0	19	14	33	21:00	0	0	15	14	29
09:15	0	0	16	8	24	21:15	0	0	21	11	32
09:30	0	0	12	9	21	21:30	0	0	19	21	40
09:45	0	0	11	58	10	21:45	0	0	29	84	41
10:00	0	0	10	10	20	22:00	0	0	25	14	39
10:15	0	0	11	18	29	22:15	0	0	19	10	29
10:30	0	0	13	16	29	22:30	0	0	11	11	22
10:45	0	0	14	48	11	22:45	0	0	7	62	18
11:00	0	0	10	21	31	23:00	0	0	8	7	15
11:15	0	0	15	18	33	23:15	0	0	8	9	17
11:30	0	0	17	15	32	23:30	0	0	6	4	10
11:45	0	0	21	63	17	23:45	0	0	6	28	13
TOTALS			429	428	857	TOTALS			1103	1049	2152
SPLIT %			50.1%	49.9%	28.5%	SPLIT %			51.3%	48.7%	71.5%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	1,532	1,477	3,009
AM Peak Hour		07:30	07:45	07:30	PM Peak Hour		18:30	17:30	17:15
AM Pk Volume		127	125	251	PM Pk Volume		140	136	262
Pk Hr Factor		0.756	0.744	0.747	Pk Hr Factor		0.854	0.872	0.873
7 - 9 Volume		180	189	369	4 - 6 Volume		226	227	453
7 - 9 Peak Hour		07:30	07:45	07:30	4 - 6 Peak Hour		17:00	17:00	17:00
7 - 9 Pk Volume		127	125	251	4 - 6 Pk Volume		133	127	260
Pk Hr Factor		0.756	0.744	0.747	Pk Hr Factor		0.831	0.836	0.867

VOLUME

Beverly Blvd Bet. Paramount Blvd & Rosemead Blvd

Day: Thursday
Date: 8/22/2019

City: Pico Rivera
Project #: CA19_5433_004

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	3,835	2,966	6,801			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	6	7	13	12:00	0	0	42	47	89	
00:15	0	0	2	10	12	12:15	0	0	50	51	101	
00:30	0	0	0	7	7	12:30	0	0	38	44	82	
00:45	0	0	2	10	3	12:45	0	0	32	162	49	191
01:00	0	0	4	4	8	13:00	0	0	51	24	75	
01:15	0	0	6	5	11	13:15	0	0	36	36	72	
01:30	0	0	2	2	4	13:30	0	0	37	34	71	
01:45	0	0	1	13	3	13:45	0	0	53	177	37	131
02:00	0	0	1	4	5	14:00	0	0	61	40	101	
02:15	0	0	1	7	8	14:15	0	0	57	34	91	
02:30	0	0	3	4	7	14:30	0	0	83	30	113	
02:45	0	0	2	7	6	14:45	0	0	83	284	58	162
03:00	0	0	4	3	7	15:00	0	0	70	61	131	
03:15	0	0	3	8	11	15:15	0	0	82	45	127	
03:30	0	0	3	8	11	15:30	0	0	80	50	130	
03:45	0	0	1	11	5	15:45	0	0	92	324	57	213
04:00	0	0	2	4	6	16:00	0	0	102	41	143	
04:15	0	0	9	3	12	16:15	0	0	104	39	143	
04:30	0	0	9	11	20	16:30	0	0	98	49	147	
04:45	0	0	9	29	8	16:45	0	0	136	440	35	164
05:00	0	0	14	10	24	17:00	0	0	137	64	201	
05:15	0	0	12	15	27	17:15	0	0	186	62	248	
05:30	0	0	15	19	34	17:30	0	0	142	58	200	
05:45	0	0	15	56	17	17:45	0	0	140	605	51	235
06:00	0	0	16	22	38	18:00	0	0	142	57	199	
06:15	0	0	25	19	44	18:15	0	0	126	38	164	
06:30	0	0	23	35	58	18:30	0	0	74	42	116	
06:45	0	0	30	94	47	18:45	0	0	51	393	47	184
07:00	0	0	34	58	92	19:00	0	0	62	34	96	
07:15	0	0	58	68	126	19:15	0	0	46	36	82	
07:30	0	0	50	83	133	19:30	0	0	46	29	75	
07:45	0	0	68	210	110	19:45	0	0	35	189	35	134
08:00	0	0	80	113	193	20:00	0	0	35	25	60	
08:15	0	0	42	59	101	20:15	0	0	39	22	61	
08:30	0	0	29	52	81	20:30	0	0	30	26	56	
08:45	0	0	31	182	36	20:45	0	0	16	120	25	98
09:00	0	0	26	39	65	21:00	0	0	28	26	54	
09:15	0	0	32	29	61	21:15	0	0	21	20	41	
09:30	0	0	22	42	64	21:30	0	0	15	21	36	
09:45	0	0	27	107	35	21:45	0	0	13	77	22	89
10:00	0	0	26	27	53	22:00	0	0	11	16	27	
10:15	0	0	25	38	63	22:15	0	0	20	13	33	
10:30	0	0	36	36	72	22:30	0	0	9	12	21	
10:45	0	0	35	122	35	22:45	0	0	8	48	14	55
11:00	0	0	32	36	68	23:00	0	0	13	7	20	
11:15	0	0	35	26	61	23:15	0	0	8	10	18	
11:30	0	0	36	26	62	23:30	0	0	6	8	14	
11:45	0	0	41	144	38	23:45	0	0	4	31	3	28
TOTALS			985	1282	2267	TOTALS			2850	1684	4534	
SPLIT %			43.4%	56.6%	33.3%	SPLIT %			62.9%	37.1%	66.7%	

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	3,835	2,966	6,801
AM Peak Hour		07:15	07:15	07:15	PM Peak Hour		17:15	17:00	17:00
AM Pk Volume		256	374	630	PM Pk Volume		610	235	840
Pk Hr Factor		0.800	0.827	0.816	Pk Hr Factor		0.820	0.918	0.847
7 - 9 Volume		392	579	971	4 - 6 Volume		1045	399	1444
7 - 9 Peak Hour		07:15	07:15	07:15	4 - 6 Peak Hour		17:00	17:00	17:00
7 - 9 Pk Volume		256	374	630	4 - 6 Pk Volume		605	235	840
Pk Hr Factor		0.800	0.827	0.816	Pk Hr Factor		0.813	0.918	0.847

VOLUME

Beverly Rd Bet. Canal Way & Tobias Ave

Day: Thursday
Date: 8/22/2019

City: Pico Rivera
Project #: CA19_5433_005

DAILY TOTALS						NB	SB					Total
						0	0					5,277
								3,028	2,249			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	4	1	5	12:00	0	0	23	35	58	
00:15	0	0	5	2	7	12:15	0	0	49	23	72	
00:30	0	0	1	4	5	12:30	0	0	44	38	82	
00:45	0	0	2	12	14	12:45	0	0	35	151	186	
01:00	0	0	3	1	4	13:00	0	0	48	28	76	
01:15	0	0	2	1	3	13:15	0	0	37	18	55	
01:30	0	0	2	1	3	13:30	0	0	55	30	85	
01:45	0	0	2	9	11	13:45	0	0	34	174	208	
02:00	0	0	0	1	1	14:00	0	0	52	28	80	
02:15	0	0	1	1	2	14:15	0	0	48	39	87	
02:30	0	0	0	2	2	14:30	0	0	61	53	114	
02:45	0	0	2	3	5	14:45	0	0	58	219	277	
03:00	0	0	4	1	5	15:00	0	0	62	49	111	
03:15	0	0	4	2	6	15:15	0	0	74	39	113	
03:30	0	0	4	2	6	15:30	0	0	52	50	102	
03:45	0	0	4	16	20	15:45	0	0	64	252	316	
04:00	0	0	5	4	9	16:00	0	0	86	43	129	
04:15	0	0	7	4	11	16:15	0	0	61	40	101	
04:30	0	0	10	2	12	16:30	0	0	90	63	153	
04:45	0	0	22	44	66	16:45	0	0	83	320	403	
05:00	0	0	14	6	20	17:00	0	0	103	64	167	
05:15	0	0	14	14	28	17:15	0	0	114	49	163	
05:30	0	0	21	12	33	17:30	0	0	101	36	137	
05:45	0	0	27	76	103	17:45	0	0	109	427	536	
06:00	0	0	16	11	27	18:00	0	0	96	33	129	
06:15	0	0	21	24	45	18:15	0	0	84	37	121	
06:30	0	0	32	29	61	18:30	0	0	57	23	80	
06:45	0	0	27	96	123	18:45	0	0	42	279	321	
07:00	0	0	25	30	55	19:00	0	0	35	36	71	
07:15	0	0	43	52	95	19:15	0	0	25	30	55	
07:30	0	0	35	79	114	19:30	0	0	28	16	44	
07:45	0	0	52	155	207	19:45	0	0	35	123	158	
08:00	0	0	47	73	120	20:00	0	0	17	17	34	
08:15	0	0	34	30	64	20:15	0	0	27	14	41	
08:30	0	0	29	25	54	20:30	0	0	32	23	55	
08:45	0	0	29	139	168	20:45	0	0	15	91	106	
09:00	0	0	19	24	43	21:00	0	0	16	15	31	
09:15	0	0	28	20	48	21:15	0	0	14	13	27	
09:30	0	0	31	27	58	21:30	0	0	8	9	17	
09:45	0	0	27	105	132	21:45	0	0	2	40	42	
10:00	0	0	26	21	47	22:00	0	0	9	10	19	
10:15	0	0	32	17	49	22:15	0	0	19	10	29	
10:30	0	0	33	20	53	22:30	0	0	16	15	31	
10:45	0	0	27	118	145	22:45	0	0	7	51	58	
11:00	0	0	16	22	38	23:00	0	0	5	3	8	
11:15	0	0	32	36	68	23:15	0	0	7	6	13	
11:30	0	0	28	22	50	23:30	0	0	3	4	7	
11:45	0	0	31	107	138	23:45	0	0	6	21	27	
TOTALS			880	869	1749	TOTALS			2148	1380	3528	
SPLIT %			50.3%	49.7%	33.1%	SPLIT %			60.9%	39.1%	66.9%	

DAILY TOTALS						NB	SB					Total
						0	0					5,277
								3,028	2,249			
AM Peak Hour			07:15	07:15	07:15	PM Peak Hour			17:00	14:15	17:00	
AM Pk Volume			177	293	470	PM Pk Volume			427	214	641	
Pk Hr Factor			0.851	0.823	0.833	Pk Hr Factor			0.936	0.733	0.931	
7 - 9 Volume			294	397	691	4 - 6 Volume			747	379	1126	
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			17:00	16:30	17:00	
7 - 9 Pk Volume			177	293	470	4 - 6 Pk Volume			427	214	641	
Pk Hr Factor			0.851	0.823	0.833	Pk Hr Factor			0.936	0.836	0.931	

VOLUME

Durfee Ave Bet. Whittier Blvd & Beverly Blvd

Day: Thursday
Date: 8/29/2019

City: Pico Rivera
Project #: CA19_5433_006

DAILY TOTALS						NB	SB	EB	WB	Total						
						6,292	5,728	0	0	12,020						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL					
00:00	8	5	0	0	13	12:00	93	94	0	0	187					
00:15	10	4	0	0	14	12:15	84	73	0	0	157					
00:30	6	9	0	0	15	12:30	68	76	0	0	144					
00:45	7	31	7	25	0	0	14	56	78	323	88	331	0	0	166	654
01:00	6	3	0	0	9	13:00	70	82	0	0	152					
01:15	4	4	0	0	8	13:15	96	71	0	0	167					
01:30	0	3	0	0	3	13:30	86	69	0	0	155					
01:45	4	14	2	12	0	0	6	26	62	314	80	302	0	0	142	616
02:00	3	5	0	0	8	14:00	77	80	0	0	157					
02:15	4	0	0	0	4	14:15	98	91	0	0	189					
02:30	2	0	0	0	2	14:30	149	105	0	0	254					
02:45	4	13	0	5	0	0	4	18	106	430	150	426	0	0	256	856
03:00	3	0	0	0	3	15:00	124	155	0	0	279					
03:15	1	0	0	0	1	15:15	125	105	0	0	230					
03:30	1	1	0	0	2	15:30	126	107	0	0	233					
03:45	4	9	0	1	0	0	4	10	128	503	119	486	0	0	247	989
04:00	3	2	0	0	5	16:00	105	138	0	0	243					
04:15	11	5	0	0	16	16:15	110	144	0	0	254					
04:30	11	14	0	0	25	16:30	129	126	0	0	255					
04:45	12	37	10	31	0	0	22	68	102	446	152	560	0	0	254	1006
05:00	18	15	0	0	33	17:00	142	132	0	0	274					
05:15	19	17	0	0	36	17:15	118	195	0	0	313					
05:30	27	18	0	0	45	17:30	98	142	0	0	240					
05:45	38	102	25	75	0	0	63	177	110	468	157	626	0	0	267	1094
06:00	35	23	0	0	58	18:00	96	126	0	0	222					
06:15	48	28	0	0	76	18:15	97	103	0	0	200					
06:30	58	62	0	0	120	18:30	114	99	0	0	213					
06:45	87	228	57	170	0	0	144	398	97	404	83	411	0	0	180	815
07:00	96	67	0	0	163	19:00	98	69	0	0	167					
07:15	122	121	0	0	243	19:15	79	68	0	0	147					
07:30	168	102	0	0	270	19:30	82	72	0	0	154					
07:45	182	568	133	423	0	0	315	991	70	329	68	277	0	0	138	606
08:00	119	100	0	0	219	20:00	76	75	0	0	151					
08:15	101	99	0	0	200	20:15	92	58	0	0	150					
08:30	110	67	0	0	177	20:30	57	62	0	0	119					
08:45	94	424	60	326	0	0	154	750	58	283	40	235	0	0	98	518
09:00	65	69	0	0	134	21:00	49	52	0	0	101					
09:15	61	66	0	0	127	21:15	68	27	0	0	95					
09:30	72	49	0	0	121	21:30	116	24	0	0	140					
09:45	56	254	42	226	0	0	98	480	146	379	28	131	0	0	174	510
10:00	37	44	0	0	81	22:00	61	40	0	0	101					
10:15	61	50	0	0	111	22:15	53	30	0	0	83					
10:30	67	63	0	0	130	22:30	39	28	0	0	67					
10:45	56	221	58	215	0	0	114	436	30	183	16	114	0	0	46	297
11:00	72	57	0	0	129	23:00	22	13	0	0	35					
11:15	60	76	0	0	136	23:15	14	14	0	0	28					
11:30	63	70	0	0	133	23:30	8	10	0	0	18					
11:45	83	278	72	275	0	0	155	553	7	51	8	45	0	0	15	96
TOTALS	2179	1784			3963	TOTALS	4113	3944			8057					
SPLIT %	55.0%	45.0%			33.0%	SPLIT %	51.0%	49.0%			67.0%					

DAILY TOTALS						NB	SB	EB	WB	Total
						6,292	5,728	0	0	12,020

AM Peak Hour	07:15	07:15	07:15	PM Peak Hour	14:30	17:00	16:30
AM Pk Volume	591	456	1047	PM Pk Volume	504	626	1096
Pk Hr Factor	0.812	0.857	0.831	Pk Hr Factor	0.846	0.803	0.875
7 - 9 Volume	992	749	1741	4 - 6 Volume	914	1186	2100
7 - 9 Peak Hour	07:15	07:15	07:15	4 - 6 Peak Hour	16:30	17:00	16:30
7 - 9 Pk Volume	591	456	1047	4 - 6 Pk Volume	491	626	1096
Pk Hr Factor	0.812	0.857	0.831	Pk Hr Factor	0.864	0.803	0.875

VOLUME

Durfee Ave Bet. Beverly Blvd & Kruse Rd

Day: Thursday
Date: 8/29/2019

City: Pico Rivera
Project #: CA19_5433_007

DAILY TOTALS					NB	SB	EB	WB	Total		
					2,765	2,865	0	0	5,630		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	5	7	0	0	12	12:00	35	33	0	0	68
00:15	2	4	0	0	6	12:15	32	32	0	0	64
00:30	5	3	0	0	8	12:30	18	32	0	0	50
00:45	5	17	3	17	0	0	8	34	116	32	129
01:00	3	5	0	0	8	12:45	31	32	0	0	63
01:15	1	2	0	0	3	13:00	34	36	0	0	70
01:30	3	2	0	0	5	13:15	31	32	0	0	63
01:45	1	8	2	11	0	0	3	19	38	40	0
02:00	1	3	0	0	4	13:30	41	144	39	147	0
02:15	1	3	0	0	4	13:45	41	45	0	0	86
02:30	2	3	0	0	5	14:00	43	37	0	0	80
02:45	1	5	1	10	0	0	2	15	44	80	0
03:00	2	5	0	0	7	14:15	35	163	58	220	0
03:15	4	5	0	0	9	14:30	45	35	0	0	80
03:30	3	3	0	0	6	14:45	65	48	0	0	113
03:45	2	11	3	16	0	0	5	27	57	45	0
04:00	1	1	0	0	2	15:00	52	219	45	173	0
04:15	4	5	0	0	9	15:15	51	61	0	0	112
04:30	5	13	0	0	18	15:30	56	47	0	0	103
04:45	7	17	11	30	0	0	18	47	48	60	0
05:00	9	10	0	0	19	15:45	57	212	45	213	0
05:15	11	12	0	0	23	16:00	63	43	0	0	106
05:30	12	14	0	0	26	16:15	57	50	0	0	107
05:45	17	49	22	58	0	0	26	107	65	54	0
06:00	21	28	0	0	49	16:30	60	245	54	201	0
06:15	15	21	0	0	36	16:45	57	43	0	0	106
06:30	23	29	0	0	52	17:00	46	188	61	212	0
06:45	40	99	43	121	0	0	83	220	46	188	61
07:00	60	35	0	0	95	17:15	45	36	0	0	81
07:15	57	64	0	0	121	17:30	46	54	0	0	100
07:30	62	88	0	0	150	17:45	38	38	0	0	76
07:45	70	249	58	245	0	0	128	494	33	162	35
08:00	56	52	0	0	108	18:00	27	38	0	0	65
08:15	58	54	0	0	112	18:15	33	28	0	0	61
08:30	31	50	0	0	81	18:30	27	33	0	0	60
08:45	39	184	38	194	0	0	77	378	27	114	24
09:00	28	45	0	0	73	18:45	22	20	0	0	42
09:15	30	26	0	0	56	19:00	28	30	0	0	58
09:30	35	29	0	0	64	19:15	27	23	0	0	50
09:45	35	128	29	129	0	0	64	257	30	107	16
10:00	32	28	0	0	60	19:30	20	19	0	0	39
10:15	23	36	0	0	59	19:45	27	20	0	0	47
10:30	26	38	0	0	64	20:00	14	9	0	0	23
10:45	16	97	34	136	0	0	50	233	15	76	14
11:00	27	34	0	0	61	20:15	18	10	0	0	28
11:15	25	38	0	0	63	20:30	13	7	0	0	20
11:30	28	37	0	0	65	20:45	4	9	0	0	13
11:45	33	113	26	135	0	0	59	248	7	42	5
TOTALS	977	1102			2079	TOTALS	1788	1763			3551
SPLIT %	47.0%	53.0%			36.9%	SPLIT %	50.4%	49.6%			63.1%

DAILY TOTALS					NB	SB	EB	WB	Total
					2,765	2,865	0	0	5,630

AM Peak Hour	07:00	07:15	07:15	PM Peak Hour	17:00	14:30	17:00
AM Pk Volume	249	262	507	PM Pk Volume	245	221	446
Pk Hr Factor	0.889	0.744	0.845	Pk Hr Factor	0.942	0.691	0.937
7 - 9 Volume	433	439	872	4 - 6 Volume	457	414	871
7 - 9 Peak Hour	07:00	07:15	07:15	4 - 6 Peak Hour	17:00	16:00	17:00
7 - 9 Pk Volume	249	262	507	4 - 6 Pk Volume	245	213	446
Pk Hr Factor	0.889	0.744	0.845	Pk Hr Factor	0.942	0.873	0.937

VOLUME

Loch Lomond Dr Bet. Paramount Blvd & Vannorman Rd

Day: Wednesday
Date: 8/21/2019

City: Pico Rivera
Project #: CA19_5433_008

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	1,810	1,877	3,687			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	23	1	24	12:00	0	0	62	27	89	
00:15	0	0	2	3	5	12:15	0	0	37	35	72	
00:30	0	0	18	1	19	12:30	0	0	34	31	65	
00:45	0	0	4	47	9	12:45	0	0	23	156	33	126
01:00	0	0	5	3	8	13:00	0	0	32	28	60	
01:15	0	0	13	3	16	13:15	0	0	23	27	50	
01:30	0	0	25	3	28	13:30	0	0	17	21	38	
01:45	0	0	6	49	4	13:45	0	0	27	99	30	106
02:00	0	0	3	3	6	14:00	0	0	26	41	67	
02:15	0	0	7	8	15	14:15	0	0	54	28	82	
02:30	0	0	10	15	25	14:30	0	0	58	38	96	
02:45	0	0	10	30	24	14:45	0	0	41	179	36	143
03:00	0	0	5	21	26	15:00	0	0	47	35	82	
03:15	0	0	4	37	41	15:15	0	0	29	47	76	
03:30	0	0	2	15	17	15:30	0	0	98	12	110	
03:45	0	0	22	33	22	15:45	0	0	47	221	23	117
04:00	0	0	6	9	15	16:00	0	0	52	24	76	
04:15	0	0	5	11	16	16:15	0	0	40	12	52	
04:30	0	0	5	36	41	16:30	0	0	34	15	49	
04:45	0	0	7	23	48	16:45	0	0	34	160	17	68
05:00	0	0	3	21	24	17:00	0	0	48	13	61	
05:15	0	0	9	24	33	17:15	0	0	36	10	46	
05:30	0	0	8	37	45	17:30	0	0	29	5	34	
05:45	0	0	12	32	60	17:45	0	0	18	131	8	36
06:00	0	0	20	40	60	18:00	0	0	30	10	40	
06:15	0	0	13	54	67	18:15	0	0	21	5	26	
06:30	0	0	17	40	57	18:30	0	0	29	7	36	
06:45	0	0	13	63	60	18:45	0	0	12	92	13	35
07:00	0	0	7	29	36	19:00	0	0	11	11	22	
07:15	0	0	16	34	50	19:15	0	0	14	9	23	
07:30	0	0	18	31	49	19:30	0	0	12	4	16	
07:45	0	0	10	51	32	19:45	0	0	8	45	4	28
08:00	0	0	16	49	65	20:00	0	0	6	8	14	
08:15	0	0	11	30	41	20:15	0	0	4	8	12	
08:30	0	0	19	24	43	20:30	0	0	8	3	11	
08:45	0	0	12	58	22	20:45	0	0	8	26	2	21
09:00	0	0	9	18	27	21:00	0	0	2	0	2	
09:15	0	0	11	22	33	21:15	0	0	2	3	5	
09:30	0	0	23	28	51	21:30	0	0	9	7	16	
09:45	0	0	18	61	19	21:45	0	0	4	17	6	16
10:00	0	0	25	29	54	22:00	0	0	4	8	12	
10:15	0	0	18	21	39	22:15	0	0	4	6	10	
10:30	0	0	24	24	48	22:30	0	0	4	6	10	
10:45	0	0	15	82	17	22:45	0	0	9	21	6	26
11:00	0	0	17	24	41	23:00	0	0	18	3	21	
11:15	0	0	27	20	47	23:15	0	0	9	5	14	
11:30	0	0	19	30	49	23:30	0	0	3	4	7	
11:45	0	0	35	98	25	23:45	0	0	6	36	8	20
TOTALS			627	1135	1762	TOTALS			1183	742	1925	
SPLIT %			35.6%	64.4%	47.8%	SPLIT %			61.5%	38.5%	52.2%	

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	1,810	1,877	3,687
AM Peak Hour		11:45	05:45	11:45	PM Peak Hour		15:30	14:30	14:45
AM Pk Volume		168	194	286	PM Pk Volume		237	156	345
Pk Hr Factor		0.677	0.808	0.803	Pk Hr Factor		0.605	0.830	0.784
7 - 9 Volume		109	251	360	4 - 6 Volume		291	104	395
7 - 9 Peak Hour		07:15	07:15	07:15	4 - 6 Peak Hour		16:00	16:00	16:00
7 - 9 Pk Volume		60	146	206	4 - 6 Pk Volume		160	68	228
Pk Hr Factor		0.833	0.745	0.792	Pk Hr Factor		0.769	0.708	0.750

VOLUME

Mines Ave Bet. Paramount Blvd & Rosemead Blvd

Day: Tuesday
Date: 8/27/2019

City: Pico Rivera
Project #: CA19_5433_009

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	3,177	3,460	6,637			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	5	6	11	12:00	0	0	39	36	75	
00:15	0	0	7	5	12	12:15	0	0	38	32	70	
00:30	0	0	1	2	3	12:30	0	0	41	44	85	
00:45	0	0	0	13	2	12:45	0	0	41	159	28	140
01:00	0	0	1	3	4	13:00	0	0	34	29	63	
01:15	0	0	3	1	4	13:15	0	0	35	41	76	
01:30	0	0	2	5	7	13:30	0	0	44	42	86	
01:45	0	0	1	7	2	13:45	0	0	43	156	52	164
02:00	0	0	1	3	4	14:00	0	0	47	42	89	
02:15	0	0	2	1	3	14:15	0	0	38	52	90	
02:30	0	0	5	0	5	14:30	0	0	40	73	113	
02:45	0	0	1	9	1	14:45	0	0	43	168	84	251
03:00	0	0	5	4	9	15:00	0	0	53	49	102	
03:15	0	0	5	5	10	15:15	0	0	64	70	134	
03:30	0	0	5	4	9	15:30	0	0	51	62	113	
03:45	0	0	2	17	7	15:45	0	0	42	210	83	264
04:00	0	0	6	7	13	16:00	0	0	36	88	124	
04:15	0	0	8	2	10	16:15	0	0	47	82	129	
04:30	0	0	21	8	29	16:30	0	0	46	93	139	
04:45	0	0	17	52	16	16:45	0	0	35	164	94	357
05:00	0	0	15	8	23	17:00	0	0	33	115	148	
05:15	0	0	25	14	39	17:15	0	0	58	115	173	
05:30	0	0	25	8	33	17:30	0	0	46	109	155	
05:45	0	0	48	113	18	17:45	0	0	63	200	106	445
06:00	0	0	37	13	50	18:00	0	0	40	106	146	
06:15	0	0	47	9	56	18:15	0	0	36	88	124	
06:30	0	0	51	16	67	18:30	0	0	48	78	126	
06:45	0	0	74	209	25	18:45	0	0	42	166	80	352
07:00	0	0	61	22	83	19:00	0	0	36	66	102	
07:15	0	0	72	36	108	19:15	0	0	57	55	112	
07:30	0	0	85	72	157	19:30	0	0	37	43	80	
07:45	0	0	108	326	51	19:45	0	0	51	181	40	204
08:00	0	0	84	61	145	20:00	0	0	40	36	76	
08:15	0	0	61	52	113	20:15	0	0	33	45	78	
08:30	0	0	38	34	72	20:30	0	0	47	32	79	
08:45	0	0	49	232	57	20:45	0	0	41	161	28	141
09:00	0	0	39	28	67	21:00	0	0	33	21	54	
09:15	0	0	26	31	57	21:15	0	0	29	38	67	
09:30	0	0	36	27	63	21:30	0	0	27	17	44	
09:45	0	0	41	142	34	21:45	0	0	24	113	18	94
10:00	0	0	35	31	66	22:00	0	0	14	20	34	
10:15	0	0	45	32	77	22:15	0	0	14	13	27	
10:30	0	0	40	28	68	22:30	0	0	11	18	29	
10:45	0	0	27	147	26	22:45	0	0	13	52	8	59
11:00	0	0	48	30	78	23:00	0	0	19	7	26	
11:15	0	0	28	28	56	23:15	0	0	7	9	16	
11:30	0	0	34	41	75	23:30	0	0	4	9	13	
11:45	0	0	35	145	43	23:45	0	0	5	35	5	30
TOTALS			1412	959	2371	TOTALS			1765	2501	4266	
SPLIT %			59.6%	40.4%	35.7%	SPLIT %			41.4%	58.6%	64.3%	

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	3,177	3,460	6,637
AM Peak Hour		07:15	07:30	07:30	PM Peak Hour		14:45	17:00	17:00
AM Pk Volume		349	236	574	PM Pk Volume		211	445	645
Pk Hr Factor		0.808	0.819	0.903	Pk Hr Factor		0.824	0.967	0.932
7 - 9 Volume		558	385	943	4 - 6 Volume		364	802	1166
7 - 9 Peak Hour		07:15	07:30	07:30	4 - 6 Peak Hour		17:00	17:00	17:00
7 - 9 Pk Volume		349	236	574	4 - 6 Pk Volume		200	445	645
Pk Hr Factor		0.808	0.819	0.903	Pk Hr Factor		0.794	0.967	0.932

VOLUME

Mines Ave Bet. Rosemead Blvd & Passons Blvd

Day: Wednesday
Date: 8/21/2019

City: Pico Rivera
Project #: CA19_5433_010

DAILY TOTALS						NB	SB					Total			
						0	0					7,622			
								EB	WB						
								3,910	3,712						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
00:00	0	0	5	1	6	12:00	0	0	44	58	102				
00:15	0	0	4	5	9	12:15	0	0	64	52	116				
00:30	0	0	7	2	9	12:30	0	0	51	60	111				
00:45	0	0	2	18	3	11	12:45	0	0	64	223	48	218	112	441
01:00	0	0	4	5	9	13:00	0	0	57	46	103				
01:15	0	0	3	5	8	13:15	0	0	48	51	99				
01:30	0	0	5	4	9	13:30	0	0	54	45	99				
01:45	0	0	3	15	1	15	13:45	0	0	53	212	64	206	117	418
02:00	0	0	2	1	3	14:00	0	0	55	40	95				
02:15	0	0	3	3	6	14:15	0	0	58	36	94				
02:30	0	0	4	3	7	14:30	0	0	60	46	106				
02:45	0	0	0	9	3	10	14:45	0	0	82	255	50	172	132	427
03:00	0	0	2	1	3	15:00	0	0	105	64	169				
03:15	0	0	1	0	1	15:15	0	0	77	63	140				
03:30	0	0	1	5	6	15:30	0	0	64	62	126				
03:45	0	0	3	7	2	8	15:45	0	0	81	327	71	260	152	587
04:00	0	0	1	5	6	16:00	0	0	78	58	136				
04:15	0	0	5	8	13	16:15	0	0	69	56	125				
04:30	0	0	7	11	18	16:30	0	0	84	50	134				
04:45	0	0	8	21	21	45	16:45	0	0	87	318	68	232	155	550
05:00	0	0	5	10	15	17:00	0	0	100	49	149				
05:15	0	0	10	14	24	17:15	0	0	102	80	182				
05:30	0	0	8	25	33	17:30	0	0	88	68	156				
05:45	0	0	14	37	28	77	17:45	0	0	85	375	101	298	186	673
06:00	0	0	13	30	43	18:00	0	0	93	95	188				
06:15	0	0	11	36	47	18:15	0	0	75	71	146				
06:30	0	0	17	49	66	18:30	0	0	75	66	141				
06:45	0	0	14	55	68	183	18:45	0	0	74	317	47	279	121	596
07:00	0	0	20	80	100	19:00	0	0	77	51	128				
07:15	0	0	64	83	147	19:15	0	0	68	38	106				
07:30	0	0	111	90	201	19:30	0	0	79	53	132				
07:45	0	0	82	277	121	374	19:45	0	0	86	310	43	185	129	495
08:00	0	0	54	82	136	20:00	0	0	71	42	113				
08:15	0	0	43	51	94	20:15	0	0	75	45	120				
08:30	0	0	36	62	98	20:30	0	0	52	36	88				
08:45	0	0	44	177	58	253	20:45	0	0	35	233	45	168	80	401
09:00	0	0	43	44	87	21:00	0	0	39	25	64				
09:15	0	0	40	46	86	21:15	0	0	37	29	66				
09:30	0	0	24	54	78	21:30	0	0	32	22	54				
09:45	0	0	41	148	50	194	21:45	0	0	26	134	20	96	46	230
10:00	0	0	40	44	84	22:00	0	0	20	18	38				
10:15	0	0	30	45	75	22:15	0	0	27	7	34				
10:30	0	0	33	48	81	22:30	0	0	24	10	34				
10:45	0	0	34	137	47	184	22:45	0	0	17	88	15	50	32	138
11:00	0	0	57	35	92	23:00	0	0	14	9	23				
11:15	0	0	38	47	85	23:15	0	0	9	7	16				
11:30	0	0	35	40	75	23:30	0	0	9	10	19				
11:45	0	0	50	180	40	162	23:45	0	0	5	37	6	32	11	69
TOTALS			1081	1516	2597	TOTALS			2829	2196	5025				
SPLIT %			41.6%	58.4%	34.1%	SPLIT %			56.3%	43.7%	65.9%				

DAILY TOTALS						NB	SB					Total	
						0	0					7,622	
								EB	WB				
								3,910	3,712				
AM Peak Hour			07:15	07:15	07:15	PM Peak Hour			16:45	17:15	17:15		
AM Pk Volume			311	376	687	PM Pk Volume			377	344	712		
Pk Hr Factor			0.700	0.777	0.846	Pk Hr Factor			0.924	0.851	0.947		
7 - 9 Volume			454	627	1081	4 - 6 Volume			693	530	1223		
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			16:45	17:00	17:00		
7 - 9 Pk Volume			311	376	687	4 - 6 Pk Volume			377	298	673		
Pk Hr Factor			0.700	0.777	0.846	Pk Hr Factor			0.924	0.738	0.905		

VOLUME

Mines Ave Bet. Passons Blvd & Rimbank Ave

Day: Wednesday
Date: 8/21/2019

City: Pico Rivera
Project #: CA19_5433_011

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	334	228	562	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	1	0	1	12:00	0	0	6	1	7
00:15	0	0	2	0	2	12:15	0	0	3	4	7
00:30	0	0	2	1	3	12:30	0	0	5	5	10
00:45	0	0	0	5	1	12:45	0	0	2	16	11
01:00	0	0	2	1	3	13:00	0	0	1	2	3
01:15	0	0	0	0	0	13:15	0	0	7	4	11
01:30	0	0	0	0	0	13:30	0	0	10	5	15
01:45	0	0	1	3	0	13:45	0	0	2	20	2
02:00	0	0	0	0	0	14:00	0	0	3	7	10
02:15	0	0	1	1	2	14:15	0	0	3	1	4
02:30	0	0	0	4	4	14:30	0	0	4	2	6
02:45	0	0	0	1	0	14:45	0	0	6	16	8
03:00	0	0	0	0	0	15:00	0	0	8	0	8
03:15	0	0	0	0	0	15:15	0	0	4	3	7
03:30	0	0	2	0	2	15:30	0	0	10	4	14
03:45	0	0	1	3	0	15:45	0	0	7	29	0
04:00	0	0	1	3	4	16:00	0	0	6	1	7
04:15	0	0	0	2	2	16:15	0	0	14	1	15
04:30	0	0	0	2	2	16:30	0	0	7	0	7
04:45	0	0	3	4	2	16:45	0	0	3	30	0
05:00	0	0	1	1	2	17:00	0	0	4	2	6
05:15	0	0	0	2	2	17:15	0	0	9	1	10
05:30	0	0	3	3	6	17:30	0	0	8	2	10
05:45	0	0	0	4	5	17:45	0	0	5	26	3
06:00	0	0	0	3	3	18:00	0	0	6	1	7
06:15	0	0	2	4	6	18:15	0	0	4	1	5
06:30	0	0	2	2	4	18:30	0	0	8	0	8
06:45	0	0	3	7	6	18:45	0	0	8	26	1
07:00	0	0	1	8	9	19:00	0	0	9	2	11
07:15	0	0	4	9	13	19:15	0	0	3	0	3
07:30	0	0	1	17	18	19:30	0	0	8	1	9
07:45	0	0	8	14	7	19:45	0	0	4	24	0
08:00	0	0	3	3	6	20:00	0	0	4	3	7
08:15	0	0	3	7	10	20:15	0	0	7	0	7
08:30	0	0	5	10	15	20:30	0	0	5	1	6
08:45	0	0	3	14	6	20:45	0	0	4	20	0
09:00	0	0	5	2	7	21:00	0	0	4	1	5
09:15	0	0	1	4	5	21:15	0	0	6	0	6
09:30	0	0	3	5	8	21:30	0	0	1	0	1
09:45	0	0	3	12	3	21:45	0	0	3	14	0
10:00	0	0	2	3	5	22:00	0	0	1	0	1
10:15	0	0	2	6	8	22:15	0	0	4	0	4
10:30	0	0	4	2	6	22:30	0	0	0	0	0
10:45	0	0	4	12	5	22:45	0	0	1	6	0
11:00	0	0	6	7	13	23:00	0	0	3	1	4
11:15	0	0	6	3	9	23:15	0	0	0	0	0
11:30	0	0	5	3	8	23:30	0	0	1	0	1
11:45	0	0	7	24	5	23:45	0	0	0	4	0
TOTALS			103	157	260	TOTALS			231	71	302
SPLIT %			39.6%	60.4%	46.3%	SPLIT %			76.5%	23.5%	53.7%

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	334	228	562
AM Peak Hour	11:00	07:00	07:00	PM Peak Hour	15:30	13:15	14:45			
AM Pk Volume	24	41	55	PM Pk Volume	37	18	43			
Pk Hr Factor	0.857	0.603	0.764	Pk Hr Factor	0.661	0.643	0.768			
7 - 9 Volume	28	67	95	4 - 6 Volume	56	10	66			
7 - 9 Peak Hour	07:45	07:00	07:00	4 - 6 Peak Hour	16:00	17:00	17:00			
7 - 9 Pk Volume	19	41	55	4 - 6 Pk Volume	30	8	34			
Pk Hr Factor	0.594	0.603	0.764	Pk Hr Factor	0.536	0.667	0.850			

VOLUME

Paramount Blvd Bet. Telegraph Rd & Slauson Ave

Day: Tuesday
Date: 8/20/2019

City: Pico Rivera
Project #: CA19_5433_012

DAILY TOTALS						NB	SB	EB	WB	Total	
						11,902	13,400	0	0	25,302	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	18	21	0	0	39	12:00	148	126	0	0	274
00:15	17	20	0	0	37	12:15	152	128	0	0	280
00:30	10	11	0	0	21	12:30	148	160	0	0	308
00:45	25	70	16	68	41	12:45	142	590	153	567	295
01:00	12	17	0	0	29	13:00	140	153	0	0	293
01:15	9	11	0	0	20	13:15	165	126	0	0	291
01:30	13	14	0	0	27	13:30	192	169	0	0	361
01:45	12	46	11	53	23	13:45	174	671	187	635	361
02:00	8	10	0	0	18	14:00	204	187	0	0	391
02:15	14	6	0	0	20	14:15	194	177	0	0	371
02:30	8	11	0	0	19	14:30	228	211	0	0	439
02:45	14	44	11	38	25	14:45	212	838	203	778	415
03:00	19	7	0	0	26	15:00	312	240	0	0	552
03:15	24	9	0	0	33	15:15	279	242	0	0	521
03:30	21	12	0	0	33	15:30	229	300	0	0	529
03:45	46	110	18	46	64	15:45	271	1091	320	1102	591
04:00	23	22	0	0	45	16:00	224	353	0	0	577
04:15	33	32	0	0	65	16:15	289	318	0	0	607
04:30	59	55	0	0	114	16:30	249	353	0	0	602
04:45	83	198	51	160	134	16:45	276	1038	360	1384	636
05:00	52	51	0	0	103	17:00	276	382	0	0	658
05:15	59	87	0	0	146	17:15	318	358	0	0	676
05:30	72	97	0	0	169	17:30	275	358	0	0	633
05:45	93	276	106	341	199	17:45	260	1129	334	1432	594
06:00	72	117	0	0	189	18:00	221	374	0	0	595
06:15	94	139	0	0	233	18:15	258	264	0	0	522
06:30	126	187	0	0	313	18:30	193	266	0	0	459
06:45	173	465	205	648	378	18:45	231	903	186	1090	417
07:00	159	243	0	0	402	19:00	148	153	0	0	301
07:15	161	232	0	0	393	19:15	134	158	0	0	292
07:30	198	249	0	0	447	19:30	122	136	0	0	258
07:45	232	750	285	1009	517	19:45	110	514	115	562	225
08:00	182	238	0	0	420	20:00	97	115	0	0	212
08:15	180	215	0	0	395	20:15	107	90	0	0	197
08:30	160	216	0	0	376	20:30	86	108	0	0	194
08:45	161	683	194	863	355	20:45	69	359	80	393	149
09:00	119	139	0	0	258	21:00	77	101	0	0	178
09:15	118	128	0	0	246	21:15	70	86	0	0	156
09:30	128	127	0	0	255	21:30	60	79	0	0	139
09:45	144	509	148	542	292	21:45	53	260	48	314	101
10:00	112	122	0	0	234	22:00	49	58	0	0	107
10:15	105	106	0	0	211	22:15	47	62	0	0	109
10:30	142	132	0	0	274	22:30	57	57	0	0	114
10:45	122	481	145	505	267	22:45	36	189	39	216	75
11:00	133	133	0	0	266	23:00	37	62	0	0	99
11:15	134	125	0	0	259	23:15	25	43	0	0	68
11:30	140	113	0	0	253	23:30	31	29	0	0	60
11:45	144	551	115	486	259	23:45	44	137	34	168	78
TOTALS	4183	4759			8942	TOTALS	7719	8641			16360
SPLIT %	46.8%	53.2%			35.3%	SPLIT %	47.2%	52.8%			64.7%

DAILY TOTALS						NB	SB	EB	WB	Total
						11,902	13,400	0	0	25,302
AM Peak Hour	07:30	07:00			07:30	PM Peak Hour	16:45	16:45		16:45
AM Pk Volume	792	1009			1779	PM Pk Volume	1145	1458		2603
Pk Hr Factor	0.853	0.885			0.860	Pk Hr Factor	0.900	0.954		0.963
7 - 9 Volume	1433	1872			3305	4 - 6 Volume	2167	2816		4983
7 - 9 Peak Hour	07:30	07:00			07:30	4 - 6 Peak Hour	16:45	16:45		16:45
7 - 9 Pk Volume	792	1009			1779	4 - 6 Pk Volume	1145	1458		2603
Pk Hr Factor	0.853	0.885			0.860	Pk Hr Factor	0.900	0.954		0.963

VOLUME

Paramount Blvd Bet. Slauson Ave & Washington Blvd

Day: Thursday
Date: 8/22/2019

City: Pico Rivera
Project #: CA19_5433_013

DAILY TOTALS						NB	SB	EB	WB	Total	
						13,577	15,412	0	0	28,989	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	40	32	0	0	72	12:00	190	186	0	0	376
00:15	20	24	0	0	44	12:15	198	179	0	0	377
00:30	16	30	0	0	46	12:30	163	224	0	0	387
00:45	28	104	25	111	53	12:45	180	731	292	881	472
					215						1612
01:00	21	18	0	0	39	13:00	162	246	0	0	408
01:15	26	16	0	0	42	13:15	170	281	0	0	451
01:30	21	14	0	0	35	13:30	189	287	0	0	476
01:45	21	89	13	61	34	13:45	208	729	268	1082	476
					150						1811
02:00	5	7	0	0	12	14:00	192	209	0	0	401
02:15	10	7	0	0	17	14:15	201	224	0	0	425
02:30	17	18	0	0	35	14:30	216	253	0	0	469
02:45	21	53	17	49	38	14:45	210	819	338	1024	548
					102						1843
03:00	15	12	0	0	27	15:00	283	311	0	0	594
03:15	29	13	0	0	42	15:15	248	314	0	0	562
03:30	22	16	0	0	38	15:30	291	346	0	0	637
03:45	31	97	27	68	58	15:45	260	1082	311	1282	571
					165						2364
04:00	29	20	0	0	49	16:00	306	324	0	0	630
04:15	23	48	0	0	71	16:15	291	330	0	0	621
04:30	55	65	0	0	120	16:30	326	350	0	0	676
04:45	79	186	60	193	139	16:45	322	1245	391	1395	713
					379						2640
05:00	48	58	0	0	106	17:00	316	342	0	0	658
05:15	56	87	0	0	143	17:15	329	314	0	0	643
05:30	77	118	0	0	195	17:30	325	365	0	0	690
05:45	98	279	155	418	253	17:45	385	1355	335	1356	720
					697						2711
06:00	79	116	0	0	195	18:00	278	302	0	0	580
06:15	119	147	0	0	266	18:15	271	269	0	0	540
06:30	154	203	0	0	357	18:30	212	232	0	0	444
06:45	190	542	208	674	398	18:45	212	973	207	1010	419
					1216						1983
07:00	141	230	0	0	371	19:00	156	178	0	0	334
07:15	219	222	0	0	441	19:15	155	160	0	0	315
07:30	212	248	0	0	460	19:30	164	162	0	0	326
07:45	237	809	275	975	512	19:45	129	604	162	662	291
					1784						1266
08:00	220	220	0	0	440	20:00	145	118	0	0	263
08:15	177	179	0	0	356	20:15	159	122	0	0	281
08:30	173	189	0	0	362	20:30	113	127	0	0	240
08:45	160	730	185	773	345	20:45	101	518	133	500	234
					1503						1018
09:00	156	170	0	0	326	21:00	113	114	0	0	227
09:15	136	158	0	0	294	21:15	90	114	0	0	204
09:30	147	133	0	0	280	21:30	99	103	0	0	202
09:45	163	602	165	626	328	21:45	83	385	79	410	162
					1228						795
10:00	147	167	0	0	314	22:00	72	76	0	0	148
10:15	151	155	0	0	306	22:15	43	80	0	0	123
10:30	118	179	0	0	297	22:30	48	74	0	0	122
10:45	179	595	167	668	346	22:45	51	214	69	299	120
					1263						513
11:00	138	165	0	0	303	23:00	50	71	0	0	121
11:15	191	153	0	0	344	23:15	43	43	0	0	86
11:30	176	192	0	0	368	23:30	41	41	0	0	82
11:45	169	674	207	717	376	23:45	28	162	23	178	51
					1391						340
TOTALS	4760	5333			10093	TOTALS	8817	10079			18896
SPLIT %	47.2%	52.8%			34.8%	SPLIT %	46.7%	53.3%			65.2%

DAILY TOTALS						NB	SB	EB	WB	Total
						13,577	15,412	0	0	28,989
AM Peak Hour	07:15	07:00			07:15	PM Peak Hour	17:00	16:15		17:00
AM Pk Volume	888	975			1853	PM Pk Volume	1355	1413		2711
Pk Hr Factor	0.937	0.886			0.905	Pk Hr Factor	0.880	0.903		0.941
7 - 9 Volume	1539	1748			3287	4 - 6 Volume	2600	2751		5351
7 - 9 Peak Hour	07:15	07:00			07:15	4 - 6 Peak Hour	17:00	16:15		17:00
7 - 9 Pk Volume	888	975			1853	4 - 6 Pk Volume	1355	1413		2711
Pk Hr Factor	0.937	0.886			0.905	Pk Hr Factor	0.880	0.903		0.941

VOLUME

Paramount Blvd Bet. Washington Blvd & Whittier Blvd

Day: Thursday
Date: 8/22/2019

City: Pico Rivera
Project #: CA19_5433_014

DAILY TOTALS					NB	SB	EB	WB	Total		
					12,979	13,717	0	0	26,696		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	40	26	0	0	66	12:00	165	186	0	0	351
00:15	19	28	0	0	47	12:15	185	154	0	0	339
00:30	31	21	0	0	52	12:30	173	186	0	0	359
00:45	24	114	23	98	47	12:45	199	722	229	755	428
					212						1477
01:00	12	16	0	0	28	13:00	211	218	0	0	429
01:15	15	20	0	0	35	13:15	193	197	0	0	390
01:30	19	24	0	0	43	13:30	198	207	0	0	405
01:45	9	55	15	75	24	13:45	183	785	190	812	373
					130						1597
02:00	11	10	0	0	21	14:00	205	205	0	0	410
02:15	7	15	0	0	22	14:15	221	198	0	0	419
02:30	17	28	0	0	45	14:30	235	230	0	0	465
02:45	28	63	15	68	43	14:45	267	928	268	901	535
					131						1829
03:00	25	15	0	0	40	15:00	233	246	0	0	479
03:15	28	21	0	0	49	15:15	297	255	0	0	552
03:30	28	30	0	0	58	15:30	275	302	0	0	577
03:45	37	118	20	86	57	15:45	257	1062	268	1071	525
					204						2133
04:00	17	28	0	0	45	16:00	302	304	0	0	606
04:15	21	36	0	0	57	16:15	289	289	0	0	578
04:30	42	57	0	0	99	16:30	273	338	0	0	611
04:45	53	133	60	181	113	16:45	290	1154	265	1196	555
					314						2350
05:00	34	65	0	0	99	17:00	266	262	0	0	528
05:15	47	83	0	0	130	17:15	300	311	0	0	611
05:30	51	130	0	0	181	17:30	260	305	0	0	565
05:45	78	210	106	384	184	17:45	288	1114	299	1177	587
					594						2291
06:00	68	119	0	0	187	18:00	302	288	0	0	590
06:15	116	147	0	0	263	18:15	269	274	0	0	543
06:30	131	175	0	0	306	18:30	228	214	0	0	442
06:45	171	486	203	644	374	18:45	213	1012	194	970	407
					1130						1982
07:00	126	194	0	0	320	19:00	163	165	0	0	328
07:15	168	189	0	0	357	19:15	158	145	0	0	303
07:30	155	225	0	0	380	19:30	166	162	0	0	328
07:45	154	603	250	858	404	19:45	156	643	128	600	284
					1461						1243
08:00	200	164	0	0	364	20:00	140	134	0	0	274
08:15	141	197	0	0	338	20:15	151	150	0	0	301
08:30	159	159	0	0	318	20:30	135	115	0	0	250
08:45	143	643	174	694	317	20:45	123	549	111	510	234
					1337						1059
09:00	123	155	0	0	278	21:00	132	90	0	0	222
09:15	119	148	0	0	267	21:15	113	102	0	0	215
09:30	135	124	0	0	259	21:30	81	101	0	0	182
09:45	148	525	154	581	302	21:45	89	415	85	378	174
					1106						793
10:00	139	167	0	0	306	22:00	86	78	0	0	164
10:15	146	148	0	0	294	22:15	75	92	0	0	167
10:30	115	158	0	0	273	22:30	71	61	0	0	132
10:45	144	544	139	612	283	22:45	61	293	62	293	123
					1156						586
11:00	128	146	0	0	274	23:00	55	40	0	0	95
11:15	159	139	0	0	298	23:15	48	33	0	0	81
11:30	177	176	0	0	353	23:30	39	45	0	0	84
11:45	175	639	168	629	343	23:45	27	169	26	144	53
					1268						313
TOTALS	4133	4910			9043	TOTALS	8846	8807			17653
SPLIT %	45.7%	54.3%			33.9%	SPLIT %	50.1%	49.9%			66.1%

DAILY TOTALS					NB	SB	EB	WB	Total
					12,979	13,717	0	0	26,696

AM Peak Hour	11:30	07:00	07:15	PM Peak Hour	16:00	17:15	17:15
AM Pk Volume	702	858	1505	PM Pk Volume	1154	1203	2353
Pk Hr Factor	0.949	0.858	0.931	Pk Hr Factor	0.955	0.967	0.963
7 - 9 Volume	1246	1552	2798	4 - 6 Volume	2268	2373	4641
7 - 9 Peak Hour	07:15	07:00	07:15	4 - 6 Peak Hour	16:00	16:00	16:00
7 - 9 Pk Volume	677	858	1505	4 - 6 Pk Volume	1154	1196	2350
Pk Hr Factor	0.846	0.858	0.931	Pk Hr Factor	0.955	0.885	0.962

VOLUME

Paramount Blvd Bet. Whittier Blvd & Beverly Blvd

Day: Thursday
Date: 8/22/2019

City: Pico Rivera
Project #: CA19_5433_015

DAILY TOTALS					NB	SB	EB	WB	Total		
					12,564	12,108	0	0	24,672		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	49	20	0	0	69	12:00	167	155	0	0	322
00:15	23	13	0	0	36	12:15	173	136	0	0	309
00:30	21	16	0	0	37	12:30	164	136	0	0	300
00:45	17	110	6	55	188	12:45	181	685	185	612	1563
01:00	10	15	0	0	25	13:00	184	171	0	0	355
01:15	20	11	0	0	31	13:15	186	169	0	0	355
01:30	20	2	0	0	22	13:30	172	171	0	0	343
01:45	10	60	5	33	108	13:45	184	726	190	701	1801
02:00	9	7	0	0	16	14:00	204	169	0	0	373
02:15	5	17	0	0	22	14:15	199	209	0	0	408
02:30	6	20	0	0	26	14:30	288	213	0	0	501
02:45	9	29	15	59	112	14:45	265	956	219	810	1450
03:00	12	9	0	0	21	15:00	200	230	0	0	430
03:15	8	21	0	0	29	15:15	259	250	0	0	509
03:30	15	14	0	0	29	15:30	239	227	0	0	466
03:45	10	45	18	62	135	15:45	311	1009	249	956	1525
04:00	13	18	0	0	31	16:00	227	257	0	0	484
04:15	26	24	0	0	50	16:15	307	258	0	0	565
04:30	20	31	0	0	51	16:30	238	295	0	0	533
04:45	36	95	53	126	210	16:45	269	1041	257	1067	1574
05:00	44	50	0	0	94	17:00	281	241	0	0	522
05:15	42	53	0	0	95	17:15	270	310	0	0	580
05:30	57	96	0	0	153	17:30	303	293	0	0	596
05:45	66	209	97	296	668	17:45	287	1141	276	1120	1824
06:00	70	77	0	0	147	18:00	305	265	0	0	570
06:15	84	112	0	0	196	18:15	291	227	0	0	518
06:30	123	157	0	0	280	18:30	210	200	0	0	410
06:45	141	418	192	538	1189	18:45	199	1005	178	870	1352
07:00	127	187	0	0	314	19:00	193	153	0	0	346
07:15	166	191	0	0	357	19:15	163	140	0	0	303
07:30	207	268	0	0	475	19:30	182	121	0	0	303
07:45	201	701	247	893	1942	19:45	151	689	122	536	1498
08:00	221	211	0	0	432	20:00	134	128	0	0	262
08:15	152	190	0	0	342	20:15	153	110	0	0	263
08:30	169	172	0	0	341	20:30	132	92	0	0	224
08:45	128	670	143	716	1657	20:45	105	524	97	427	1153
09:00	146	138	0	0	284	21:00	112	67	0	0	179
09:15	139	130	0	0	269	21:15	113	76	0	0	189
09:30	111	117	0	0	228	21:30	103	81	0	0	184
09:45	120	516	130	515	1181	21:45	97	425	61	285	768
10:00	118	162	0	0	280	22:00	81	69	0	0	150
10:15	116	108	0	0	224	22:15	72	60	0	0	132
10:30	128	110	0	0	238	22:30	79	60	0	0	139
10:45	130	492	146	526	1284	22:45	49	281	53	242	605
11:00	121	139	0	0	260	23:00	61	41	0	0	102
11:15	124	125	0	0	249	23:15	51	33	0	0	84
11:30	141	155	0	0	296	23:30	51	16	0	0	67
11:45	150	536	133	552	1371	23:45	38	201	21	111	370
TOTALS	3881	4371			8252	TOTALS	8683	7737			16420
SPLIT %	47.0%	53.0%			33.4%	SPLIT %	52.9%	47.1%			66.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					12,564	12,108	0	0	24,672

AM Peak Hour	07:15	07:15	07:15	PM Peak Hour	17:30	17:15	17:15
AM Pk Volume	795	917	1712	PM Pk Volume	1186	1144	2309
Pk Hr Factor	0.899	0.855	0.901	Pk Hr Factor	0.972	0.923	0.969
7 - 9 Volume	1371	1609	2980	4 - 6 Volume	2182	2187	4369
7 - 9 Peak Hour	07:15	07:15	07:15	4 - 6 Peak Hour	17:00	17:00	17:00
7 - 9 Pk Volume	795	917	1712	4 - 6 Pk Volume	1141	1120	2261
Pk Hr Factor	0.899	0.855	0.901	Pk Hr Factor	0.941	0.903	0.948

VOLUME

Passons Blvd Bet. Telegraph Rd & Slauson Ave

Day: Tuesday
Date: 8/20/2019

City: Pico Rivera
Project #: CA19_5433_016

DAILY TOTALS					NB	SB	EB	WB	Total		
					4,482	5,298	0	0	9,780		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	7	6	0	0	13	12:00	42	65	0	0	107
00:15	6	4	0	0	10	12:15	48	41	0	0	89
00:30	11	8	0	0	19	12:30	60	57	0	0	117
00:45	10	34	4	22	56	12:45	61	211	79	242	453
01:00	3	5	0	0	8	13:00	59	76	0	0	135
01:15	6	1	0	0	7	13:15	55	74	0	0	129
01:30	3	2	0	0	5	13:30	76	64	0	0	140
01:45	1	13	2	10	23	13:45	57	247	66	280	527
02:00	1	1	0	0	2	14:00	68	80	0	0	148
02:15	1	1	0	0	2	14:15	45	99	0	0	144
02:30	3	1	0	0	4	14:30	76	94	0	0	170
02:45	1	6	0	3	9	14:45	115	304	113	386	690
03:00	5	1	0	0	6	15:00	113	105	0	0	218
03:15	6	1	0	0	7	15:15	84	120	0	0	204
03:30	3	3	0	0	6	15:30	50	102	0	0	152
03:45	5	19	0	5	24	15:45	69	316	110	437	753
04:00	3	1	0	0	4	16:00	90	122	0	0	212
04:15	6	4	0	0	10	16:15	89	104	0	0	193
04:30	13	8	0	0	21	16:30	76	127	0	0	203
04:45	9	31	2	15	46	16:45	73	328	140	493	821
05:00	8	5	0	0	13	17:00	56	130	0	0	186
05:15	11	12	0	0	23	17:15	87	125	0	0	212
05:30	17	8	0	0	25	17:30	84	151	0	0	235
05:45	32	68	9	34	102	17:45	78	305	209	615	920
06:00	15	17	0	0	32	18:00	102	108	0	0	210
06:15	26	26	0	0	52	18:15	83	110	0	0	193
06:30	44	23	0	0	67	18:30	87	100	0	0	187
06:45	38	123	28	94	217	18:45	69	341	101	419	760
07:00	51	68	0	0	119	19:00	69	103	0	0	172
07:15	98	76	0	0	174	19:15	70	85	0	0	155
07:30	142	117	0	0	259	19:30	55	76	0	0	131
07:45	125	416	136	397	813	19:45	51	245	72	336	581
08:00	74	109	0	0	183	20:00	114	91	0	0	205
08:15	77	85	0	0	162	20:15	135	62	0	0	197
08:30	76	56	0	0	132	20:30	77	63	0	0	140
08:45	37	264	58	308	572	20:45	43	369	46	262	631
09:00	43	38	0	0	81	21:00	44	63	0	0	107
09:15	53	37	0	0	90	21:15	50	48	0	0	98
09:30	46	47	0	0	93	21:30	43	50	0	0	93
09:45	53	195	34	156	351	21:45	27	164	35	196	360
10:00	44	43	0	0	87	22:00	23	40	0	0	63
10:15	46	48	0	0	94	22:15	30	29	0	0	59
10:30	45	50	0	0	95	22:30	16	23	0	0	39
10:45	43	178	49	190	368	22:45	11	80	21	113	193
11:00	55	55	0	0	110	23:00	14	13	0	0	27
11:15	48	55	0	0	103	23:15	10	11	0	0	21
11:30	46	66	0	0	112	23:30	10	17	0	0	27
11:45	38	187	59	235	422	23:45	4	38	9	50	88
TOTALS	1534	1469			3003	TOTALS	2948	3829			6777
SPLIT %	51.1%	48.9%			30.7%	SPLIT %	43.5%	56.5%			69.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					4,482	5,298	0	0	9,780
AM Peak Hour	07:15	07:30	07:15	PM Peak Hour	14:30	17:00	17:15		
AM Pk Volume	439	447	877	PM Pk Volume	388	615	944		
Pk Hr Factor	0.773	0.822	0.840	Pk Hr Factor	0.843	0.736	0.822		
7 - 9 Volume	680	705	1385	4 - 6 Volume	633	1108	1741		
7 - 9 Peak Hour	07:15	07:30	07:15	4 - 6 Peak Hour	16:00	17:00	17:00		
7 - 9 Pk Volume	439	447	877	4 - 6 Pk Volume	328	615	920		
Pk Hr Factor	0.773	0.822	0.840	Pk Hr Factor	0.911	0.736	0.801		

VOLUME

Passons Blvd Bet. Slauson Ave & Mines Ave

Day: Tuesday
Date: 8/27/2019

City: Pico Rivera
Project #: CA19_5433_017

DAILY TOTALS					NB	SB	EB	WB	Total		
					4,179	3,753	0	0	7,932		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	7	8	0	0	15	12:00	46	49	0	0	95
00:15	7	6	0	0	13	12:15	79	43	0	0	122
00:30	4	4	0	0	8	12:30	67	52	0	0	119
00:45	2	20	3	21	5	12:45	66	258	59	203	125
01:00	3	4	0	0	7	13:00	60	49	0	0	109
01:15	6	2	0	0	8	13:15	65	57	0	0	122
01:30	3	4	0	0	7	13:30	64	54	0	0	118
01:45	1	13	3	13	4	13:45	79	268	82	242	161
02:00	2	1	0	0	3	14:00	93	98	0	0	191
02:15	1	2	0	0	3	14:15	68	68	0	0	136
02:30	1	0	0	0	1	14:30	71	67	0	0	138
02:45	1	5	1	4	2	14:45	75	307	89	322	164
03:00	4	3	0	0	7	15:00	89	84	0	0	173
03:15	4	1	0	0	5	15:15	107	87	0	0	194
03:30	3	2	0	0	5	15:30	73	69	0	0	142
03:45	3	14	2	8	5	15:45	73	342	67	307	140
04:00	7	1	0	0	8	16:00	78	83	0	0	161
04:15	8	2	0	0	10	16:15	80	80	0	0	160
04:30	7	5	0	0	12	16:30	82	77	0	0	159
04:45	4	26	13	21	17	16:45	79	319	60	300	139
05:00	8	11	0	0	19	17:00	101	87	0	0	188
05:15	2	13	0	0	15	17:15	92	86	0	0	178
05:30	14	12	0	0	26	17:30	108	75	0	0	183
05:45	19	43	14	50	33	17:45	115	416	100	348	215
06:00	15	11	0	0	26	18:00	76	85	0	0	161
06:15	25	14	0	0	39	18:15	82	74	0	0	156
06:30	31	25	0	0	56	18:30	75	68	0	0	143
06:45	36	107	39	89	75	18:45	66	299	63	290	129
07:00	38	34	0	0	72	19:00	57	56	0	0	113
07:15	69	65	0	0	134	19:15	58	49	0	0	107
07:30	99	73	0	0	172	19:30	61	45	0	0	106
07:45	113	319	58	230	171	19:45	48	224	47	197	95
08:00	119	57	0	0	176	20:00	59	65	0	0	124
08:15	59	62	0	0	121	20:15	51	60	0	0	111
08:30	53	47	0	0	100	20:30	40	35	0	0	75
08:45	47	278	57	223	104	20:45	22	172	29	189	51
09:00	47	45	0	0	92	21:00	33	33	0	0	66
09:15	36	46	0	0	82	21:15	28	32	0	0	60
09:30	58	35	0	0	93	21:30	25	24	0	0	49
09:45	36	177	35	161	71	21:45	18	104	12	101	30
10:00	34	40	0	0	74	22:00	22	16	0	0	38
10:15	38	28	0	0	66	22:15	22	20	0	0	42
10:30	45	41	0	0	86	22:30	18	17	0	0	35
10:45	47	164	35	144	82	22:45	18	80	18	71	36
11:00	44	43	0	0	87	23:00	18	11	0	0	29
11:15	48	50	0	0	98	23:15	11	18	0	0	29
11:30	45	48	0	0	93	23:30	15	3	0	0	18
11:45	35	172	41	182	76	23:45	8	52	5	37	13
TOTALS	1338	1146			2484	TOTALS	2841	2607			5448
SPLIT %	53.9%	46.1%			31.3%	SPLIT %	52.1%	47.9%			68.7%

DAILY TOTALS					NB	SB	EB	WB	Total
					4,179	3,753	0	0	7,932
AM Peak Hour	07:15	07:15	07:15	PM Peak Hour	17:00	17:00	17:00		
AM Pk Volume	400	253	653	PM Pk Volume	416	348	764		
Pk Hr Factor	0.840	0.866	0.928	Pk Hr Factor	0.904	0.870	0.888		
7 - 9 Volume	597	453	1050	4 - 6 Volume	735	648	1383		
7 - 9 Peak Hour	07:15	07:15	07:15	4 - 6 Peak Hour	17:00	17:00	17:00		
7 - 9 Pk Volume	400	253	653	4 - 6 Pk Volume	416	348	764		
Pk Hr Factor	0.840	0.866	0.928	Pk Hr Factor	0.904	0.870	0.888		

VOLUME

Passons Blvd Bet. Mines Ave & Whittier Blvd

Day: Wednesday
Date: 8/28/2019

City: Pico Rivera
Project #: CA19_5433_018

DAILY TOTALS					NB	SB	EB	WB	Total				
					5,266	5,577	0	0	10,843				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	5	5	0	0	10	12:00	123	73	0	0	196		
00:15	5	3	0	0	8	12:15	92	66	0	0	158		
00:30	2	6	0	0	8	12:30	82	78	0	0	160		
00:45	10	22	8	22	0	12:45	83	380	91	308	0	174	688
01:00	5	8	0	0	13	13:00	121	79	0	0	200		
01:15	3	7	0	0	10	13:15	72	65	0	0	137		
01:30	7	2	0	0	9	13:30	82	74	0	0	156		
01:45	2	17	4	21	0	13:45	95	370	82	300	0	177	670
02:00	4	0	0	0	4	14:00	98	92	0	0	190		
02:15	4	3	0	0	7	14:15	86	81	0	0	167		
02:30	5	1	0	0	6	14:30	82	118	0	0	200		
02:45	3	16	0	4	0	14:45	95	361	130	421	0	225	782
03:00	4	1	0	0	5	15:00	127	112	0	0	239		
03:15	3	2	0	0	5	15:15	145	97	0	0	242		
03:30	2	2	0	0	4	15:30	84	94	0	0	178		
03:45	5	14	5	10	0	15:45	112	468	103	406	0	215	874
04:00	8	4	0	0	12	16:00	77	112	0	0	189		
04:15	6	4	0	0	10	16:15	110	97	0	0	207		
04:30	11	5	0	0	16	16:30	73	114	0	0	187		
04:45	21	46	9	22	0	16:45	96	356	138	461	0	234	817
05:00	24	2	0	0	26	17:00	105	134	0	0	239		
05:15	13	9	0	0	22	17:15	76	142	0	0	218		
05:30	22	19	0	0	41	17:30	89	139	0	0	228		
05:45	28	87	18	48	0	17:45	107	377	156	571	0	263	948
06:00	27	13	0	0	40	18:00	100	112	0	0	212		
06:15	38	31	0	0	69	18:15	104	108	0	0	212		
06:30	30	43	0	0	73	18:30	73	98	0	0	171		
06:45	42	137	53	140	0	18:45	73	350	100	418	0	173	768
07:00	58	64	0	0	122	19:00	88	88	0	0	176		
07:15	65	125	0	0	190	19:15	61	103	0	0	164		
07:30	110	148	0	0	258	19:30	68	86	0	0	154		
07:45	106	339	165	502	0	19:45	72	289	68	345	0	140	634
08:00	98	134	0	0	232	20:00	72	66	0	0	138		
08:15	82	72	0	0	154	20:15	85	57	0	0	142		
08:30	81	61	0	0	142	20:30	46	53	0	0	99		
08:45	56	317	73	340	0	20:45	51	254	42	218	0	93	472
09:00	74	51	0	0	125	21:00	40	44	0	0	84		
09:15	57	53	0	0	110	21:15	34	37	0	0	71		
09:30	69	45	0	0	114	21:30	31	36	0	0	67		
09:45	63	263	54	203	0	21:45	29	134	30	147	0	59	281
10:00	56	71	0	0	127	22:00	26	24	0	0	50		
10:15	55	70	0	0	125	22:15	26	20	0	0	46		
10:30	45	60	0	0	105	22:30	29	21	0	0	50		
10:45	63	219	69	270	0	22:45	10	91	18	83	0	28	174
11:00	66	59	0	0	125	23:00	16	19	0	0	35		
11:15	69	72	0	0	141	23:15	12	15	0	0	27		
11:30	87	69	0	0	156	23:30	10	5	0	0	15		
11:45	87	309	71	271	0	23:45	12	50	7	46	0	19	96
TOTALS	1786	1853			3639	TOTALS	3480	3724			7204		
SPLIT %	49.1%	50.9%			33.6%	SPLIT %	48.3%	51.7%			66.4%		

DAILY TOTALS					NB	SB	EB	WB	Total
					5,266	5,577	0	0	10,843
AM Peak Hour	07:30	07:15	07:15	PM Peak Hour	15:00	17:00	17:00		
AM Pk Volume	396	572	951	PM Pk Volume	468	571	948		
Pk Hr Factor	0.900	0.867	0.877	Pk Hr Factor	0.807	0.915	0.901		
7 - 9 Volume	656	842	1498	4 - 6 Volume	733	1032	1765		
7 - 9 Peak Hour	07:30	07:15	07:15	4 - 6 Peak Hour	16:15	17:00	17:00		
7 - 9 Pk Volume	396	572	951	4 - 6 Pk Volume	384	571	948		
Pk Hr Factor	0.900	0.867	0.877	Pk Hr Factor	0.873	0.915	0.901		

VOLUME

Rosemead Blvd Bet. Telegraph Rd & Washington Blvd

Day: Tuesday
Date: 8/20/2019

City: Pico Rivera
Project #: CA19_5433_019

DAILY TOTALS					NB	SB	EB	WB	Total		
					13,179	15,327	0	0	28,506		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	31	24	0	0	55	12:00	159	204	0	0	363
00:15	26	27	0	0	53	12:15	196	189	0	0	385
00:30	28	18	0	0	46	12:30	170	194	0	0	364
00:45	15	100	8	77	23	12:45	196	721	161	748	357
01:00	20	15	0	0	35	13:00	188	209	0	0	397
01:15	26	17	0	0	43	13:15	198	203	0	0	401
01:30	16	13	0	0	29	13:30	177	191	0	0	368
01:45	15	77	8	53	23	13:45	204	767	213	816	417
02:00	10	12	0	0	22	14:00	203	217	0	0	420
02:15	9	8	0	0	17	14:15	225	213	0	0	438
02:30	15	9	0	0	24	14:30	220	279	0	0	499
02:45	18	52	6	35	24	14:45	243	891	239	948	482
03:00	11	14	0	0	25	15:00	231	255	0	0	486
03:15	7	17	0	0	24	15:15	208	266	0	0	474
03:30	22	17	0	0	39	15:30	215	273	0	0	488
03:45	33	73	20	68	53	15:45	229	883	258	1052	487
04:00	14	37	0	0	51	16:00	223	271	0	0	494
04:15	24	31	0	0	55	16:15	234	312	0	0	546
04:30	53	55	0	0	108	16:30	249	313	0	0	562
04:45	65	156	80	203	145	16:45	263	969	314	1210	577
05:00	41	84	0	0	125	17:00	249	317	0	0	566
05:15	64	92	0	0	156	17:15	276	336	0	0	612
05:30	74	102	0	0	176	17:30	234	324	0	0	558
05:45	93	272	113	391	206	17:45	262	1021	278	1255	540
06:00	95	163	0	0	258	18:00	225	327	0	0	552
06:15	118	196	0	0	314	18:15	234	316	0	0	550
06:30	142	228	0	0	370	18:30	222	282	0	0	504
06:45	161	516	241	828	402	18:45	207	888	263	1188	470
07:00	141	263	0	0	404	19:00	166	206	0	0	372
07:15	196	281	0	0	477	19:15	200	202	0	0	402
07:30	244	269	0	0	513	19:30	158	180	0	0	338
07:45	241	822	291	1104	532	19:45	145	669	173	761	318
08:00	203	265	0	0	468	20:00	137	159	0	0	296
08:15	198	246	0	0	444	20:15	182	168	0	0	350
08:30	206	226	0	0	432	20:30	138	123	0	0	261
08:45	188	795	210	947	398	20:45	122	579	136	586	258
09:00	167	184	0	0	351	21:00	108	126	0	0	234
09:15	167	182	0	0	349	21:15	133	111	0	0	244
09:30	149	178	0	0	327	21:30	122	89	0	0	211
09:45	164	647	216	760	380	21:45	98	461	85	411	183
10:00	163	186	0	0	349	22:00	99	94	0	0	193
10:15	155	163	0	0	318	22:15	81	90	0	0	171
10:30	165	174	0	0	339	22:30	83	64	0	0	147
10:45	137	620	184	707	321	22:45	71	334	54	302	125
11:00	169	162	0	0	331	23:00	61	46	0	0	107
11:15	162	172	0	0	334	23:15	52	49	0	0	101
11:30	165	178	0	0	343	23:30	30	36	0	0	66
11:45	186	682	203	715	389	23:45	41	184	31	162	72
TOTALS	4812	5888			10700	TOTALS	8367	9439			17806
SPLIT %	45.0%	55.0%			37.5%	SPLIT %	47.0%	53.0%			62.5%

DAILY TOTALS					NB	SB	EB	WB	Total
					13,179	15,327	0	0	28,506
AM Peak Hour	07:30	07:15	07:15	PM Peak Hour	16:30	16:45	16:30		
AM Pk Volume	886	1106	1990	PM Pk Volume	1037	1291	2317		
Pk Hr Factor	0.908	0.950	0.935	Pk Hr Factor	0.939	0.961	0.946		
7 - 9 Volume	1617	2051	3668	4 - 6 Volume	1990	2465	4455		
7 - 9 Peak Hour	07:30	07:15	07:15	4 - 6 Peak Hour	16:30	16:45	16:30		
7 - 9 Pk Volume	886	1106	1990	4 - 6 Pk Volume	1037	1291	2317		
Pk Hr Factor	0.908	0.950	0.935	Pk Hr Factor	0.939	0.961	0.946		

VOLUME

Rosemead Blvd Bet. Washington Blvd & Whittier Blvd

Day: Tuesday
Date: 8/27/2019

City: Pico Rivera
Project #: CA19_5433_020

DAILY TOTALS						NB	SB	EB	WB	Total	
						14,290	15,936	0	0	30,226	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	25	25	0	0	50	12:00	170	181	0	0	351
00:15	27	19	0	0	46	12:15	172	244	0	0	416
00:30	26	28	0	0	54	12:30	202	212	0	0	414
00:45	12	90	16	88	28	12:45	211	755	253	890	1645
01:00	19	17	0	0	36	13:00	196	205	0	0	401
01:15	11	8	0	0	19	13:15	165	268	0	0	433
01:30	10	16	0	0	26	13:30	170	204	0	0	374
01:45	12	52	14	55	26	13:45	200	731	259	936	1667
02:00	14	10	0	0	24	14:00	213	311	0	0	524
02:15	11	7	0	0	18	14:15	215	272	0	0	487
02:30	9	13	0	0	22	14:30	226	282	0	0	508
02:45	20	54	15	45	35	14:45	259	913	298	1163	2076
03:00	15	12	0	0	27	15:00	285	326	0	0	611
03:15	7	15	0	0	22	15:15	309	294	0	0	603
03:30	14	25	0	0	39	15:30	299	309	0	0	608
03:45	11	47	17	69	28	15:45	244	1137	300	1229	2366
04:00	14	26	0	0	40	16:00	279	298	0	0	577
04:15	19	42	0	0	61	16:15	229	336	0	0	565
04:30	28	53	0	0	81	16:30	277	301	0	0	578
04:45	28	89	56	177	84	16:45	253	1038	315	1250	2288
05:00	40	74	0	0	114	17:00	305	316	0	0	621
05:15	39	76	0	0	115	17:15	278	294	0	0	572
05:30	58	91	0	0	149	17:30	291	312	0	0	603
05:45	93	230	101	342	194	17:45	272	1146	305	1227	2373
06:00	84	117	0	0	201	18:00	317	290	0	0	607
06:15	111	125	0	0	236	18:15	269	263	0	0	532
06:30	141	185	0	0	326	18:30	273	291	0	0	564
06:45	172	508	228	655	400	18:45	241	1100	211	1055	2155
07:00	178	222	0	0	400	19:00	246	205	0	0	451
07:15	187	310	0	0	497	19:15	221	174	0	0	395
07:30	254	327	0	0	581	19:30	211	194	0	0	405
07:45	275	894	355	1214	630	19:45	204	882	212	785	1667
08:00	283	264	0	0	547	20:00	204	190	0	0	394
08:15	197	247	0	0	444	20:15	159	196	0	0	355
08:30	232	226	0	0	458	20:30	163	154	0	0	317
08:45	194	906	256	993	450	20:45	164	690	171	711	1401
09:00	186	175	0	0	361	21:00	121	119	0	0	240
09:15	166	200	0	0	366	21:15	153	110	0	0	263
09:30	176	161	0	0	337	21:30	135	86	0	0	221
09:45	150	678	227	763	377	21:45	80	489	89	404	893
10:00	146	198	0	0	344	22:00	98	69	0	0	167
10:15	178	160	0	0	338	22:15	70	52	0	0	122
10:30	168	163	0	0	331	22:30	77	58	0	0	135
10:45	168	660	194	715	362	22:45	63	308	48	227	535
11:00	183	181	0	0	364	23:00	66	36	0	0	102
11:15	212	231	0	0	443	23:15	44	43	0	0	87
11:30	168	172	0	0	340	23:30	43	31	0	0	74
11:45	145	708	214	798	359	23:45	32	185	35	145	330
TOTALS	4916	5914			10830	TOTALS	9374	10022			19396
SPLIT %	45.4%	54.6%			35.8%	SPLIT %	48.3%	51.7%			64.2%

DAILY TOTALS						NB	SB	EB	WB	Total
						14,290	15,936	0	0	30,226
AM Peak Hour	07:30	07:15	07:15	PM Peak Hour	17:15	16:15	14:45			
AM Pk Volume	1009	1256	2255	PM Pk Volume	1158	1268	2379			
Pk Hr Factor	0.891	0.885	0.895	Pk Hr Factor	0.913	0.943	0.973			
7 - 9 Volume	1800	2207	4007	4 - 6 Volume	2184	2477	4661			
7 - 9 Peak Hour	07:30	07:15	07:15	4 - 6 Peak Hour	17:00	16:15	17:00			
7 - 9 Pk Volume	1009	1256	2255	4 - 6 Pk Volume	1146	1268	2373			
Pk Hr Factor	0.891	0.885	0.895	Pk Hr Factor	0.939	0.943	0.955			

VOLUME

Rosemead Blvd Bet. Whittier Blvd & Gallatin Rd

Day: Tuesday
Date: 8/20/2019

City: Pico Rivera
Project #: CA19_5433_021

DAILY TOTALS						NB	SB	EB	WB	Total	
						16,259	15,883	0	0	32,142	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	30	31	0	0	61	12:00	178	227	0	0	405
00:15	27	30	0	0	57	12:15	180	197	0	0	377
00:30	22	26	0	0	48	12:30	191	202	0	0	393
00:45	16	95	15	102	0	0	31	197	0	0	426
01:00	18	21	0	0	39	12:45	202	751	224	850	1601
01:15	27	19	0	0	46	13:00	199	238	0	0	437
01:30	19	10	0	0	29	13:15	201	220	0	0	421
01:45	17	81	18	68	0	0	215	209	0	0	424
02:00	12	15	0	0	27	13:30	238	853	228	895	1748
02:15	9	19	0	0	28	14:00	265	203	0	0	468
02:30	17	22	0	0	39	14:15	264	274	0	0	538
02:45	10	48	12	68	0	0	300	263	0	0	563
03:00	10	20	0	0	30	14:30	286	1115	256	996	2111
03:15	12	17	0	0	29	15:00	263	287	0	0	550
03:30	17	22	0	0	39	15:15	253	318	0	0	571
03:45	18	57	22	81	0	0	248	325	0	0	573
04:00	24	25	0	0	49	15:30	282	1046	299	1229	2275
04:15	44	23	0	0	67	16:00	240	300	0	0	540
04:30	40	47	0	0	87	16:15	248	304	0	0	552
04:45	63	171	64	159	0	0	289	355	0	0	644
05:00	71	67	0	0	138	16:30	282	1059	325	1284	2343
05:15	88	68	0	0	156	16:45	244	354	0	0	598
05:30	117	91	0	0	208	17:00	312	334	0	0	646
05:45	120	396	98	324	0	0	297	355	0	0	652
06:00	148	92	0	0	240	17:15	303	1156	341	1384	2540
06:15	201	116	0	0	317	17:30	247	317	0	0	564
06:30	325	148	0	0	473	17:45	265	344	0	0	609
06:45	374	1048	215	571	0	0	225	292	0	0	517
07:00	365	164	0	0	529	18:00	248	985	295	1248	2233
07:15	359	233	0	0	592	18:15	209	246	0	0	455
07:30	365	289	0	0	654	18:30	196	187	0	0	383
07:45	336	1425	262	948	0	0	182	187	0	0	369
08:00	295	243	0	0	538	18:45	140	727	187	807	1534
08:15	334	222	0	0	556	19:00	133	187	0	0	320
08:30	357	222	0	0	579	19:15	165	185	0	0	350
08:45	365	1351	208	895	0	0	135	148	0	0	283
09:00	283	188	0	0	471	19:30	131	564	131	651	1215
09:15	230	181	0	0	411	19:45	118	130	0	0	248
09:30	218	174	0	0	392	20:00	116	103	0	0	219
09:45	202	933	198	741	0	0	118	101	0	0	219
10:00	196	191	0	0	387	20:15	85	437	83	417	854
10:15	189	214	0	0	403	20:30	85	84	0	0	169
10:30	187	214	0	0	401	20:45	75	79	0	0	154
10:45	181	753	223	842	0	0	85	81	0	0	166
11:00	161	190	0	0	351	21:00	77	322	69	313	635
11:15	167	228	0	0	395	21:15	62	57	0	0	119
11:30	175	191	0	0	366	21:30	57	57	0	0	114
11:45	167	670	189	798	0	0	60	49	0	0	109
TOTALS	7028	5597			12625	TOTALS	9231	10286			19517
SPLIT %	55.7%	44.3%			39.3%	SPLIT %	47.3%	52.7%			60.7%

DAILY TOTALS						NB	SB	EB	WB	Total
						16,259	15,883	0	0	32,142

AM Peak Hour	06:45	07:15	07:15	PM Peak Hour	17:15	17:00	17:00
AM Pk Volume	1463	1027	2382	PM Pk Volume	1159	1384	2540
Pk Hr Factor	0.978	0.888	0.911	Pk Hr Factor	0.929	0.975	0.974
7 - 9 Volume	2776	1843	4619	4 - 6 Volume	2215	2668	4883
7 - 9 Peak Hour	07:00	07:15	07:15	4 - 6 Peak Hour	17:00	17:00	17:00
7 - 9 Pk Volume	1425	1027	2382	4 - 6 Pk Volume	1156	1384	2540
Pk Hr Factor	0.976	0.888	0.911	Pk Hr Factor	0.926	0.975	0.974

VOLUME

San Gabriel River Pkwy Bet. Beverly Blvd & Springland Dr

Day: Tuesday
Date: 8/20/2019

City: Pico Rivera
Project #: CA19_5433_022

DAILY TOTALS						NB	SB	EB	WB	Total	
						4,238	6,682	0	0	10,920	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	16	3	0	0	19	12:00	50	111	0	0	161
00:15	4	5	0	0	9	12:15	50	94	0	0	144
00:30	3	5	0	0	8	12:30	52	96	0	0	148
00:45	8	31	5	18	13	12:45	74	226	103	404	177
01:00	7	3	0	0	10	13:00	48	79	0	0	127
01:15	8	2	0	0	10	13:15	60	101	0	0	161
01:30	4	8	0	0	12	13:30	50	87	0	0	137
01:45	4	23	4	17	8	13:45	54	212	66	333	120
02:00	6	8	0	0	14	14:00	72	69	0	0	141
02:15	2	4	0	0	6	14:15	83	99	0	0	182
02:30	3	5	0	0	8	14:30	70	105	0	0	175
02:45	4	15	11	28	15	14:45	84	309	112	385	196
03:00	2	8	0	0	10	15:00	87	98	0	0	185
03:15	4	10	0	0	14	15:15	98	105	0	0	203
03:30	9	9	0	0	18	15:30	84	90	0	0	174
03:45	4	19	13	40	17	15:45	96	365	125	418	221
04:00	5	14	0	0	19	16:00	86	125	0	0	211
04:15	4	19	0	0	23	16:15	97	117	0	0	214
04:30	9	23	0	0	32	16:30	96	107	0	0	203
04:45	18	36	36	92	54	16:45	88	367	116	465	204
05:00	6	35	0	0	41	17:00	95	135	0	0	230
05:15	11	34	0	0	45	17:15	83	168	0	0	251
05:30	24	55	0	0	79	17:30	95	163	0	0	258
05:45	23	64	57	181	80	17:45	96	369	133	599	229
06:00	21	58	0	0	79	18:00	98	117	0	0	215
06:15	37	66	0	0	103	18:15	98	104	0	0	202
06:30	28	112	0	0	140	18:30	84	89	0	0	173
06:45	35	121	116	352	151	18:45	85	365	71	381	156
07:00	43	122	0	0	165	19:00	76	69	0	0	145
07:15	47	168	0	0	215	19:15	61	57	0	0	118
07:30	57	213	0	0	270	19:30	61	59	0	0	120
07:45	72	219	183	686	255	19:45	50	248	71	256	121
08:00	86	163	0	0	249	20:00	63	41	0	0	104
08:15	54	113	0	0	167	20:15	58	53	0	0	111
08:30	43	97	0	0	140	20:30	49	53	0	0	102
08:45	53	236	91	464	144	20:45	36	206	39	186	75
09:00	42	105	0	0	147	21:00	30	58	0	0	88
09:15	40	91	0	0	131	21:15	42	48	0	0	90
09:30	43	67	0	0	110	21:30	41	32	0	0	73
09:45	41	166	75	338	116	21:45	34	147	40	178	74
10:00	33	65	0	0	98	22:00	26	34	0	0	60
10:15	38	71	0	0	109	22:15	26	33	0	0	59
10:30	33	81	0	0	114	22:30	19	19	0	0	38
10:45	30	134	96	313	126	22:45	18	89	24	110	42
11:00	44	90	0	0	134	23:00	21	14	0	0	35
11:15	36	115	0	0	151	23:15	21	16	0	0	37
11:30	53	94	0	0	147	23:30	13	11	0	0	24
11:45	68	201	88	387	156	23:45	15	70	10	51	25
TOTALS	1265	2916			4181	TOTALS	2973	3766			6739
SPLIT %	30.3%	69.7%			38.3%	SPLIT %	44.1%	55.9%			61.7%

DAILY TOTALS						NB	SB	EB	WB	Total
						4,238	6,682	0	0	10,920

AM Peak Hour	07:30	07:15	07:15	PM Peak Hour	17:30	17:00	17:00
AM Pk Volume	269	727	989	PM Pk Volume	387	599	968
Pk Hr Factor	0.782	0.853	0.916	Pk Hr Factor	0.987	0.891	0.938
7 - 9 Volume	455	1150	1605	4 - 6 Volume	736	1064	1800
7 - 9 Peak Hour	07:30	07:15	07:15	4 - 6 Peak Hour	16:15	17:00	17:00
7 - 9 Pk Volume	269	727	989	4 - 6 Pk Volume	376	599	968
Pk Hr Factor	0.782	0.853	0.916	Pk Hr Factor	0.969	0.891	0.938

VOLUME

San Gabriel River Pkwy Bet. Springland Dr & Rose Hills Rd

Day: Tuesday
Date: 8/20/2019

City: Pico Rivera
Project #: CA19_5433_023

DAILY TOTALS					NB	SB	EB	WB	Total		
					3,871	6,181	0	0	10,052		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	6	9	0	0	15	12:00	49	92	0	0	141
00:15	0	15	0	0	15	12:15	53	78	0	0	131
00:30	3	11	0	0	14	12:30	73	110	0	0	183
00:45	5	14	4	39	9	12:45	50	225	96	376	601
01:00	5	3	0	0	8	13:00	35	89	0	0	124
01:15	3	9	0	0	12	13:15	55	81	0	0	136
01:30	0	9	0	0	9	13:30	41	72	0	0	113
01:45	6	14	7	28	13	13:45	56	187	65	307	494
02:00	5	8	0	0	13	14:00	65	67	0	0	132
02:15	3	3	0	0	6	14:15	62	74	0	0	136
02:30	11	2	0	0	13	14:30	67	90	0	0	157
02:45	2	21	8	21	10	14:45	58	252	106	337	589
03:00	3	6	0	0	9	15:00	70	84	0	0	154
03:15	5	8	0	0	13	15:15	69	104	0	0	173
03:30	8	5	0	0	13	15:30	80	101	0	0	181
03:45	11	27	8	27	19	15:45	71	290	113	402	692
04:00	8	11	0	0	19	16:00	84	113	0	0	197
04:15	17	11	0	0	28	16:15	90	89	0	0	179
04:30	18	22	0	0	40	16:30	98	101	0	0	199
04:45	19	62	30	74	49	16:45	84	356	124	427	783
05:00	21	25	0	0	46	17:00	86	124	0	0	210
05:15	22	38	0	0	60	17:15	78	159	0	0	237
05:30	44	42	0	0	86	17:30	82	137	0	0	219
05:45	45	132	51	156	96	17:45	76	322	112	532	854
06:00	45	51	0	0	96	18:00	72	89	0	0	161
06:15	49	64	0	0	113	18:15	76	107	0	0	183
06:30	53	85	0	0	138	18:30	68	78	0	0	146
06:45	49	196	106	306	155	18:45	47	263	71	345	608
07:00	80	110	0	0	190	19:00	43	63	0	0	106
07:15	94	121	0	0	215	19:15	38	59	0	0	97
07:30	107	173	0	0	280	19:30	36	42	0	0	78
07:45	96	377	207	611	303	19:45	47	164	58	222	386
08:00	66	172	0	0	238	20:00	39	50	0	0	89
08:15	47	112	0	0	159	20:15	32	60	0	0	92
08:30	48	92	0	0	140	20:30	27	54	0	0	81
08:45	46	207	73	449	119	20:45	17	115	38	202	317
09:00	37	79	0	0	116	21:00	23	55	0	0	78
09:15	41	75	0	0	116	21:15	23	48	0	0	71
09:30	40	62	0	0	102	21:30	27	44	0	0	71
09:45	34	152	60	276	94	21:45	12	85	35	182	267
10:00	36	63	0	0	99	22:00	12	38	0	0	50
10:15	34	66	0	0	100	22:15	17	36	0	0	53
10:30	50	85	0	0	135	22:30	8	20	0	0	28
10:45	32	152	76	290	108	22:45	13	50	23	117	167
11:00	42	87	0	0	129	23:00	13	30	0	0	43
11:15	30	101	0	0	131	23:15	14	21	0	0	35
11:30	47	82	0	0	129	23:30	5	25	0	0	30
11:45	51	170	94	364	145	23:45	6	38	15	91	129
TOTALS	1524	2641			4165	TOTALS	2347	3540			5887
SPLIT %	36.6%	63.4%			41.4%	SPLIT %	39.9%	60.1%			58.6%

DAILY TOTALS					NB	SB	EB	WB	Total	
					3,871	6,181	0	0	10,052	
AM Peak Hour	07:00	07:15	07:15				PM Peak Hour	16:15	16:45	16:45
AM Pk Volume	377	673	1036				PM Pk Volume	358	544	874
Pk Hr Factor	0.881	0.813	0.855				Pk Hr Factor	0.913	0.855	0.922
7 - 9 Volume	584	1060	1644				4 - 6 Volume	678	959	1637
7 - 9 Peak Hour	07:00	07:15	07:15				4 - 6 Peak Hour	16:15	16:45	16:45
7 - 9 Pk Volume	377	673	1036				4 - 6 Pk Volume	358	544	874
Pk Hr Factor	0.881	0.813	0.855				Pk Hr Factor	0.913	0.855	0.922

VOLUME

Slauson Ave Bet. Paramount Blvd & Rosemead Blvd

Day: Tuesday
Date: 8/20/2019

City: Pico Rivera
Project #: CA19_5433_024

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	10,847	15,921	26,768		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	34	44	78	12:00	0	0	118	171	289	
00:15	0	0	25	41	66	12:15	0	0	129	187	316	
00:30	0	0	37	34	71	12:30	0	0	113	211	324	
00:45	0	0	18	114	22	12:45	0	0	114	474	242	811
01:00	0	0	30	29	59	13:00	0	0	111	194	305	
01:15	0	0	27	32	59	13:15	0	0	109	247	356	
01:30	0	0	20	33	53	13:30	0	0	122	204	326	
01:45	0	0	19	96	37	13:45	0	0	114	456	235	880
02:00	0	0	31	24	55	14:00	0	0	139	230	369	
02:15	0	0	33	27	60	14:15	0	0	136	200	336	
02:30	0	0	26	43	69	14:30	0	0	129	245	374	
02:45	0	0	18	108	35	14:45	0	0	148	552	227	902
03:00	0	0	22	27	49	15:00	0	0	162	232	394	
03:15	0	0	22	31	53	15:15	0	0	180	218	398	
03:30	0	0	31	59	90	15:30	0	0	195	231	426	
03:45	0	0	83	158	60	15:45	0	0	163	700	254	935
04:00	0	0	42	50	92	16:00	0	0	179	239	418	
04:15	0	0	66	95	161	16:15	0	0	204	273	477	
04:30	0	0	89	150	239	16:30	0	0	201	276	477	
04:45	0	0	90	287	157	16:45	0	0	211	795	283	1071
05:00	0	0	87	137	224	17:00	0	0	209	243	452	
05:15	0	0	98	200	298	17:15	0	0	190	231	421	
05:30	0	0	159	246	405	17:30	0	0	186	249	435	
05:45	0	0	204	548	311	17:45	0	0	185	770	191	914
06:00	0	0	147	290	437	18:00	0	0	192	214	406	
06:15	0	0	183	330	513	18:15	0	0	187	207	394	
06:30	0	0	226	356	582	18:30	0	0	173	191	364	
06:45	0	0	201	757	434	18:45	0	0	166	718	197	809
07:00	0	0	201	413	614	19:00	0	0	124	198	322	
07:15	0	0	235	392	627	19:15	0	0	99	183	282	
07:30	0	0	226	403	629	19:30	0	0	81	134	215	
07:45	0	0	272	934	407	19:45	0	0	96	400	118	633
08:00	0	0	223	381	604	20:00	0	0	70	144	214	
08:15	0	0	177	378	555	20:15	0	0	46	133	179	
08:30	0	0	234	207	441	20:30	0	0	57	140	197	
08:45	0	0	198	832	106	20:45	0	0	35	208	89	506
09:00	0	0	203	92	295	21:00	0	0	29	122	151	
09:15	0	0	185	102	287	21:15	0	0	25	102	127	
09:30	0	0	183	111	294	21:30	0	0	33	109	142	
09:45	0	0	127	698	99	21:45	0	0	20	107	93	426
10:00	0	0	98	117	215	22:00	0	0	19	62	81	
10:15	0	0	129	128	257	22:15	0	0	21	58	79	
10:30	0	0	132	119	251	22:30	0	0	23	79	102	
10:45	0	0	128	487	119	22:45	0	0	27	90	59	258
11:00	0	0	124	134	258	23:00	0	0	15	51	66	
11:15	0	0	117	154	271	23:15	0	0	28	66	94	
11:30	0	0	92	204	296	23:30	0	0	37	34	71	
11:45	0	0	94	427	194	23:45	0	0	51	131	31	182
TOTALS			5446	7594	13040	TOTALS			5401	8327	13728	
SPLIT %			41.8%	58.2%	48.7%	SPLIT %			39.3%	60.7%	51.3%	

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	10,847	15,921	26,768	
AM Peak Hour			07:15	06:45	07:00	PM Peak Hour			16:15	16:15	16:15
AM Pk Volume			956	1642	2549	PM Pk Volume			825	1075	1900
Pk Hr Factor			0.879	0.946	0.939	Pk Hr Factor			0.977	0.950	0.962
7 - 9 Volume			1766	2687	4453	4 - 6 Volume			1565	1985	3550
7 - 9 Peak Hour			07:15	07:00	07:00	4 - 6 Peak Hour			16:15	16:15	16:15
7 - 9 Pk Volume			956	1615	2549	4 - 6 Pk Volume			825	1075	1900
Pk Hr Factor			0.879	0.978	0.939	Pk Hr Factor			0.977	0.950	0.962

VOLUME

Slauson Ave Bet. Rosemead Blvd & Passons Blvd

Day: Tuesday
Date: 8/20/2019

City: Pico Rivera
Project #: CA19_5433_025

DAILY TOTALS						NB	SB					Total			
						0	0					39,447			
								18,405	21,042						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
00:00	0	0	30	44	74	12:00	0	0	232	231	463				
00:15	0	0	25	21	46	12:15	0	0	245	294	539				
00:30	0	0	45	39	84	12:30	0	0	219	257	476				
00:45	0	0	31	131	23	127	12:45	0	0	272	968	230	1012	502	1980
01:00	0	0	25	25	50	13:00	0	0	260	269	529				
01:15	0	0	21	32	53	13:15	0	0	270	271	541				
01:30	0	0	30	14	44	13:30	0	0	276	275	551				
01:45	0	0	22	98	35	106	13:45	0	0	259	1065	251	1066	510	2131
02:00	0	0	34	21	55	14:00	0	0	303	309	612				
02:15	0	0	28	21	49	14:15	0	0	290	284	574				
02:30	0	0	41	22	63	14:30	0	0	302	272	574				
02:45	0	0	17	120	21	85	14:45	0	0	300	1195	364	1229	664	2424
03:00	0	0	21	19	40	15:00	0	0	362	299	661				
03:15	0	0	33	30	63	15:15	0	0	357	322	679				
03:30	0	0	25	62	87	15:30	0	0	364	368	732				
03:45	0	0	49	128	65	176	15:45	0	0	399	1482	369	1358	768	2840
04:00	0	0	54	53	107	16:00	0	0	406	325	731				
04:15	0	0	57	93	150	16:15	0	0	433	317	750				
04:30	0	0	102	125	227	16:30	0	0	379	298	677				
04:45	0	0	90	303	169	440	16:45	0	0	354	1572	316	1256	670	2828
05:00	0	0	86	171	257	17:00	0	0	340	338	678				
05:15	0	0	107	240	347	17:15	0	0	332	320	652				
05:30	0	0	141	294	435	17:30	0	0	378	317	695				
05:45	0	0	188	522	359	1064	17:45	0	0	352	1402	258	1233	610	2635
06:00	0	0	128	322	450	18:00	0	0	373	297	670				
06:15	0	0	151	398	549	18:15	0	0	398	246	644				
06:30	0	0	194	473	667	18:30	0	0	402	288	690				
06:45	0	0	225	698	428	1621	18:45	0	0	398	1571	224	1055	622	2626
07:00	0	0	204	439	643	19:00	0	0	322	190	512				
07:15	0	0	233	445	678	19:15	0	0	256	200	456				
07:30	0	0	234	458	692	19:30	0	0	255	193	448				
07:45	0	0	290	961	477	1819	19:45	0	0	221	1054	143	726	364	1780
08:00	0	0	229	444	673	20:00	0	0	197	171	368				
08:15	0	0	202	450	652	20:15	0	0	195	150	345				
08:30	0	0	244	417	661	20:30	0	0	147	141	288				
08:45	0	0	185	860	351	1662	20:45	0	0	144	683	133	595	277	1278
09:00	0	0	228	310	538	21:00	0	0	121	118	239				
09:15	0	0	206	326	532	21:15	0	0	147	135	282				
09:30	0	0	198	306	504	21:30	0	0	146	112	258				
09:45	0	0	191	823	337	1279	21:45	0	0	113	527	101	466	214	993
10:00	0	0	165	278	443	22:00	0	0	100	103	203				
10:15	0	0	206	300	506	22:15	0	0	112	100	212				
10:30	0	0	199	255	454	22:30	0	0	80	82	162				
10:45	0	0	206	776	261	1094	22:45	0	0	70	362	71	356	141	718
11:00	0	0	215	262	477	23:00	0	0	67	72	139				
11:15	0	0	202	237	439	23:15	0	0	58	50	108				
11:30	0	0	226	244	470	23:30	0	0	53	52	105				
11:45	0	0	215	858	269	1012	23:45	0	0	68	246	31	205	99	451
TOTALS			6278	10485	16763	TOTALS			12127	10557	22684				
SPLIT %			37.5%	62.5%	42.5%	SPLIT %			53.5%	46.5%	57.5%				

DAILY TOTALS						NB	SB					Total
						0	0					39,447
								18,405	21,042			
AM Peak Hour	07:15		07:30	07:15	PM Peak Hour	15:45		15:15	15:30			
AM Pk Volume	986		1829	2810	PM Pk Volume	1617		1384	2981			
Pk Hr Factor	0.850		0.959	0.916	Pk Hr Factor	0.934		0.938	0.970			
7 - 9 Volume	1821		3481	5302	4 - 6 Volume	2974		2489	5463			
7 - 9 Peak Hour	07:15		07:30	07:15	4 - 6 Peak Hour	16:00		16:45	16:00			
7 - 9 Pk Volume	986		1829	2810	4 - 6 Pk Volume	1572		1291	2828			
Pk Hr Factor	0.850		0.959	0.916	Pk Hr Factor	0.908		0.955	0.943			

VOLUME

Telegraph Rd Bet. Paramount Blvd & Rosemead Blvd

Day: Tuesday
Date: 8/20/2019

City: Pico Rivera
Project #: CA19_5433_026

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	15,190	11,289	26,479			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	27	22	49	12:00	0	0	190	82	272	
00:15	0	0	15	16	31	12:15	0	0	199	68	267	
00:30	0	0	27	20	47	12:30	0	0	252	61	313	
00:45	0	0	10	79	17	12:45	0	0	250	891	83	294
01:00	0	0	12	11	23	13:00	0	0	231	63	294	
01:15	0	0	16	8	24	13:15	0	0	204	73	277	
01:30	0	0	18	16	34	13:30	0	0	222	79	301	
01:45	0	0	12	58	23	13:45	0	0	281	938	81	296
02:00	0	0	9	15	24	14:00	0	0	308	78	386	
02:15	0	0	10	14	24	14:15	0	0	293	78	371	
02:30	0	0	23	11	34	14:30	0	0	329	95	424	
02:45	0	0	15	57	9	14:45	0	0	291	1221	120	371
03:00	0	0	9	8	17	15:00	0	0	352	107	459	
03:15	0	0	15	17	32	15:15	0	0	314	82	396	
03:30	0	0	27	26	53	15:30	0	0	303	99	402	
03:45	0	0	20	71	21	15:45	0	0	321	1290	89	377
04:00	0	0	33	21	54	16:00	0	0	351	101	452	
04:15	0	0	38	49	87	16:15	0	0	362	98	460	
04:30	0	0	53	68	121	16:30	0	0	374	97	471	
04:45	0	0	55	179	65	16:45	0	0	334	1421	103	399
05:00	0	0	45	73	118	17:00	0	0	339	103	442	
05:15	0	0	50	87	137	17:15	0	0	359	90	449	
05:30	0	0	78	178	256	17:30	0	0	406	85	491	
05:45	0	0	101	274	217	17:45	0	0	348	1452	64	342
06:00	0	0	75	201	276	18:00	0	0	378	64	442	
06:15	0	0	90	257	347	18:15	0	0	353	68	421	
06:30	0	0	150	313	463	18:30	0	0	309	69	378	
06:45	0	0	130	445	436	18:45	0	0	321	1361	66	267
07:00	0	0	142	439	581	19:00	0	0	341	63	404	
07:15	0	0	176	482	658	19:15	0	0	237	67	304	
07:30	0	0	236	510	746	19:30	0	0	238	41	279	
07:45	0	0	200	754	393	19:45	0	0	185	1001	41	212
08:00	0	0	205	420	625	20:00	0	0	133	54	187	
08:15	0	0	231	515	746	20:15	0	0	144	65	209	
08:30	0	0	183	422	605	20:30	0	0	92	54	146	
08:45	0	0	190	809	361	20:45	0	0	90	459	55	228
09:00	0	0	107	253	360	21:00	0	0	96	33	129	
09:15	0	0	134	219	353	21:15	0	0	75	47	122	
09:30	0	0	133	222	355	21:30	0	0	81	66	147	
09:45	0	0	149	523	213	21:45	0	0	59	311	53	199
10:00	0	0	152	182	334	22:00	0	0	52	50	102	
10:15	0	0	131	168	299	22:15	0	0	52	51	103	
10:30	0	0	130	192	322	22:30	0	0	48	38	86	
10:45	0	0	154	567	178	22:45	0	0	29	181	38	177
11:00	0	0	156	159	315	23:00	0	0	38	34	72	
11:15	0	0	152	153	305	23:15	0	0	36	46	82	
11:30	0	0	193	155	348	23:30	0	0	36	43	79	
11:45	0	0	206	707	115	23:45	0	0	31	141	34	157
TOTALS			4523	7970	12493	TOTALS			10667	3319	13986	
SPLIT %			36.2%	63.8%	47.2%	SPLIT %			76.3%	23.7%	52.8%	

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	15,190	11,289	26,479
AM Peak Hour		07:30	06:45	07:30	PM Peak Hour		17:15	14:45	16:00
AM Pk Volume		872	1867	2710	PM Pk Volume		1491	408	1820
Pk Hr Factor		0.924	0.915	0.908	Pk Hr Factor		0.918	0.850	0.966
7 - 9 Volume		1563	3542	5105	4 - 6 Volume		2873	741	3614
7 - 9 Peak Hour		07:30	07:30	07:30	4 - 6 Peak Hour		17:00	16:15	16:00
7 - 9 Pk Volume		872	1838	2710	4 - 6 Pk Volume		1452	401	1820
Pk Hr Factor		0.924	0.892	0.908	Pk Hr Factor		0.894	0.973	0.966

VOLUME

Telegraph Rd Bet. Rosemead Blvd & Passons Blvd

Day: Tuesday
Date: 8/20/2019

City: Pico Rivera
Project #: CA19_5433_027

DAILY TOTALS						NB	SB					Total			
						0	0					35,819			
								16,892	18,927						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
00:00	0	0	35	48	83	12:00	0	0	253	168	421				
00:15	0	0	28	43	71	12:15	0	0	209	170	379				
00:30	0	0	35	34	69	12:30	0	0	246	200	446				
00:45	0	0	19	117	43	12:45	0	0	280	988	176	714	456	1702	
01:00	0	0	22	31	53	13:00	0	0	279	192	471				
01:15	0	0	19	27	46	13:15	0	0	235	194	429				
01:30	0	0	20	34	54	13:30	0	0	231	203	434				
01:45	0	0	14	75	37	129	13:45	0	0	243	988	209	798	452	1786
02:00	0	0	10	36	46	14:00	0	0	318	203	521				
02:15	0	0	17	25	42	14:15	0	0	272	200	472				
02:30	0	0	22	34	56	14:30	0	0	301	229	530				
02:45	0	0	20	69	36	131	14:45	0	0	287	1178	247	879	534	2057
03:00	0	0	21	41	62	15:00	0	0	352	270	622				
03:15	0	0	19	30	49	15:15	0	0	333	254	587				
03:30	0	0	27	52	79	15:30	0	0	345	267	612				
03:45	0	0	20	87	72	195	15:45	0	0	333	1363	269	1060	602	2423
04:00	0	0	25	61	86	16:00	0	0	322	231	553				
04:15	0	0	47	94	141	16:15	0	0	369	235	604				
04:30	0	0	43	113	156	16:30	0	0	391	257	648				
04:45	0	0	66	181	140	408	16:45	0	0	371	1453	201	924	572	2377
05:00	0	0	41	141	182	17:00	0	0	337	280	617				
05:15	0	0	58	159	217	17:15	0	0	372	261	633				
05:30	0	0	81	258	339	17:30	0	0	371	239	610				
05:45	0	0	126	306	260	818	17:45	0	0	330	1410	249	1029	579	2439
06:00	0	0	99	283	382	18:00	0	0	368	198	566				
06:15	0	0	127	323	450	18:15	0	0	410	242	652				
06:30	0	0	169	379	548	18:30	0	0	414	217	631				
06:45	0	0	192	587	399	1384	18:45	0	0	379	1571	188	845	567	2416
07:00	0	0	154	478	632	19:00	0	0	352	195	547				
07:15	0	0	205	477	682	19:15	0	0	283	166	449				
07:30	0	0	226	461	687	19:30	0	0	236	173	409				
07:45	0	0	239	824	388	1804	19:45	0	0	226	1097	161	695	387	1792
08:00	0	0	207	447	654	20:00	0	0	181	148	329				
08:15	0	0	230	425	655	20:15	0	0	200	144	344				
08:30	0	0	211	417	628	20:30	0	0	147	132	279				
08:45	0	0	187	835	425	1714	20:45	0	0	140	668	129	553	269	1221
09:00	0	0	188	356	544	21:00	0	0	123	145	268				
09:15	0	0	151	347	498	21:15	0	0	130	160	290				
09:30	0	0	135	291	426	21:30	0	0	133	129	262				
09:45	0	0	165	639	261	1255	21:45	0	0	119	505	124	558	243	1063
10:00	0	0	176	246	422	22:00	0	0	115	102	217				
10:15	0	0	157	308	465	22:15	0	0	86	87	173				
10:30	0	0	143	318	461	22:30	0	0	81	112	193				
10:45	0	0	176	652	346	1218	22:45	0	0	68	350	72	373	140	723
11:00	0	0	190	287	477	23:00	0	0	51	58	109				
11:15	0	0	178	240	418	23:15	0	0	48	75	123				
11:30	0	0	206	265	471	23:30	0	0	40	60	100				
11:45	0	0	200	774	235	1027	23:45	0	0	36	175	55	248	91	423
TOTALS			5146	10251	15397	TOTALS			11746	8676	20422				
SPLIT %			33.4%	66.6%	43.0%	SPLIT %			57.5%	42.5%	57.0%				

DAILY TOTALS						NB	SB					Total
						0	0					35,819
								16,892	18,927			

AM Peak Hour	11:45	06:45	07:15	PM Peak Hour	18:00	15:00	16:30
AM Pk Volume	908	1815	2650	PM Pk Volume	1571	1060	2470
Pk Hr Factor	0.897	0.949	0.964	Pk Hr Factor	0.949	0.981	0.953
7 - 9 Volume	1659	3518	5177	4 - 6 Volume	2863	1953	4816
7 - 9 Peak Hour	07:30	07:00	07:15	4 - 6 Peak Hour	16:30	17:00	16:30
7 - 9 Pk Volume	902	1804	2650	4 - 6 Pk Volume	1471	1029	2470
Pk Hr Factor	0.944	0.944	0.964	Pk Hr Factor	0.941	0.919	0.953

VOLUME

Washington Blvd Bet. Bluff Rd & Rosemead Blvd

Day: Thursday
Date: 8/29/2019

City: Pico Rivera
Project #: CA19_5433_028

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	19,754	21,410	41,164					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	61	58	119	12:00	0	0	259	279	538			
00:15	0	0	64	65	129	12:15	0	0	281	239	520			
00:30	0	0	56	41	97	12:30	0	0	259	253	512			
00:45	0	0	46	227	37	201	83	428	257	1056	247	1018	504	2074
01:00	0	0	45	23	68	13:00	0	0	271	263	534			
01:15	0	0	43	34	77	13:15	0	0	273	292	565			
01:30	0	0	44	34	78	13:30	0	0	281	281	562			
01:45	0	0	27	159	39	130	66	289	307	1132	309	1145	616	2277
02:00	0	0	26	35	61	14:00	0	0	331	289	620			
02:15	0	0	37	35	72	14:15	0	0	320	280	600			
02:30	0	0	46	55	101	14:30	0	0	356	264	620			
02:45	0	0	48	157	30	155	78	312	362	1369	292	1125	654	2494
03:00	0	0	55	49	104	15:00	0	0	391	283	674			
03:15	0	0	48	60	108	15:15	0	0	404	281	685			
03:30	0	0	46	52	98	15:30	0	0	371	305	676			
03:45	0	0	57	206	50	211	107	417	388	1554	283	1152	671	2706
04:00	0	0	55	66	121	16:00	0	0	378	284	662			
04:15	0	0	65	79	144	16:15	0	0	346	277	623			
04:30	0	0	81	119	200	16:30	0	0	380	307	687			
04:45	0	0	93	294	111	375	204	669	376	1480	303	1171	679	2651
05:00	0	0	94	150	244	17:00	0	0	384	294	678			
05:15	0	0	105	215	320	17:15	0	0	371	301	672			
05:30	0	0	123	327	450	17:30	0	0	359	300	659			
05:45	0	0	162	484	332	1024	494	1508	401	1515	267	1162	668	2677
06:00	0	0	143	291	434	18:00	0	0	355	243	598			
06:15	0	0	166	355	521	18:15	0	0	374	243	617			
06:30	0	0	219	398	617	18:30	0	0	410	288	698			
06:45	0	0	208	736	510	1554	718	2290	338	1477	252	1026	590	2503
07:00	0	0	206	507	713	19:00	0	0	312	243	555			
07:15	0	0	205	510	715	19:15	0	0	321	214	535			
07:30	0	0	273	499	772	19:30	0	0	279	226	505			
07:45	0	0	275	959	419	1935	694	2894	246	1158	214	897	460	2055
08:00	0	0	234	473	707	20:00	0	0	204	193	397			
08:15	0	0	183	470	653	20:15	0	0	223	251	474			
08:30	0	0	232	387	619	20:30	0	0	206	211	417			
08:45	0	0	206	855	360	1690	566	2545	207	840	188	843	395	1683
09:00	0	0	206	318	524	21:00	0	0	160	183	343			
09:15	0	0	222	265	487	21:15	0	0	161	225	386			
09:30	0	0	217	212	429	21:30	0	0	117	167	284			
09:45	0	0	203	848	258	1053	461	1901	107	545	153	728	260	1273
10:00	0	0	208	264	472	22:00	0	0	146	150	296			
10:15	0	0	196	243	439	22:15	0	0	111	140	251			
10:30	0	0	227	245	472	22:30	0	0	95	119	214			
10:45	0	0	233	864	239	991	472	1855	101	453	106	515	207	968
11:00	0	0	222	239	461	23:00	0	0	106	99	205			
11:15	0	0	245	239	484	23:15	0	0	102	76	178			
11:30	0	0	250	244	494	23:30	0	0	111	80	191			
11:45	0	0	257	974	268	990	525	1964	93	412	64	319	157	731
TOTALS			6763	10309	17072	TOTALS			12991	11101	24092			
SPLIT %			39.6%	60.4%	41.5%	SPLIT %			53.9%	46.1%	58.5%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	19,754	21,410	41,164
AM Peak Hour	11:45	06:45	06:45	PM Peak Hour	15:00	16:30	16:30		
AM Pk Volume	1056	2026	2918	PM Pk Volume	1554	1205	2716		
Pk Hr Factor	0.940	0.993	0.945	Pk Hr Factor	0.962	0.981	0.988		
7 - 9 Volume	1814	3625	5439	4 - 6 Volume	2995	2333	5328		
7 - 9 Peak Hour	07:15	07:00	07:00	4 - 6 Peak Hour	17:00	16:30	16:30		
7 - 9 Pk Volume	987	1935	2894	4 - 6 Pk Volume	1515	1205	2716		
Pk Hr Factor	0.897	0.949	0.937	Pk Hr Factor	0.945	0.981	0.988		

VOLUME

Washington Blvd Bet. Rosemead Blvd & Passons Blvd

Day: Thursday
Date: 8/22/2019

City: Pico Rivera
Project #: CA19_5433_029

DAILY TOTALS					NB	SB	EB		WB	Total		
					0	0	20,028	20,656	40,684			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	77	47	124	12:00	0	0	216	336	552	
00:15	0	0	71	62	133	12:15	0	0	201	292	493	
00:30	0	0	59	36	95	12:30	0	0	202	301	503	
00:45	0	0	35	242	22	12:45	0	0	187	806	301	1230
01:00	0	0	48	30	78	13:00	0	0	227	349	576	
01:15	0	0	58	22	80	13:15	0	0	281	298	579	
01:30	0	0	57	33	90	13:30	0	0	303	267	570	
01:45	0	0	32	195	32	13:45	0	0	327	1138	284	1198
02:00	0	0	29	25	54	14:00	0	0	316	233	549	
02:15	0	0	42	26	68	14:15	0	0	345	285	630	
02:30	0	0	50	44	94	14:30	0	0	369	241	610	
02:45	0	0	39	160	33	14:45	0	0	374	1404	273	1032
03:00	0	0	52	44	96	15:00	0	0	368	299	667	
03:15	0	0	52	50	102	15:15	0	0	402	339	741	
03:30	0	0	60	48	108	15:30	0	0	417	304	721	
03:45	0	0	53	217	73	15:45	0	0	361	1548	287	1229
04:00	0	0	69	72	141	16:00	0	0	419	285	704	
04:15	0	0	65	78	143	16:15	0	0	373	287	660	
04:30	0	0	100	110	210	16:30	0	0	414	288	702	
04:45	0	0	94	328	138	16:45	0	0	412	1618	303	1163
05:00	0	0	89	131	220	17:00	0	0	454	269	723	
05:15	0	0	121	212	333	17:15	0	0	383	330	713	
05:30	0	0	150	246	396	17:30	0	0	454	327	781	
05:45	0	0	150	510	282	17:45	0	0	425	1716	254	1180
06:00	0	0	142	258	400	18:00	0	0	387	266	653	
06:15	0	0	165	339	504	18:15	0	0	362	300	662	
06:30	0	0	206	329	535	18:30	0	0	391	248	639	
06:45	0	0	192	705	459	18:45	0	0	361	1501	233	1047
07:00	0	0	216	388	604	19:00	0	0	301	264	565	
07:15	0	0	245	449	694	19:15	0	0	314	248	562	
07:30	0	0	269	335	604	19:30	0	0	269	243	512	
07:45	0	0	327	1057	302	19:45	0	0	272	1156	258	1013
08:00	0	0	259	464	723	20:00	0	0	222	196	418	
08:15	0	0	204	369	573	20:15	0	0	230	211	441	
08:30	0	0	229	350	579	20:30	0	0	211	175	386	
08:45	0	0	229	921	330	20:45	0	0	201	864	179	761
09:00	0	0	173	353	526	21:00	0	0	188	166	354	
09:15	0	0	214	287	501	21:15	0	0	173	130	303	
09:30	0	0	199	257	456	21:30	0	0	134	143	277	
09:45	0	0	205	791	253	21:45	0	0	145	640	144	583
10:00	0	0	180	230	410	22:00	0	0	161	111	272	
10:15	0	0	192	207	399	22:15	0	0	137	91	228	
10:30	0	0	164	229	393	22:30	0	0	105	107	212	
10:45	0	0	185	721	254	22:45	0	0	157	560	101	410
11:00	0	0	203	238	441	23:00	0	0	122	77	199	
11:15	0	0	200	301	501	23:15	0	0	107	59	166	
11:30	0	0	197	319	516	23:30	0	0	102	72	174	
11:45	0	0	205	805	353	23:45	0	0	94	425	53	261
TOTALS			6652	9549	16201	TOTALS			13376	11107	24483	
SPLIT %			41.1%	58.9%	39.8%	SPLIT %			54.6%	45.4%	60.2%	

DAILY TOTALS					NB	SB	EB		WB	Total	
					0	0	20,028	20,656	40,684		
AM Peak Hour			07:15	06:45	07:15	PM Peak Hour			17:00	12:30	16:45
AM Pk Volume			1100	1631	2650	PM Pk Volume			1716	1249	2932
Pk Hr Factor			0.841	0.888	0.916	Pk Hr Factor			0.945	0.895	0.939
7 - 9 Volume			1978	2987	4965	4 - 6 Volume			3334	2343	5677
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			17:00	16:45	16:45
7 - 9 Pk Volume			1100	1550	2650	4 - 6 Pk Volume			1716	1229	2932
Pk Hr Factor			0.841	0.835	0.916	Pk Hr Factor			0.945	0.931	0.939

VOLUME

Whittier Blvd Bet. Railroad Tracks & Paramount Blvd

Day: Wednesday
Date: 9/4/2019

City: Pico Rivera
Project #: CA19_5433_030

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	13,059	13,054	26,113		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	38	41	79	12:00	0	0	219	159	378	
00:15	0	0	28	39	67	12:15	0	0	225	203	428	
00:30	0	0	15	33	48	12:30	0	0	214	155	369	
00:45	0	0	17	98	27	12:45	0	0	187	845	164	681
01:00	0	0	18	18	36	13:00	0	0	236	185	421	
01:15	0	0	12	24	36	13:15	0	0	205	152	357	
01:30	0	0	15	8	23	13:30	0	0	187	151	338	
01:45	0	0	18	63	9	13:45	0	0	196	824	168	656
02:00	0	0	11	14	25	14:00	0	0	225	188	413	
02:15	0	0	12	8	20	14:15	0	0	206	174	380	
02:30	0	0	13	15	28	14:30	0	0	243	165	408	
02:45	0	0	16	52	18	14:45	0	0	241	915	184	711
03:00	0	0	17	12	29	15:00	0	0	234	166	400	
03:15	0	0	12	14	26	15:15	0	0	260	204	464	
03:30	0	0	22	13	35	15:30	0	0	244	163	407	
03:45	0	0	24	75	28	15:45	0	0	248	986	205	738
04:00	0	0	30	23	53	16:00	0	0	256	172	428	
04:15	0	0	33	26	59	16:15	0	0	252	154	406	
04:30	0	0	51	47	98	16:30	0	0	263	166	429	
04:45	0	0	59	173	54	16:45	0	0	270	1041	167	659
05:00	0	0	57	72	129	17:00	0	0	268	165	433	
05:15	0	0	75	85	160	17:15	0	0	272	199	471	
05:30	0	0	77	137	214	17:30	0	0	252	151	403	
05:45	0	0	77	286	138	17:45	0	0	264	1056	194	709
06:00	0	0	77	192	269	18:00	0	0	291	198	489	
06:15	0	0	94	183	277	18:15	0	0	237	151	388	
06:30	0	0	110	256	366	18:30	0	0	239	166	405	
06:45	0	0	85	366	265	18:45	0	0	230	997	155	670
07:00	0	0	120	278	398	19:00	0	0	205	165	370	
07:15	0	0	125	288	413	19:15	0	0	183	188	371	
07:30	0	0	145	316	461	19:30	0	0	193	166	359	
07:45	0	0	145	535	305	19:45	0	0	177	758	171	690
08:00	0	0	167	266	433	20:00	0	0	178	177	355	
08:15	0	0	107	293	400	20:15	0	0	149	144	293	
08:30	0	0	164	236	400	20:30	0	0	143	129	272	
08:45	0	0	144	582	212	20:45	0	0	126	596	148	598
09:00	0	0	114	200	314	21:00	0	0	145	113	258	
09:15	0	0	138	189	327	21:15	0	0	152	107	259	
09:30	0	0	135	139	274	21:30	0	0	87	114	201	
09:45	0	0	137	524	165	21:45	0	0	86	470	112	446
10:00	0	0	129	147	276	22:00	0	0	99	94	193	
10:15	0	0	148	152	300	22:15	0	0	69	79	148	
10:30	0	0	157	171	328	22:30	0	0	69	58	127	
10:45	0	0	186	620	181	22:45	0	0	69	306	61	292
11:00	0	0	155	174	329	23:00	0	0	48	46	94	
11:15	0	0	201	151	352	23:15	0	0	42	54	96	
11:30	0	0	171	180	351	23:30	0	0	36	47	83	
11:45	0	0	194	721	168	23:45	0	0	44	170	47	194
TOTALS			4095	6010	10105	TOTALS			8964	7044	16008	
SPLIT %			40.5%	59.5%	38.7%	SPLIT %			56.0%	44.0%	61.3%	

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	13,059	13,054	26,113

AM Peak Hour	11:45	07:00	07:15	PM Peak Hour	17:15	15:15	17:15
AM Pk Volume	852	1187	1757	PM Pk Volume	1079	744	1821
Pk Hr Factor	0.947	0.939	0.953	Pk Hr Factor	0.927	0.907	0.931
7 - 9 Volume	1117	2194	3311	4 - 6 Volume	2097	1368	3465
7 - 9 Peak Hour	07:45	07:00	07:15	4 - 6 Peak Hour	16:30	17:00	16:30
7 - 9 Pk Volume	583	1187	1757	4 - 6 Pk Volume	1073	709	1770
Pk Hr Factor	0.873	0.939	0.953	Pk Hr Factor	0.986	0.891	0.939

VOLUME

Whittier Blvd Bet. Paramount Blvd & Passons Blvd

Day: Wednesday

Date: 9/4/2019

City: Pico Rivera

Project #: CA19_5433_031

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	15,645	13,580	29,225		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	51	42	93	12:00	0	0	231	206	437	
00:15	0	0	38	31	69	12:15	0	0	247	198	445	
00:30	0	0	26	21	47	12:30	0	0	237	198	435	
00:45	0	0	27	142	19	12:45	0	0	220	935	199	801
01:00	0	0	32	15	47	13:00	0	0	232	219	451	
01:15	0	0	17	14	31	13:15	0	0	254	171	425	
01:30	0	0	21	7	28	13:30	0	0	267	149	416	
01:45	0	0	16	86	12	13:45	0	0	266	1019	171	710
02:00	0	0	16	12	28	14:00	0	0	241	180	421	
02:15	0	0	21	13	34	14:15	0	0	289	164	453	
02:30	0	0	16	16	32	14:30	0	0	317	181	498	
02:45	0	0	26	79	14	14:45	0	0	327	1174	186	711
03:00	0	0	12	12	24	15:00	0	0	312	183	495	
03:15	0	0	17	12	29	15:15	0	0	320	203	523	
03:30	0	0	29	23	52	15:30	0	0	341	214	555	
03:45	0	0	20	78	27	15:45	0	0	312	1285	200	800
04:00	0	0	32	24	56	16:00	0	0	331	174	505	
04:15	0	0	43	72	115	16:15	0	0	263	214	477	
04:30	0	0	46	65	111	16:30	0	0	329	186	515	
04:45	0	0	55	176	77	16:45	0	0	306	1229	206	780
05:00	0	0	66	80	146	17:00	0	0	342	214	556	
05:15	0	0	61	121	182	17:15	0	0	327	227	554	
05:30	0	0	77	167	244	17:30	0	0	339	197	536	
05:45	0	0	84	288	166	17:45	0	0	278	1286	199	837
06:00	0	0	84	182	266	18:00	0	0	325	211	536	
06:15	0	0	83	201	284	18:15	0	0	276	177	453	
06:30	0	0	137	217	354	18:30	0	0	266	204	470	
06:45	0	0	99	403	234	18:45	0	0	251	1118	207	799
07:00	0	0	153	248	401	19:00	0	0	243	199	442	
07:15	0	0	156	231	387	19:15	0	0	212	199	411	
07:30	0	0	181	196	377	19:30	0	0	241	175	416	
07:45	0	0	149	639	214	19:45	0	0	232	928	169	742
08:00	0	0	178	196	374	20:00	0	0	221	189	410	
08:15	0	0	151	211	362	20:15	0	0	190	168	358	
08:30	0	0	176	207	383	20:30	0	0	184	164	348	
08:45	0	0	170	675	205	20:45	0	0	176	771	138	659
09:00	0	0	152	182	334	21:00	0	0	156	112	268	
09:15	0	0	169	172	341	21:15	0	0	151	130	281	
09:30	0	0	168	185	353	21:30	0	0	126	124	250	
09:45	0	0	165	654	184	21:45	0	0	112	545	102	468
10:00	0	0	174	159	333	22:00	0	0	120	100	220	
10:15	0	0	145	188	333	22:15	0	0	90	72	162	
10:30	0	0	183	183	366	22:30	0	0	87	67	154	
10:45	0	0	174	676	180	22:45	0	0	82	379	48	287
11:00	0	0	208	206	414	23:00	0	0	79	41	120	
11:15	0	0	203	171	374	23:15	0	0	61	46	107	
11:30	0	0	198	209	407	23:30	0	0	68	31	99	
11:45	0	0	212	821	196	23:45	0	0	51	259	49	167
TOTALS			4717	5819	10536	TOTALS			10928	7761	18689	
SPLIT %			44.8%	55.2%	36.1%	SPLIT %			58.5%	41.5%	63.9%	

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	15,645	13,580	29,225

AM Peak Hour	11:45	06:30	11:45	PM Peak Hour	16:45	16:45	16:45
AM Pk Volume	927	930	1725	PM Pk Volume	1314	844	2158
Pk Hr Factor	0.938	0.938	0.969	Pk Hr Factor	0.961	0.930	0.970
7 - 9 Volume	1314	1708	3022	4 - 6 Volume	2515	1617	4132
7 - 9 Peak Hour	08:00	07:00	07:00	4 - 6 Peak Hour	16:45	16:45	16:45
7 - 9 Pk Volume	675	889	1528	4 - 6 Pk Volume	1314	844	2158
Pk Hr Factor	0.948	0.896	0.953	Pk Hr Factor	0.961	0.930	0.970

VOLUME

Whittier Blvd Bet. Passons Blvd & Gregg Rd

Day: Thursday
Date: 8/22/2019

City: Pico Rivera
Project #: CA19_5433_032

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	18,415	17,254	35,669		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	53	45	98	12:00	0	0	249	241	490	
00:15	0	0	40	38	78	12:15	0	0	285	278	563	
00:30	0	0	39	36	75	12:30	0	0	275	277	552	
00:45	0	0	33	165	33	12:45	0	0	268	1077	261	1057
01:00	0	0	37	29	66	13:00	0	0	251	257	508	
01:15	0	0	28	26	54	13:15	0	0	310	247	557	
01:30	0	0	21	38	59	13:30	0	0	273	202	475	
01:45	0	0	19	105	23	13:45	0	0	290	1124	268	974
02:00	0	0	13	30	43	14:00	0	0	285	228	513	
02:15	0	0	15	15	30	14:15	0	0	274	235	509	
02:30	0	0	21	19	40	14:30	0	0	282	257	539	
02:45	0	0	24	73	16	14:45	0	0	301	1142	274	994
03:00	0	0	19	23	42	15:00	0	0	342	228	570	
03:15	0	0	32	23	55	15:15	0	0	358	284	642	
03:30	0	0	52	34	86	15:30	0	0	368	237	605	
03:45	0	0	43	146	39	15:45	0	0	350	1418	228	977
04:00	0	0	30	38	68	16:00	0	0	378	259	637	
04:15	0	0	59	46	105	16:15	0	0	369	232	601	
04:30	0	0	90	57	147	16:30	0	0	411	220	631	
04:45	0	0	77	256	78	16:45	0	0	366	1524	221	932
05:00	0	0	102	90	192	17:00	0	0	388	273	661	
05:15	0	0	83	92	175	17:15	0	0	409	254	663	
05:30	0	0	115	158	273	17:30	0	0	380	256	636	
05:45	0	0	132	432	200	17:45	0	0	403	1580	251	1034
06:00	0	0	101	213	314	18:00	0	0	387	284	671	
06:15	0	0	124	249	373	18:15	0	0	409	257	666	
06:30	0	0	176	254	430	18:30	0	0	312	233	545	
06:45	0	0	165	566	296	18:45	0	0	276	1384	238	1012
07:00	0	0	176	334	510	19:00	0	0	225	240	465	
07:15	0	0	165	312	477	19:15	0	0	307	228	535	
07:30	0	0	223	288	511	19:30	0	0	234	205	439	
07:45	0	0	200	764	277	19:45	0	0	257	1023	212	885
08:00	0	0	218	282	500	20:00	0	0	244	193	437	
08:15	0	0	179	272	451	20:15	0	0	237	229	466	
08:30	0	0	225	255	480	20:30	0	0	199	206	405	
08:45	0	0	189	811	233	20:45	0	0	239	919	188	816
09:00	0	0	152	255	407	21:00	0	0	185	152	337	
09:15	0	0	160	223	383	21:15	0	0	151	188	339	
09:30	0	0	213	199	412	21:30	0	0	174	158	332	
09:45	0	0	182	707	218	21:45	0	0	164	674	150	648
10:00	0	0	193	221	414	22:00	0	0	158	160	318	
10:15	0	0	196	194	390	22:15	0	0	135	129	264	
10:30	0	0	212	216	428	22:30	0	0	119	109	228	
10:45	0	0	196	797	217	22:45	0	0	115	527	98	496
11:00	0	0	189	200	389	23:00	0	0	105	76	181	
11:15	0	0	217	263	480	23:15	0	0	76	65	141	
11:30	0	0	246	213	459	23:30	0	0	59	67	126	
11:45	0	0	254	906	247	23:45	0	0	55	295	64	272
TOTALS			5728	7157	12885	TOTALS			12687	10097	22784	
SPLIT %			44.5%	55.5%	36.1%	SPLIT %			55.7%	44.3%	63.9%	

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	18,415	17,254	35,669	
AM Peak Hour			11:45	06:45	11:45	PM Peak Hour			17:00	12:15	17:30
AM Pk Volume			1063	1230	2106	PM Pk Volume			1580	1073	2627
Pk Hr Factor			0.932	0.921	0.935	Pk Hr Factor			0.966	0.965	0.979
7 - 9 Volume			1575	2253	3828	4 - 6 Volume			3104	1966	5070
7 - 9 Peak Hour			07:45	07:00	07:00	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume			822	1211	1975	4 - 6 Pk Volume			1580	1034	2614
Pk Hr Factor			0.913	0.906	0.966	Pk Hr Factor			0.966	0.947	0.986

VOLUME

Gallatin Rd Bet. Paramount Blvd & Rosemead Blvd

Day: Thursday
Date: 8/29/2019

City: Pico Rivera
Project #: CA19_5433_033

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	7,084	7,226	14,310			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	11	12	23	12:00	0	0	73	98	171	
00:15	0	0	10	9	19	12:15	0	0	74	87	161	
00:30	0	0	8	4	12	12:30	0	0	70	85	155	
00:45	0	0	5	34	8	12:45	0	0	90	307	108	378
01:00	0	0	8	8	16	13:00	0	0	87	96	183	
01:15	0	0	3	6	9	13:15	0	0	66	99	165	
01:30	0	0	17	4	21	13:30	0	0	91	96	187	
01:45	0	0	3	31	6	13:45	0	0	93	337	106	397
02:00	0	0	3	8	11	14:00	0	0	79	85	164	
02:15	0	0	6	6	12	14:15	0	0	121	99	220	
02:30	0	0	3	5	8	14:30	0	0	116	112	228	
02:45	0	0	8	20	1	14:45	0	0	157	473	152	448
03:00	0	0	2	3	5	15:00	0	0	120	163	283	
03:15	0	0	4	10	14	15:15	0	0	135	152	287	
03:30	0	0	13	7	20	15:30	0	0	146	125	271	
03:45	0	0	10	29	6	15:45	0	0	180	581	156	596
04:00	0	0	15	8	23	16:00	0	0	195	178	373	
04:15	0	0	11	11	22	16:15	0	0	171	181	352	
04:30	0	0	24	14	38	16:30	0	0	174	161	335	
04:45	0	0	24	74	29	16:45	0	0	146	686	190	710
05:00	0	0	24	17	41	17:00	0	0	173	159	332	
05:15	0	0	27	21	48	17:15	0	0	182	190	372	
05:30	0	0	43	41	84	17:30	0	0	199	208	407	
05:45	0	0	43	137	44	17:45	0	0	187	741	155	712
06:00	0	0	58	53	111	18:00	0	0	169	165	334	
06:15	0	0	68	63	131	18:15	0	0	148	119	267	
06:30	0	0	86	93	179	18:30	0	0	147	102	249	
06:45	0	0	78	290	111	18:45	0	0	137	601	81	467
07:00	0	0	99	111	210	19:00	0	0	108	74	182	
07:15	0	0	117	131	248	19:15	0	0	97	84	181	
07:30	0	0	127	150	277	19:30	0	0	103	60	163	
07:45	0	0	133	476	148	19:45	0	0	87	395	69	287
08:00	0	0	104	144	248	20:00	0	0	58	62	120	
08:15	0	0	107	149	256	20:15	0	0	67	55	122	
08:30	0	0	94	108	202	20:30	0	0	76	61	137	
08:45	0	0	72	377	93	20:45	0	0	54	255	37	215
09:00	0	0	78	103	181	21:00	0	0	47	46	93	
09:15	0	0	61	80	141	21:15	0	0	59	45	104	
09:30	0	0	70	74	144	21:30	0	0	60	41	101	
09:45	0	0	49	258	93	21:45	0	0	45	211	29	161
10:00	0	0	57	84	141	22:00	0	0	61	24	85	
10:15	0	0	57	81	138	22:15	0	0	38	37	75	
10:30	0	0	58	94	152	22:30	0	0	24	26	50	
10:45	0	0	64	236	93	22:45	0	0	23	146	26	113
11:00	0	0	76	72	148	23:00	0	0	26	26	52	
11:15	0	0	51	78	129	23:15	0	0	29	16	45	
11:30	0	0	77	81	158	23:30	0	0	19	17	36	
11:45	0	0	93	297	99	23:45	0	0	18	92	9	68
TOTALS			2259	2674	4933	TOTALS			4825	4552	9377	
SPLIT %			45.8%	54.2%	34.5%	SPLIT %			51.5%	48.5%	65.5%	

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	7,084	7,226	14,310

AM Peak Hour	07:15	07:30	07:30	PM Peak Hour	17:00	16:45	17:15
AM Pk Volume	481	591	1062	PM Pk Volume	741	747	1455
Pk Hr Factor	0.904	0.985	0.945	Pk Hr Factor	0.931	0.898	0.894
7 - 9 Volume	853	1034	1887	4 - 6 Volume	1427	1422	2849
7 - 9 Peak Hour	07:15	07:30	07:30	4 - 6 Peak Hour	17:00	16:45	17:00
7 - 9 Pk Volume	481	591	1062	4 - 6 Pk Volume	741	747	1453
Pk Hr Factor	0.904	0.985	0.945	Pk Hr Factor	0.931	0.898	0.893

VOLUME

Rex Rd Bet. Rosemead Blvd & Paramount Blvd

Day: Thursday
Date: 8/22/2019

City: Pico Rivera
Project #: CA19_5433_034

DAILY TOTALS						NB	SB					Total
						0	0					5,041
								2,239	2,802			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	2	1	3	12:00	0	0	40	36	76	
00:15	0	0	3	3	6	12:15	0	0	31	31	62	
00:30	0	0	3	1	4	12:30	0	0	23	50	73	
00:45	0	0	7	15	22	12:45	0	0	27	121	148	
01:00	0	0	13	0	13	13:00	0	0	41	32	73	
01:15	0	0	3	0	3	13:15	0	0	35	31	66	
01:30	0	0	1	9	10	13:30	0	0	46	33	79	
01:45	0	0	1	18	19	13:45	0	0	31	153	184	
02:00	0	0	3	1	4	14:00	0	0	30	72	102	
02:15	0	0	5	4	9	14:15	0	0	34	49	83	
02:30	0	0	2	2	4	14:30	0	0	43	63	106	
02:45	0	0	1	11	12	14:45	0	0	50	157	207	
03:00	0	0	3	3	6	15:00	0	0	45	48	93	
03:15	0	0	4	8	12	15:15	0	0	38	36	74	
03:30	0	0	9	12	21	15:30	0	0	31	48	79	
03:45	0	0	15	31	46	15:45	0	0	37	151	188	
04:00	0	0	7	18	25	16:00	0	0	60	48	108	
04:15	0	0	4	12	16	16:15	0	0	55	59	114	
04:30	0	0	17	21	38	16:30	0	0	45	61	106	
04:45	0	0	8	36	44	16:45	0	0	70	230	300	
05:00	0	0	12	14	26	17:00	0	0	52	52	104	
05:15	0	0	14	16	30	17:15	0	0	59	33	92	
05:30	0	0	21	32	53	17:30	0	0	57	46	103	
05:45	0	0	32	79	111	17:45	0	0	50	218	268	
06:00	0	0	15	33	48	18:00	0	0	42	44	86	
06:15	0	0	16	28	44	18:15	0	0	41	22	63	
06:30	0	0	21	54	75	18:30	0	0	32	14	46	
06:45	0	0	28	80	108	18:45	0	0	38	153	191	
07:00	0	0	24	64	88	19:00	0	0	16	28	44	
07:15	0	0	35	104	139	19:15	0	0	19	15	34	
07:30	0	0	37	90	127	19:30	0	0	16	25	41	
07:45	0	0	36	132	168	19:45	0	0	16	67	83	
08:00	0	0	28	76	104	20:00	0	0	17	10	27	
08:15	0	0	25	63	88	20:15	0	0	17	9	26	
08:30	0	0	19	41	60	20:30	0	0	15	15	30	
08:45	0	0	25	97	122	20:45	0	0	13	62	75	
09:00	0	0	16	35	51	21:00	0	0	14	8	22	
09:15	0	0	23	37	60	21:15	0	0	20	19	39	
09:30	0	0	28	32	60	21:30	0	0	14	11	25	
09:45	0	0	26	93	119	21:45	0	0	11	59	70	
10:00	0	0	24	27	51	22:00	0	0	16	9	25	
10:15	0	0	30	30	60	22:15	0	0	5	4	9	
10:30	0	0	23	28	51	22:30	0	0	7	8	15	
10:45	0	0	27	104	131	22:45	0	0	4	32	36	
11:00	0	0	31	29	60	23:00	0	0	7	4	11	
11:15	0	0	18	26	44	23:15	0	0	3	5	8	
11:30	0	0	33	40	73	23:30	0	0	4	5	9	
11:45	0	0	40	122	162	23:45	0	0	4	18	22	
TOTALS			818	1428	2246	TOTALS			1421	1374	2795	
SPLIT %			36.4%	63.6%	44.6%	SPLIT %			50.8%	49.2%	55.4%	

DAILY TOTALS						NB	SB					Total
						0	0					5,041
								2,239	2,802			
AM Peak Hour			11:30	07:15	07:15	PM Peak Hour			16:45	14:00	16:00	
AM Pk Volume			144	376	512	PM Pk Volume			238	232	436	
Pk Hr Factor			0.900	0.887	0.901	Pk Hr Factor			0.850	0.806	0.956	
7 - 9 Volume			229	589	818	4 - 6 Volume			448	373	821	
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			16:45	16:15	16:00	
7 - 9 Pk Volume			136	376	512	4 - 6 Pk Volume			238	210	436	
Pk Hr Factor			0.919	0.887	0.901	Pk Hr Factor			0.850	0.861	0.956	

ADT 2020

Counts Unlimited, Inc.

City of Pico Rivera
 Beverly Boulevard
 B/ Paramount Boulevard - Rosemead Boulevard
 24 Hour Directional Volume Count

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

PRV001
 Site Code: 122-20296

Start Time	8/18/2020 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		24	139			18	130				
12:15		26	121			21	120				
12:30		20	137			19	113				
12:45		13	138	83	535	28	137	86	500	169	1035
01:00		18	158			20	129				
01:15		17	152			19	124				
01:30		11	152			21	139				
01:45		8	135	54	597	10	130	70	522	124	1119
02:00		10	146			8	159				
02:15		11	182			17	149				
02:30		10	195			11	142				
02:45		12	198	43	721	17	143	53	593	96	1314
03:00		10	178			8	166				
03:15		15	212			8	128				
03:30		12	175			17	135				
03:45		15	214	52	779	14	156	47	585	99	1364
04:00		21	186			20	132				
04:15		27	219			14	125				
04:30		28	198			29	141				
04:45		49	257	125	860	41	155	104	553	229	1413
05:00		37	259			36	144				
05:15		44	233			44	148				
05:30		80	237			66	167				
05:45		69	245	230	974	74	188	220	647	450	1621
06:00		67	194			114	140				
06:15		74	188			74	144				
06:30		70	173			76	126				
06:45		97	145	308	700	107	125	371	535	679	1235
07:00		97	158			128	124				
07:15		108	130			137	116				
07:30		111	116			124	106				
07:45		120	140	436	544	157	97	546	443	982	987
08:00		130	121			146	128				
08:15		105	112			154	91				
08:30		106	93			127	105				
08:45		104	112	445	438	149	92	576	416	1021	854
09:00		124	106			146	88				
09:15		102	77			136	78				
09:30		124	75			147	85				
09:45		130	57	480	315	116	71	545	322	1025	637
10:00		108	78			147	53				
10:15		115	59			131	69				
10:30		118	58			128	70				
10:45		117	54	458	249	112	59	518	251	976	500
11:00		104	46			121	47				
11:15		112	52			113	38				
11:30		128	31			129	42				
11:45		127	29	471	158	114	32	477	159	948	317
Total		3185	6870	3185	6870	3613	5526	3613	5526	6798	12396
Combined Total			10055		10055		9139		9139		19194
AM Peak	-	09:00	-	-	-	07:45	-	-	-	-	-
Vol.	-	480	-	-	-	584	-	-	-	-	-
P.H.F.		0.923				0.930					
PM Peak	-	-	04:45	-	-	-	05:00	-	-	-	-
Vol.	-	-	986	-	-	-	647	-	-	-	-
P.H.F.			0.952				0.860				
Percentage			31.7%	68.3%			39.5%	60.5%			
ADT/AADT		ADT 19,194		AADT 19,194							

Counts Unlimited, Inc.

City of Pico Rivera
 Beverly Boulevard
 B/ Rosemead Boulevard - Durfee Avenue
 24 Hour Directional Volume Count

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

PRV002
 Site Code: 122-20296

Start Time	8/18/2020 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		27	176			29	163				
12:15		28	165			29	132				
12:30		26	160			20	155				
12:45		19	195	100	696	31	154	109	604	209	1300
01:00		29	196			24	161				
01:15		18	170			18	158				
01:30		11	158			25	189				
01:45		18	176	76	700	17	158	84	666	160	1366
02:00		14	175			12	163				
02:15		9	215			18	198				
02:30		11	202			12	178				
02:45		14	255	48	847	14	186	56	725	104	1572
03:00		9	242			11	176				
03:15		20	247			7	175				
03:30		20	223			19	192				
03:45		19	249	68	961	12	174	49	717	117	1678
04:00		32	254			18	186				
04:15		30	237			20	184				
04:30		32	274			35	183				
04:45		70	297	164	1062	44	200	117	753	281	1815
05:00		49	322			45	174				
05:15		61	275			65	188				
05:30		85	288			69	245				
05:45		100	298	295	1183	92	203	271	810	566	1993
06:00		99	273			128	170				
06:15		79	207			94	175				
06:30		86	266			126	164				
06:45		134	167	398	913	154	158	502	667	900	1580
07:00		116	196			169	154				
07:15		131	176			177	150				
07:30		152	156			186	141				
07:45		174	168	573	696	196	116	728	561	1301	1257
08:00		137	152			206	126				
08:15		125	163			187	125				
08:30		121	123			170	109				
08:45		123	128	506	566	185	103	748	463	1254	1029
09:00		146	120			182	85				
09:15		136	87			168	87				
09:30		131	108			164	107				
09:45		135	84	548	399	160	76	674	355	1222	754
10:00		148	91			184	69				
10:15		162	84			164	70				
10:30		130	76			158	78				
10:45		140	74	580	325	128	72	634	289	1214	614
11:00		112	54			143	65				
11:15		147	71			134	45				
11:30		136	43			168	46				
11:45		177	41	572	209	136	40	581	196	1153	405
Total		3928	8557	3928	8557	4553	6806	4553	6806	8481	15363
Combined Total			12485		12485		11359		11359		23844
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	594	-	-	-	775	-	-	-	-	-
P.H.F.		0.853				0.941					
PM Peak	-	-	05:00	-	-	-	05:00	-	-	-	-
Vol.	-	-	1183	-	-	-	810	-	-	-	-
P.H.F.			0.918				0.827				
Percentage		31.5%	68.5%			40.1%	59.9%				
ADT/AADT		ADT 23,844	AADT 23,844								

Counts Unlimited, Inc.

City of Pico Rivera
 Beverly Boulevard
 B/ Durfee Avenue - San Gabriel Parkway
 24 Hour Directional Volume Count

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

PRV003
 Site Code: 122-20296

Start Time	8/18/2020 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		21	176			35	149				
12:15		26	163			24	144				
12:30		26	204			27	138				
12:45		20	156	93	699	27	181	113	612	206	1311
01:00		24	199			22	159				
01:15		20	168			20	166				
01:30		12	171			22	165				
01:45		15	184	71	722	15	164	79	654	150	1376
02:00		17	181			16	180				
02:15		9	220			19	192				
02:30		16	230			11	164				
02:45		14	254	56	885	17	219	63	755	119	1640
03:00		10	235			9	195				
03:15		25	250			11	176				
03:30		27	242			16	207				
03:45		27	270	89	997	19	183	55	761	144	1758
04:00		32	226			15	190				
04:15		35	262			24	184				
04:30		46	293			47	201				
04:45		66	309	179	1090	49	193	135	768	314	1858
05:00		58	278			46	181				
05:15		82	296			68	217				
05:30		105	271			80	257				
05:45		118	311	363	1156	95	186	289	841	652	1997
06:00		91	235			121	179				
06:15		102	256			112	170				
06:30		113	197			110	166				
06:45		156	199	462	887	187	179	530	694	992	1581
07:00		119	180			156	145				
07:15		190	168			199	148				
07:30		172	177			176	137				
07:45		188	191	669	716	233	132	764	562	1433	1278
08:00		129	131			195	122				
08:15		146	131			193	129				
08:30		152	135			151	117				
08:45		143	130	570	527	217	109	756	477	1326	1004
09:00		159	121			169	81				
09:15		140	96			169	102				
09:30		130	103			146	113				
09:45		156	85	585	405	179	67	663	363	1248	768
10:00		145	73			193	79				
10:15		161	82			140	79				
10:30		160	76			132	76				
10:45		132	67	598	298	155	78	620	312	1218	610
11:00		136	57			125	56				
11:15		151	52			156	54				
11:30		169	52			173	43				
11:45		165	38	621	199	155	49	609	202	1230	401
Total		4356	8581	4356	8581	4676	7001	4676	7001	9032	15582
Combined Total			12937		12937		11677		11677		24614
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	679	-	-	-	803	-	-	-	-	-
P.H.F.	-	0.893	-	-	-	0.862	-	-	-	-	-
PM Peak	-	-	04:30	-	-	-	04:45	-	-	-	-
Vol.	-	-	1176	-	-	-	848	-	-	-	-
P.H.F.	-	-	0.951	-	-	-	0.825	-	-	-	-
Percentage		33.7%	66.3%			40.0%	60.0%				
ADT/AADT		ADT 24,614	AADT 24,614								

Counts Unlimited, Inc.

City of Pico Rivera
 Beverly Boulevard
 B/ San Gabriel Parkway - I-605 Southbound Ramp
 24 Hour Directional Volume Count

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

PRV004
 Site Code: 122-20296

Start Time	8/18/2020 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		39	205			33	167				
12:15		31	211			28	128				
12:30		28	207			27	139				
12:45		24	214	122	837	36	182	124	616	246	1453
01:00		33	228			25	170				
01:15		19	186			23	161				
01:30		17	190			21	166				
01:45		25	223	94	827	18	149	87	646	181	1473
02:00		20	231			14	184				
02:15		11	222			16	197				
02:30		13	249			9	179				
02:45		19	271	63	973	14	204	53	764	116	1737
03:00		14	280			11	203				
03:15		29	298			4	187				
03:30		31	251			28	194				
03:45		29	312	103	1141	13	201	56	785	159	1926
04:00		44	274			25	174				
04:15		38	309			23	200				
04:30		55	325			41	185				
04:45		78	356	215	1264	43	219	132	778	347	2042
05:00		65	318			37	188				
05:15		84	356			65	210				
05:30		116	327			72	252				
05:45		137	337	402	1338	93	218	267	868	669	2206
06:00		116	274			106	189				
06:15		116	267			111	196				
06:30		124	270			124	205				
06:45		180	201	536	1012	159	193	500	783	1036	1795
07:00		168	226			165	154				
07:15		185	203			179	153				
07:30		213	196			183	150				
07:45		228	191	794	816	218	142	745	599	1539	1415
08:00		202	183			219	144				
08:15		190	180			176	125				
08:30		180	145			181	141				
08:45		179	152	751	660	200	105	776	515	1527	1175
09:00		196	128			173	104				
09:15		175	123			155	99				
09:30		176	123			168	103				
09:45		155	99	702	473	163	75	659	381	1361	854
10:00		190	107			180	72				
10:15		205	84			140	78				
10:30		190	88			147	88				
10:45		200	79	785	358	141	83	608	321	1393	679
11:00		158	61			141	66				
11:15		165	72			147	53				
11:30		187	63			160	56				
11:45		194	44	704	240	144	46	592	221	1296	461
Total		5271	9939	5271	9939	4599	7277	4599	7277	9870	17216
Combined Total		15210		15210		11876		11876		27086	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	833	-	-	-	799	-	-	-	-	-
P.H.F.	-	0.913	-	-	-	0.912	-	-	-	-	-
PM Peak	-	-	04:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	1357	-	-	-	869	-	-	-	-
P.H.F.	-	-	0.953	-	-	-	0.862	-	-	-	-
Percentage		34.7%	65.3%			38.7%	61.3%				
ADT/AADT		ADT 27,086		AADT 27,086							

ITM 2020

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

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

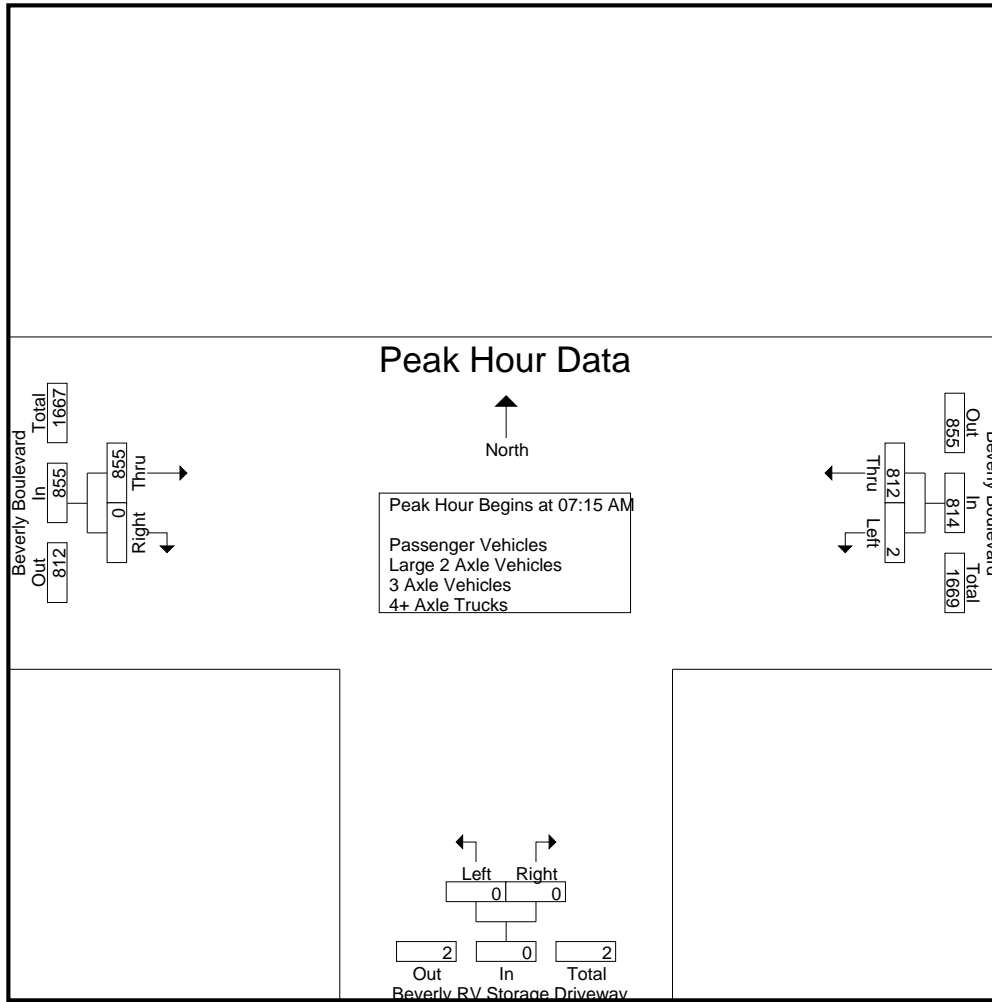
Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	166	166	0	0	0	170	0	170	336
07:15 AM	0	186	186	0	0	0	214	0	214	400
07:30 AM	2	206	208	0	0	0	252	0	252	460
07:45 AM	0	228	228	0	0	0	197	0	197	425
Total	2	786	788	0	0	0	833	0	833	1621
08:00 AM	0	192	192	0	0	0	192	0	192	384
08:15 AM	0	196	196	1	0	1	167	2	169	366
08:30 AM	0	188	188	1	1	2	175	0	175	365
08:45 AM	0	182	182	0	0	0	201	0	201	383
Total	0	758	758	2	1	3	735	2	737	1498
Grand Total	2	1544	1546	2	1	3	1568	2	1570	3119
Apprch %	0.1	99.9		66.7	33.3		99.9	0.1		
Total %	0.1	49.5	49.6	0.1	0	0.1	50.3	0.1	50.3	
Passenger Vehicles	2	1467	1469	2	0	2	1479	1	1480	2951
% Passenger Vehicles	100	95	95	100	0	66.7	94.3	50	94.3	94.6
Large 2 Axle Vehicles	0	48	48	0	0	0	49	1	50	98
% Large 2 Axle Vehicles	0	3.1	3.1	0	0	0	3.1	50	3.2	3.1
3 Axle Vehicles	0	23	23	0	0	0	24	0	24	47
% 3 Axle Vehicles	0	1.5	1.5	0	0	0	1.5	0	1.5	1.5
4+ Axle Trucks	0	6	6	0	1	1	16	0	16	23
% 4+ Axle Trucks	0	0.4	0.4	0	100	33.3	1	0	1	0.7

Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	186	186	0	0	0	214	0	214	400
07:30 AM	2	206	208	0	0	0	252	0	252	460
07:45 AM	0	228	228	0	0	0	197	0	197	425
08:00 AM	0	192	192	0	0	0	192	0	192	384
Total Volume	2	812	814	0	0	0	855	0	855	1669
% App. Total	0.2	99.8		0	0		100	0		
PHF	.250	.890	.893	.000	.000	.000	.848	.000	.848	.907

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

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



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

	07:30 AM			07:45 AM			07:15 AM		
+0 mins.	2	206	208	0	0	0	214	0	214
+15 mins.	0	228	228	0	0	0	252	0	252
+30 mins.	0	192	192	1	0	1	197	0	197
+45 mins.	0	196	196	1	1	2	192	0	192
Total Volume	2	822	824	2	1	3	855	0	855
% App. Total	0.2	99.8		66.7	33.3		100	0	
PHF	.250	.901	.904	.500	.250	.375	.848	.000	.848

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	156	156	0	0	0	161	0	161	317
07:15 AM	0	180	180	0	0	0	205	0	205	385
07:30 AM	2	195	197	0	0	0	238	0	238	435
07:45 AM	0	220	220	0	0	0	185	0	185	405
Total	2	751	753	0	0	0	789	0	789	1542
08:00 AM	0	175	175	0	0	0	179	0	179	354
08:15 AM	0	186	186	1	0	1	156	1	157	344
08:30 AM	0	183	183	1	0	1	161	0	161	345
08:45 AM	0	172	172	0	0	0	194	0	194	366
Total	0	716	716	2	0	2	690	1	691	1409
Grand Total	2	1467	1469	2	0	2	1479	1	1480	2951
Apprch %	0.1	99.9		100	0		99.9	0.1		
Total %	0.1	49.7	49.8	0.1	0	0.1	50.1	0	50.2	

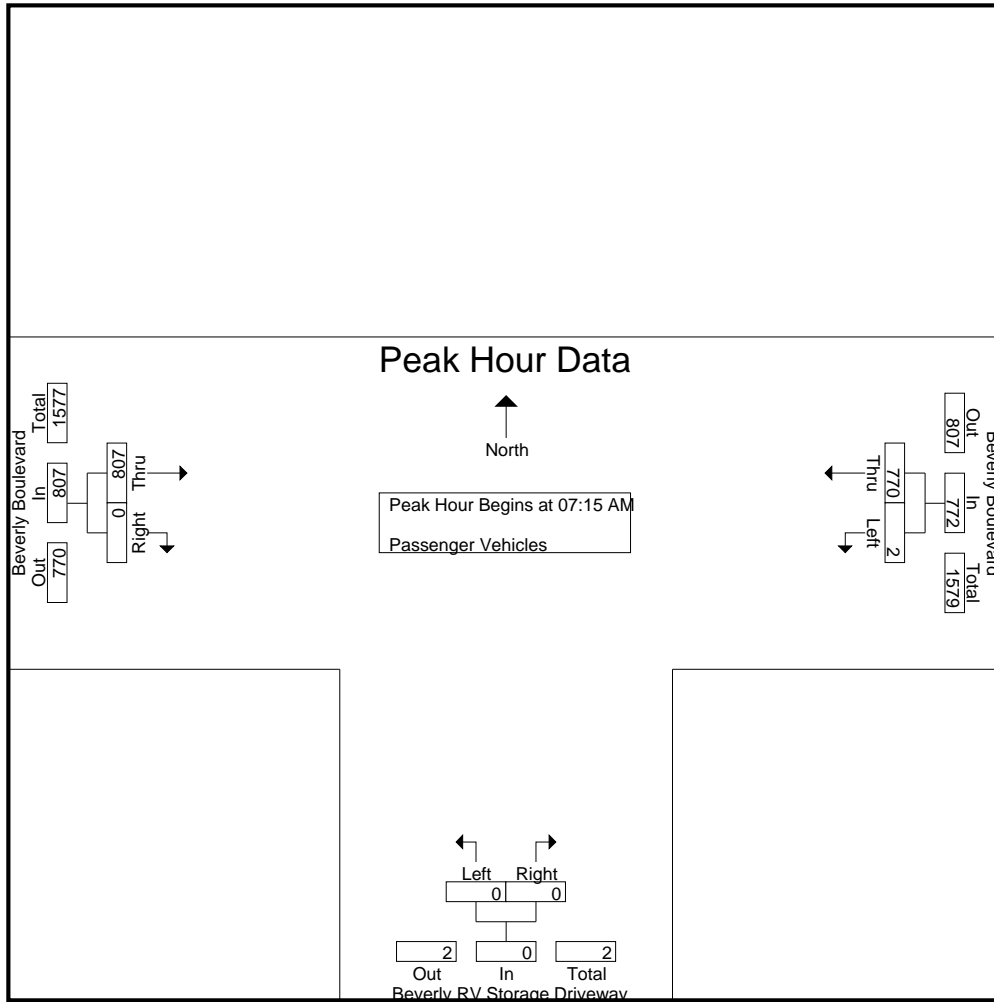
Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	180	180	0	0	0	205	0	205	385
07:30 AM	2	195	197	0	0	0	238	0	238	435
07:45 AM	0	220	220	0	0	0	185	0	185	405
08:00 AM	0	175	175	0	0	0	179	0	179	354
Total Volume	2	770	772	0	0	0	807	0	807	1579
% App. Total	0.3	99.7		0	0		100	0		
PHF	.250	.875	.877	.000	.000	.000	.848	.000	.848	.907

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	180	180	0	0	0	205	0	205
+15 mins.	2	195	197	0	0	0	238	0	238
+30 mins.	0	220	220	0	0	0	185	0	185
+45 mins.	0	175	175	0	0	0	179	0	179
Total Volume	2	770	772	0	0	0	807	0	807
% App. Total	0.3	99.7		0	0	0	100	0	
PHF	.250	.875	.877	.000	.000	.000	.848	.000	.848

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

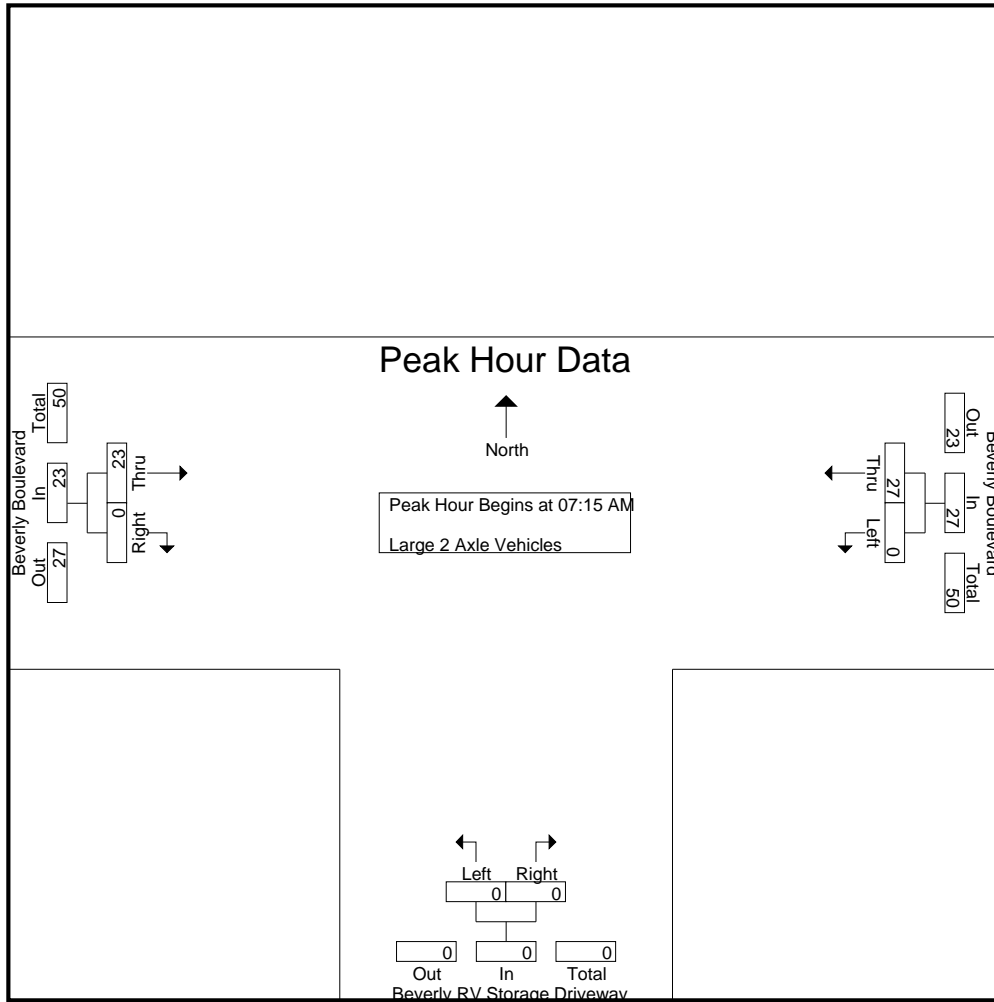
Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	6	6	0	0	0	8	0	8	14
07:15 AM	0	3	3	0	0	0	5	0	5	8
07:30 AM	0	8	8	0	0	0	8	0	8	16
07:45 AM	0	4	4	0	0	0	5	0	5	9
Total	0	21	21	0	0	0	26	0	26	47
08:00 AM	0	12	12	0	0	0	5	0	5	17
08:15 AM	0	7	7	0	0	0	5	1	6	13
08:30 AM	0	4	4	0	0	0	9	0	9	13
08:45 AM	0	4	4	0	0	0	4	0	4	8
Total	0	27	27	0	0	0	23	1	24	51
Grand Total	0	48	48	0	0	0	49	1	50	98
Apprch %	0	100		0	0		98	2		
Total %	0	49	49	0	0	0	50	1	51	

Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	3	3	0	0	0	5	0	5	8
07:30 AM	0	8	8	0	0	0	8	0	8	16
07:45 AM	0	4	4	0	0	0	5	0	5	9
08:00 AM	0	12	12	0	0	0	5	0	5	17
Total Volume	0	27	27	0	0	0	23	0	23	50
% App. Total	0	100		0	0		100	0		
PHF	.000	.563	.563	.000	.000	.000	.719	.000	.719	.735

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

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	3	3	0	0	0	5	0	5
+15 mins.	0	8	8	0	0	0	8	0	8
+30 mins.	0	4	4	0	0	0	5	0	5
+45 mins.	0	12	12	0	0	0	5	0	5
Total Volume	0	27	27	0	0	0	23	0	23
% App. Total	0	100		0	0		100	0	
PHF	.000	.563	.563	.000	.000	.000	.719	.000	.719

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

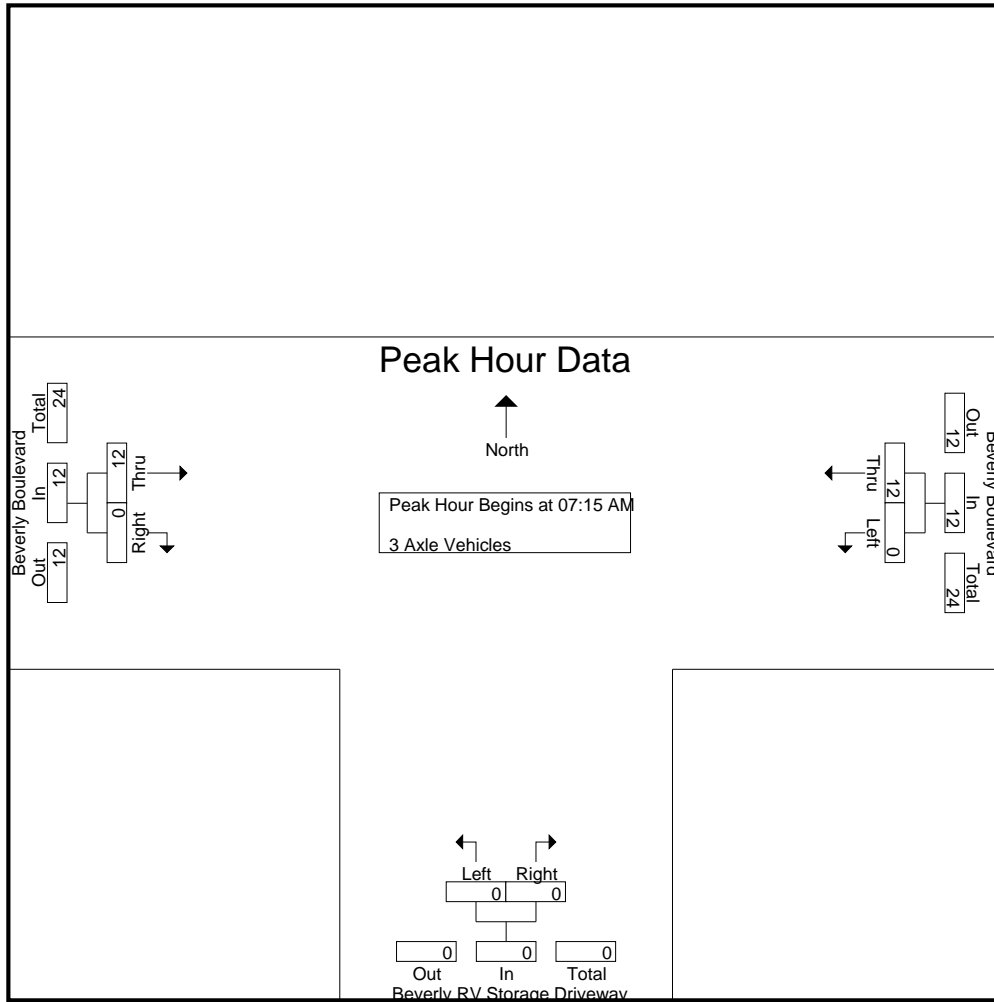
Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	3	3	0	0	0	1	0	1	4
07:15 AM	0	1	1	0	0	0	2	0	2	3
07:30 AM	0	3	3	0	0	0	3	0	3	6
07:45 AM	0	3	3	0	0	0	3	0	3	6
Total	0	10	10	0	0	0	9	0	9	19
08:00 AM	0	5	5	0	0	0	4	0	4	9
08:15 AM	0	3	3	0	0	0	4	0	4	7
08:30 AM	0	0	0	0	0	0	4	0	4	4
08:45 AM	0	5	5	0	0	0	3	0	3	8
Total	0	13	13	0	0	0	15	0	15	28
Grand Total	0	23	23	0	0	0	24	0	24	47
Apprch %	0	100		0	0		100	0		
Total %	0	48.9	48.9	0	0	0	51.1	0	51.1	

Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	1	1	0	0	0	2	0	2	3
07:30 AM	0	3	3	0	0	0	3	0	3	6
07:45 AM	0	3	3	0	0	0	3	0	3	6
08:00 AM	0	5	5	0	0	0	4	0	4	9
Total Volume	0	12	12	0	0	0	12	0	12	24
% App. Total	0	100		0	0		100	0		
PHF	.000	.600	.600	.000	.000	.000	.750	.000	.750	.667

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

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	0	0	0	2	0	2
+15 mins.	0	3	3	0	0	0	3	0	3
+30 mins.	0	3	3	0	0	0	3	0	3
+45 mins.	0	5	5	0	0	0	4	0	4
Total Volume	0	12	12	0	0	0	12	0	12
% App. Total	0	100		0	0		100	0	
PHF	.000	.600	.600	.000	.000	.000	.750	.000	.750

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

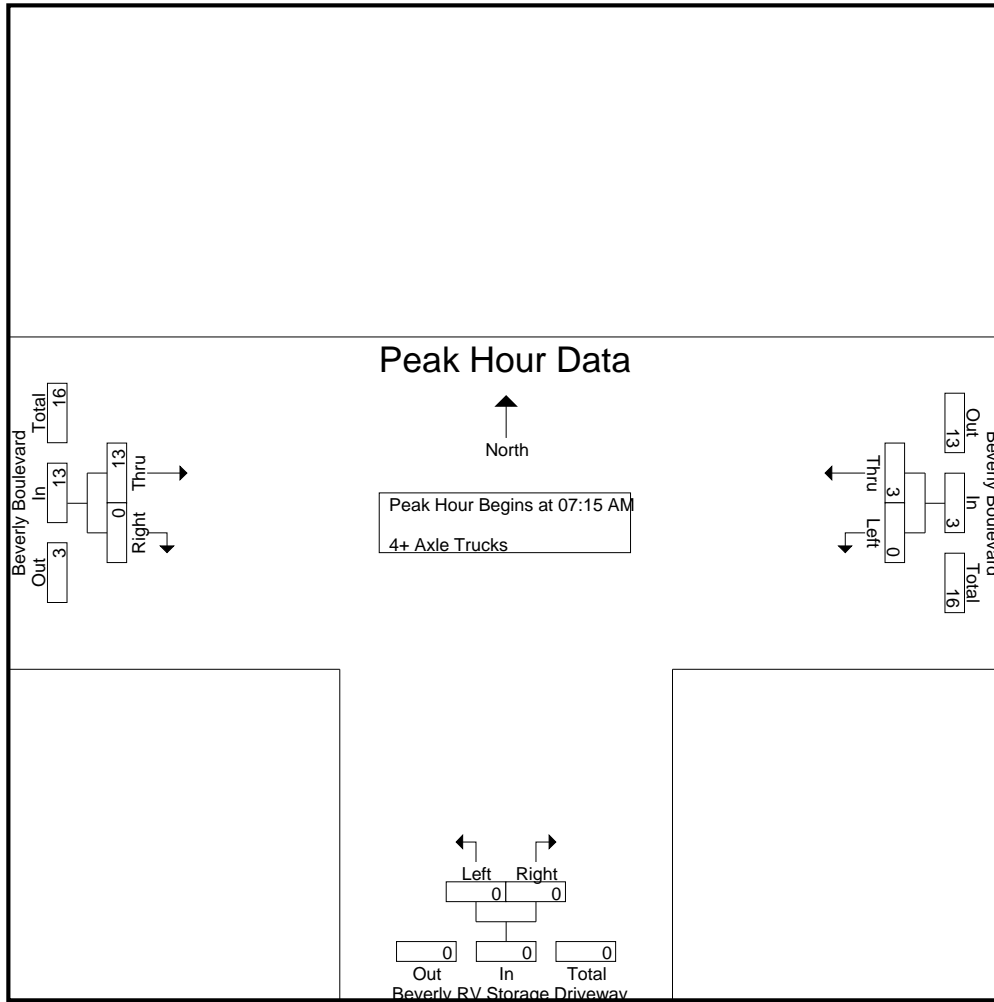
Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	0	2	2	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	0	3	0	3	3
07:45 AM	0	1	1	0	0	0	4	0	4	5
Total	0	4	4	0	0	0	9	0	9	13
08:00 AM	0	0	0	0	0	0	4	0	4	4
08:15 AM	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	1	1	0	1	1	1	0	1	3
08:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	2	2	0	1	1	7	0	7	10
Grand Total	0	6	6	0	1	1	16	0	16	23
Apprch %	0	100		0	100		100	0		
Total %	0	26.1	26.1	0	4.3	4.3	69.6	0	69.6	

Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	2	2	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	0	3	0	3	3
07:45 AM	0	1	1	0	0	0	4	0	4	5
08:00 AM	0	0	0	0	0	0	4	0	4	4
Total Volume	0	3	3	0	0	0	13	0	13	16
% App. Total	0	100		0	0		100	0		
PHF	.000	.375	.375	.000	.000	.000	.813	.000	.813	.800

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

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	2	2	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	0	3	0	3
+30 mins.	0	1	1	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	0	4	0	4
Total Volume	0	3	3	0	0	0	13	0	13
% App. Total	0	100		0	0		100	0	
PHF	.000	.375	.375	.000	.000	.000	.813	.000	.813

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

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

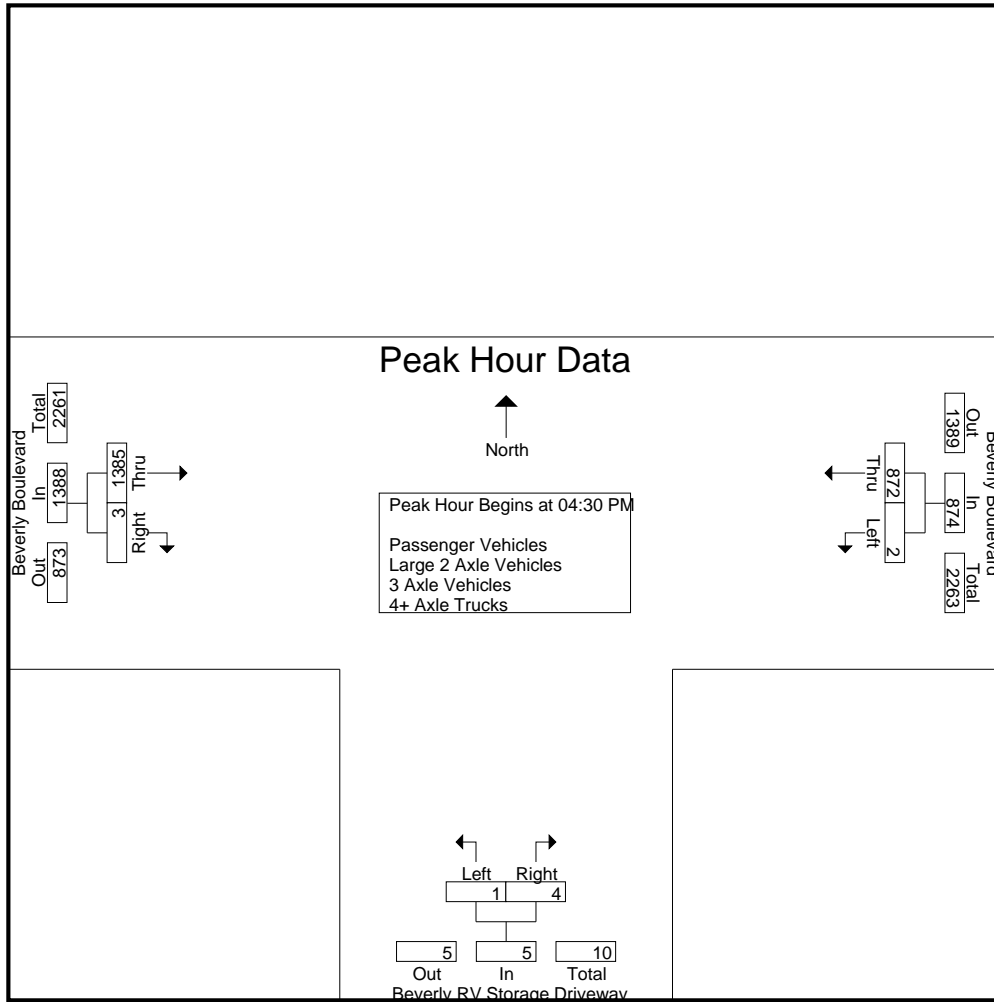
Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	1	197	198	0	1	1	304	0	304	503
04:15 PM	0	187	187	0	1	1	341	2	343	531
04:30 PM	0	219	219	0	1	1	348	0	348	568
04:45 PM	0	194	194	0	0	0	323	2	325	519
Total	1	797	798	0	3	3	1316	4	1320	2121
05:00 PM	1	213	214	1	2	3	369	1	370	587
05:15 PM	1	246	247	0	1	1	345	0	345	593
05:30 PM	0	220	220	0	0	0	330	0	330	550
05:45 PM	0	199	199	0	0	0	313	0	313	512
Total	2	878	880	1	3	4	1357	1	1358	2242
Grand Total	3	1675	1678	1	6	7	2673	5	2678	4363
Apprch %	0.2	99.8		14.3	85.7		99.8	0.2		
Total %	0.1	38.4	38.5	0	0.1	0.2	61.3	0.1	61.4	
Passenger Vehicles	3	1632	1635	1	5	6	2634	4	2638	4279
% Passenger Vehicles	100	97.4	97.4	100	83.3	85.7	98.5	80	98.5	98.1
Large 2 Axle Vehicles	0	28	28	0	1	1	35	1	36	65
% Large 2 Axle Vehicles	0	1.7	1.7	0	16.7	14.3	1.3	20	1.3	1.5
3 Axle Vehicles	0	2	2	0	0	0	2	0	2	4
% 3 Axle Vehicles	0	0.1	0.1	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	13	13	0	0	0	2	0	2	15
% 4+ Axle Trucks	0	0.8	0.8	0	0	0	0.1	0	0.1	0.3

Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	0	219	219	0	1	1	348	0	348	568
04:45 PM	0	194	194	0	0	0	323	2	325	519
05:00 PM	1	213	214	1	2	3	369	1	370	587
05:15 PM	1	246	247	0	1	1	345	0	345	593
Total Volume	2	872	874	1	4	5	1385	3	1388	2267
% App. Total	0.2	99.8		20	80		99.8	0.2		
PHF	.500	.886	.885	.250	.500	.417	.938	.375	.938	.956

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



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

	05:00 PM			04:15 PM			04:30 PM		
+0 mins.	1	213	214	0	1	1	348	0	348
+15 mins.	1	246	247	0	1	1	323	2	325
+30 mins.	0	220	220	0	0	0	369	1	370
+45 mins.	0	199	199	1	2	3	345	0	345
Total Volume	2	878	880	1	4	5	1385	3	1388
% App. Total	0.2	99.8		20	80		99.8	0.2	
PHF	.500	.892	.891	.250	.500	.417	.938	.375	.938

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	1	193	194	0	1	1	300	0	300	495
04:15 PM	0	181	181	0	1	1	332	2	334	516
04:30 PM	0	215	215	0	1	1	344	0	344	560
04:45 PM	0	188	188	0	0	0	317	1	318	506
Total	1	777	778	0	3	3	1293	3	1296	2077
05:00 PM	1	207	208	1	1	2	366	1	367	577
05:15 PM	1	239	240	0	1	1	339	0	339	580
05:30 PM	0	214	214	0	0	0	325	0	325	539
05:45 PM	0	195	195	0	0	0	311	0	311	506
Total	2	855	857	1	2	3	1341	1	1342	2202
Grand Total	3	1632	1635	1	5	6	2634	4	2638	4279
Apprch %	0.2	99.8		16.7	83.3		99.8	0.2		
Total %	0.1	38.1	38.2	0	0.1	0.1	61.6	0.1	61.6	

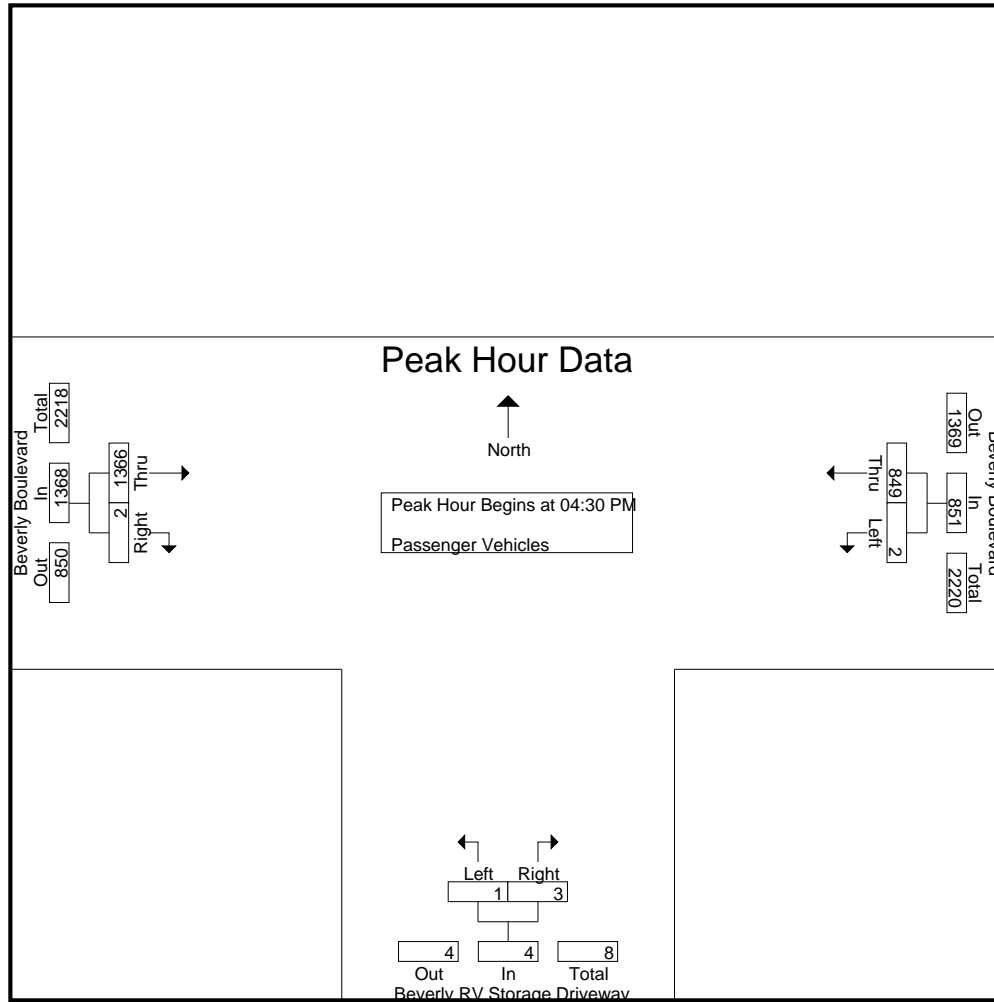
Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	0	215	215	0	1	1	344	0	344	560
04:45 PM	0	188	188	0	0	0	317	1	318	506
05:00 PM	1	207	208	1	1	2	366	1	367	577
05:15 PM	1	239	240	0	1	1	339	0	339	580
Total Volume	2	849	851	1	3	4	1366	2	1368	2223
% App. Total	0.2	99.8		25	75		99.9	0.1		
PHF	.500	.888	.886	.250	.750	.500	.933	.500	.932	.958

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	215	215	0	1	1	344	0	344
+15 mins.	0	188	188	0	0	0	317	1	318
+30 mins.	1	207	208	1	1	2	366	1	367
+45 mins.	1	239	240	0	1	1	339	0	339
Total Volume	2	849	851	1	3	4	1366	2	1368
% App. Total	0.2	99.8		25	75		99.9	0.1	
PHF	.500	.888	.886	.250	.750	.500	.933	.500	.932

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

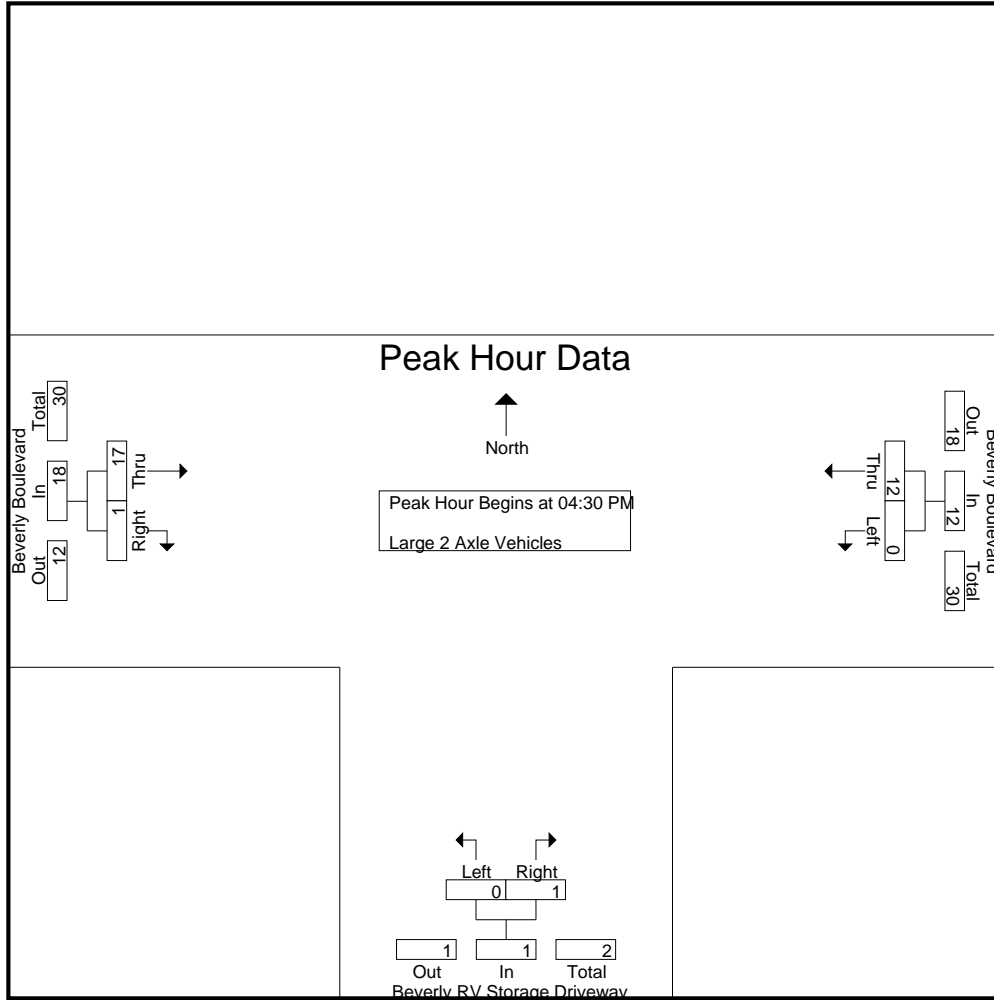
Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	4	4	0	0	0	3	0	3	7
04:15 PM	0	4	4	0	0	0	9	0	9	13
04:30 PM	0	2	2	0	0	0	3	0	3	5
04:45 PM	0	4	4	0	0	0	5	1	6	10
Total	0	14	14	0	0	0	20	1	21	35
05:00 PM	0	2	2	0	1	1	3	0	3	6
05:15 PM	0	4	4	0	0	0	6	0	6	10
05:30 PM	0	4	4	0	0	0	5	0	5	9
05:45 PM	0	4	4	0	0	0	1	0	1	5
Total	0	14	14	0	1	1	15	0	15	30
Grand Total	0	28	28	0	1	1	35	1	36	65
Apprch %	0	100		0	100		97.2	2.8		
Total %	0	43.1	43.1	0	1.5	1.5	53.8	1.5	55.4	

Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	0	2	2	0	0	0	3	0	3	5
04:45 PM	0	4	4	0	0	0	5	1	6	10
05:00 PM	0	2	2	0	1	1	3	0	3	6
05:15 PM	0	4	4	0	0	0	6	0	6	10
Total Volume	0	12	12	0	1	1	17	1	18	31
% App. Total	0	100		0	100		94.4	5.6		
PHF	.000	.750	.750	.000	.250	.250	.708	.250	.750	.775

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	2	2	0	0	0	3	0	3
+15 mins.	0	4	4	0	0	0	5	1	6
+30 mins.	0	2	2	0	1	1	3	0	3
+45 mins.	0	4	4	0	0	0	6	0	6
Total Volume	0	12	12	0	1	1	17	1	18
% App. Total	0	100		0	100		94.4	5.6	
PHF	.000	.750	.750	.000	.250	.250	.708	.250	.750

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

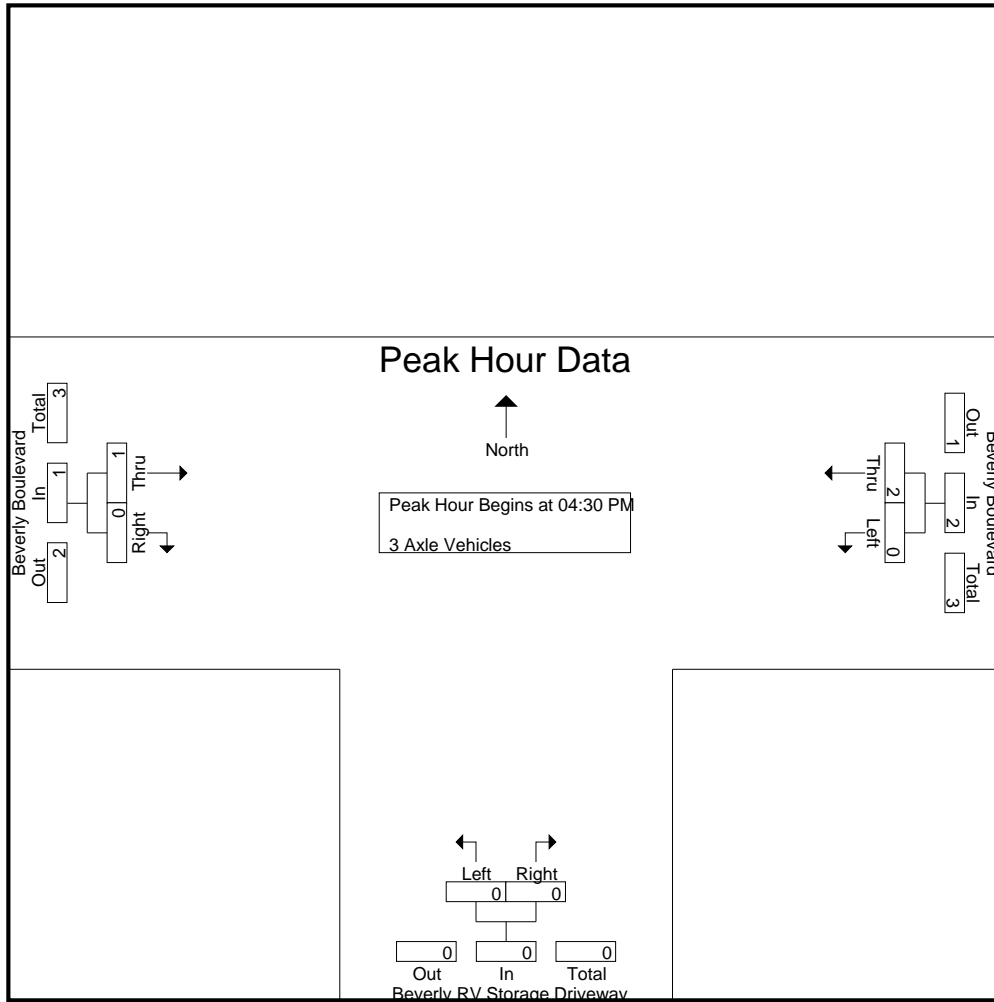
Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	2	2
05:00 PM	0	2	2	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	0	0	0	0	0	0	2
Grand Total	0	2	2	0	0	0	2	0	2	4
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	2	2	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	0	0	0	1	0	1	3
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.375

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	2	2	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

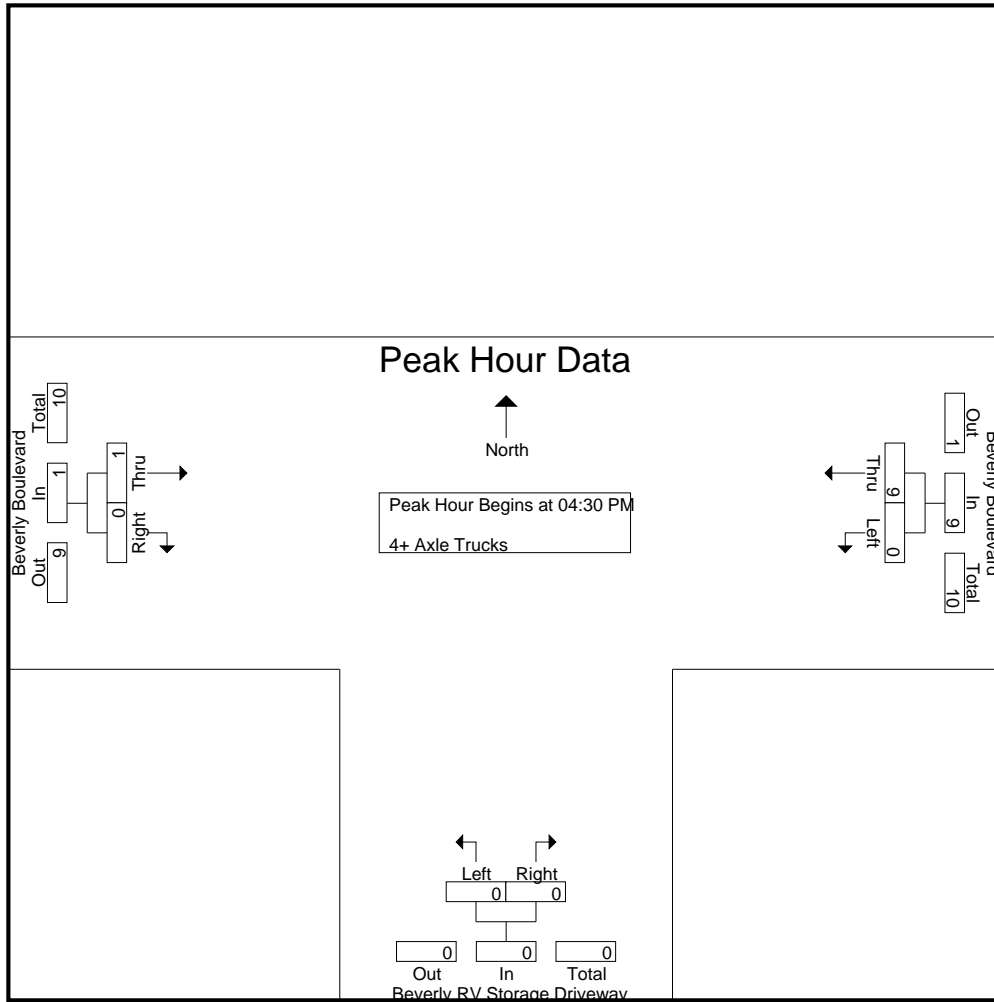
Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	2	0	0	0	0	0	0	2
04:30 PM	0	2	2	0	0	0	0	0	0	2
04:45 PM	0	2	2	0	0	0	1	0	1	3
Total	0	6	6	0	0	0	1	0	1	7
05:00 PM	0	2	2	0	0	0	0	0	0	2
05:15 PM	0	3	3	0	0	0	0	0	0	3
05:30 PM	0	2	2	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	7	7	0	0	0	1	0	1	8
Grand Total	0	13	13	0	0	0	2	0	2	15
Apprch %	0	100		0	0		100	0		
Total %	0	86.7	86.7	0	0	0	13.3	0	13.3	

Start Time	Beverly Boulevard Westbound			Beverly RV Storage Driveway Northbound			Beverly Boulevard Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:30 PM	0	2	2	0	0	0	0	0	0	2
04:45 PM	0	2	2	0	0	0	1	0	1	3
05:00 PM	0	2	2	0	0	0	0	0	0	2
05:15 PM	0	3	3	0	0	0	0	0	0	3
Total Volume	0	9	9	0	0	0	1	0	1	10
% App. Total	0	100		0	0		100	0		
PHF	.000	.750	.750	.000	.000	.000	.250	.000	.250	.833

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Pico Rivera
 N/S: Beverly RV Storage Driveway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 01_PRV_Bev RV_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	2	2	0	0	0	0	0	0
+15 mins.	0	2	2	0	0	0	1	0	1
+30 mins.	0	2	2	0	0	0	0	0	0
+45 mins.	0	3	3	0	0	0	0	0	0
Total Volume	0	9	9	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.750	.750	.000	.000	.000	.250	.000	.250

Location: Pico Rivera
 N/S: Beverly RV Storage DW
 E/W: Beverly Boulevard



Date: 8/18/2020
 Day: Tuesday

PEDESTRIANS

	North Leg Beverly RV Storage DW	East Leg Beverly Boulevard	South Leg Dead End	West Leg Beverly Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	2	0	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	2	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	2	0	2
8:30 AM	0	0	2	0	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	8	0	8

	North Leg Beverly RV Storage DW	East Leg Beverly Boulevard	South Leg Dead End	West Leg Beverly Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Pico Rivera
 N/S: Beverly RV Storage DW
 E/W: Beverly Boulevard



Date: 8/18/2020
 Day: Tuesday

BICYCLES

	Southbound Beverly RV Storage DW			Westbound Beverly Boulevard			Northbound Dead End			Eastbound Beverly Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	0	0	0	0	7	0	0	0	0	0	5	0	12

	Southbound Beverly RV Storage DW			Westbound Beverly Boulevard			Northbound Dead End			Eastbound Beverly Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	2	0	4

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

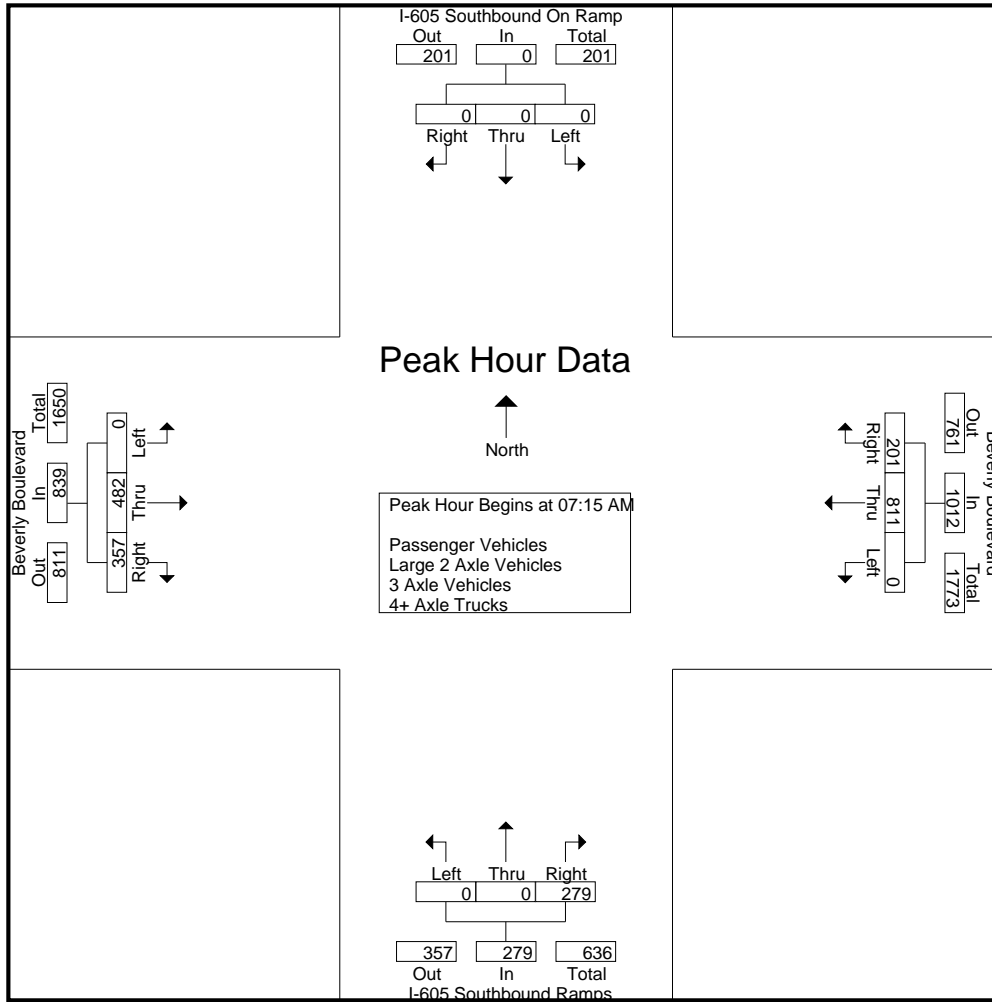
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	163	48	211	0	0	43	43	0	81	89	170	424
07:15 AM	0	0	0	0	0	196	59	255	0	0	58	58	0	116	107	223	536
07:30 AM	0	0	0	0	0	212	59	271	0	0	74	74	0	133	116	249	594
07:45 AM	0	0	0	0	0	215	46	261	0	0	83	83	0	116	70	186	530
Total	0	0	0	0	0	786	212	998	0	0	258	258	0	446	382	828	2084
08:00 AM	0	0	0	0	0	188	37	225	0	0	64	64	0	117	64	181	470
08:15 AM	0	0	0	0	0	187	41	228	0	0	62	62	0	90	90	180	470
08:30 AM	0	0	0	0	0	196	51	247	0	0	84	84	0	100	77	177	508
08:45 AM	0	0	0	0	0	178	42	220	0	0	81	81	0	123	77	200	501
Total	0	0	0	0	0	749	171	920	0	0	291	291	0	430	308	738	1949
Grand Total	0	0	0	0	0	1535	383	1918	0	0	549	549	0	876	690	1566	4033
Apprch %	0	0	0		0	80	20		0	0	100		0	55.9	44.1		
Total %	0	0	0		0	38.1	9.5	47.6	0	0	13.6	13.6	0	21.7	17.1	38.8	
Passenger Vehicles	0	0	0	0	0	1463	371	1834	0	0	527	527	0	830	646	1476	3837
% Passenger Vehicles	0	0	0	0	0	95.3	96.9	95.6	0	0	96	96	0	94.7	93.6	94.3	95.1
Large 2 Axle Vehicles	0	0	0	0	0	42	10	52	0	0	20	20	0	31	16	47	119
% Large 2 Axle Vehicles	0	0	0	0	0	2.7	2.6	2.7	0	0	3.6	3.6	0	3.5	2.3	3	3
3 Axle Vehicles	0	0	0	0	0	24	2	26	0	0	2	2	0	7	19	26	54
% 3 Axle Vehicles	0	0	0	0	0	1.6	0.5	1.4	0	0	0.4	0.4	0	0.8	2.8	1.7	1.3
4+ Axle Trucks	0	0	0	0	0	6	0	6	0	0	0	0	0	8	9	17	23
% 4+ Axle Trucks	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0	0.9	1.3	1.1	0.6

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	196	59	255	0	0	58	58	0	116	107	223	536
07:30 AM	0	0	0	0	0	212	59	271	0	0	74	74	0	133	116	249	594
07:45 AM	0	0	0	0	0	215	46	261	0	0	83	83	0	116	70	186	530
08:00 AM	0	0	0	0	0	188	37	225	0	0	64	64	0	117	64	181	470
Total Volume	0	0	0	0	0	811	201	1012	0	0	279	279	0	482	357	839	2130
% App. Total	0	0	0		0	80.1	19.9		0	0	100		0	57.4	42.6		
PHF	.000	.000	.000	.000	.000	.943	.852	.934	.000	.000	.840	.840	.000	.906	.769	.842	.896

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly AM
 Site Code : 12220296
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:45 AM				07:15 AM			
+0 mins.	0	0	0	0	0	196	59	255	0	0	83	83	0	116	107	223
+15 mins.	0	0	0	0	0	212	59	271	0	0	64	64	0	133	116	249
+30 mins.	0	0	0	0	0	215	46	261	0	0	62	62	0	116	70	186
+45 mins.	0	0	0	0	0	188	37	225	0	0	84	84	0	117	64	181
Total Volume	0	0	0	0	0	811	201	1012	0	0	293	293	0	482	357	839
% App. Total	0	0	0	0	0	80.1	19.9		0	0	100		0	57.4	42.6	
PHF	.000	.000	.000	.000	.000	.943	.852	.934	.000	.000	.872	.872	.000	.906	.769	.842

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

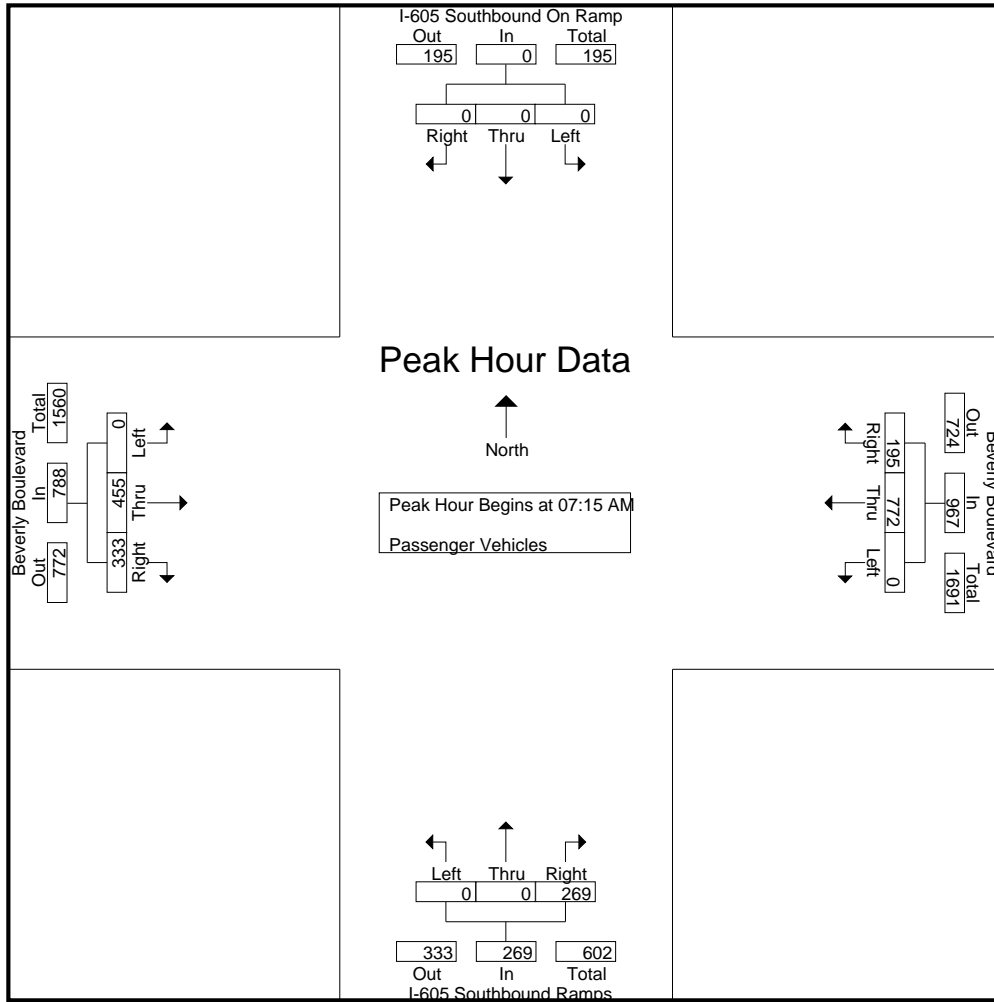
Groups Printed- Passenger Vehicles

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	154	46	200	0	0	39	39	0	76	86	162	401
07:15 AM	0	0	0	0	0	190	57	247	0	0	55	55	0	109	103	212	514
07:30 AM	0	0	0	0	0	200	58	258	0	0	73	73	0	129	107	236	567
07:45 AM	0	0	0	0	0	210	44	254	0	0	80	80	0	111	63	174	508
Total	0	0	0	0	0	754	205	959	0	0	247	247	0	425	359	784	1990
08:00 AM	0	0	0	0	0	172	36	208	0	0	61	61	0	106	60	166	435
08:15 AM	0	0	0	0	0	177	41	218	0	0	60	60	0	86	83	169	447
08:30 AM	0	0	0	0	0	192	49	241	0	0	80	80	0	92	70	162	483
08:45 AM	0	0	0	0	0	168	40	208	0	0	79	79	0	121	74	195	482
Total	0	0	0	0	0	709	166	875	0	0	280	280	0	405	287	692	1847
Grand Total	0	0	0	0	0	1463	371	1834	0	0	527	527	0	830	646	1476	3837
Apprch %	0	0	0		0	79.8	20.2		0	0	100		0	56.2	43.8		
Total %	0	0	0	0	0	38.1	9.7	47.8	0	0	13.7	13.7	0	21.6	16.8	38.5	

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	190	57	247	0	0	55	55	0	109	103	212	514
07:30 AM	0	0	0	0	0	200	58	258	0	0	73	73	0	129	107	236	567
07:45 AM	0	0	0	0	0	210	44	254	0	0	80	80	0	111	63	174	508
08:00 AM	0	0	0	0	0	172	36	208	0	0	61	61	0	106	60	166	435
Total Volume	0	0	0	0	0	772	195	967	0	0	269	269	0	455	333	788	2024
% App. Total	0	0	0	0	0	79.8	20.2		0	0	100		0	57.7	42.3		
PHF	.000	.000	.000	.000	.000	.919	.841	.937	.000	.000	.841	.841	.000	.882	.778	.835	.892

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	190	57	247	0	0	55	55	0	109	103	212
+15 mins.	0	0	0	0	0	200	58	258	0	0	73	73	0	129	107	236
+30 mins.	0	0	0	0	0	210	44	254	0	0	80	80	0	111	63	174
+45 mins.	0	0	0	0	0	172	36	208	0	0	61	61	0	106	60	166
Total Volume	0	0	0	0	0	772	195	967	0	0	269	269	0	455	333	788
% App. Total	0	0	0	0	0	79.8	20.2	100	0	0	100	100	0	57.7	42.3	100
PHF	.000	.000	.000	.000	.000	.919	.841	.937	.000	.000	.841	.841	.000	.882	.778	.835

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

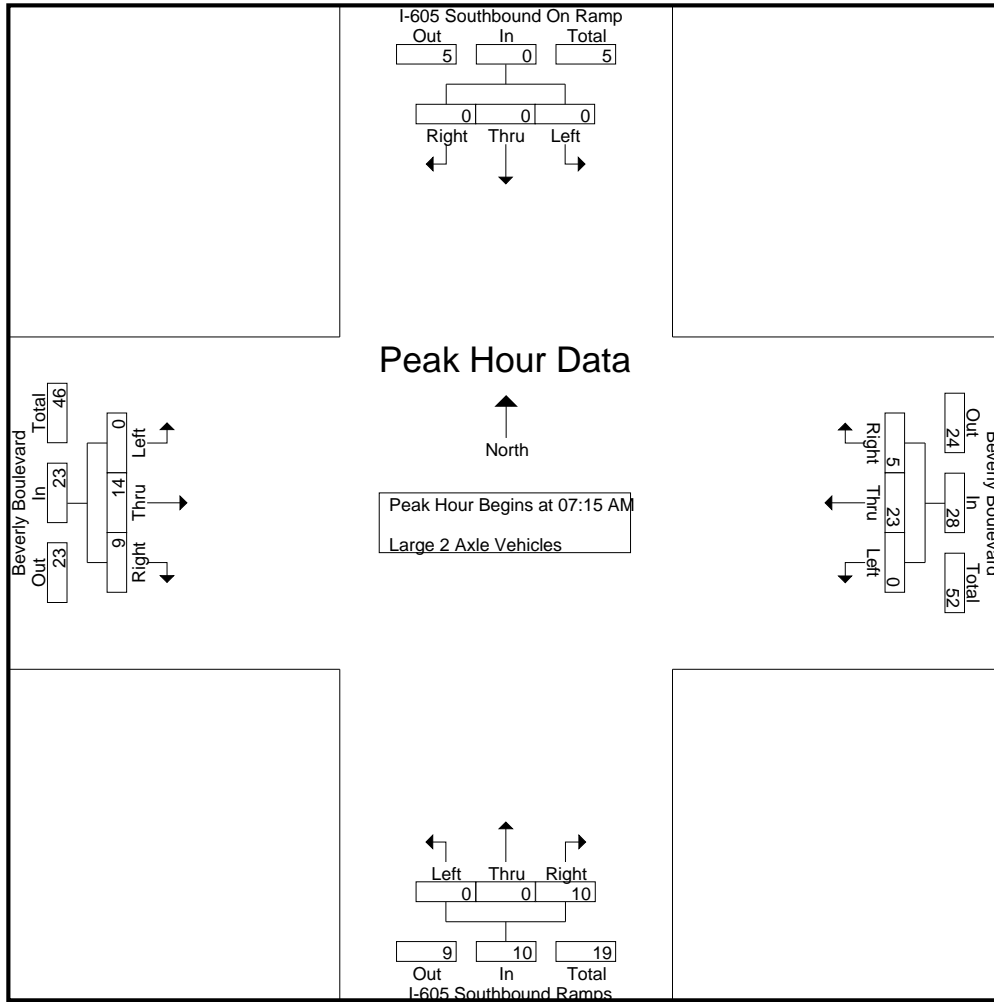
Groups Printed- Large 2 Axle Vehicles

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	5	1	6	0	0	3	3	0	5	3	8	17
07:15 AM	0	0	0	0	0	3	2	5	0	0	3	3	0	4	3	7	15
07:30 AM	0	0	0	0	0	7	1	8	0	0	1	1	0	2	4	6	15
07:45 AM	0	0	0	0	0	2	2	4	0	0	3	3	0	4	1	5	12
Total	0	0	0	0	0	17	6	23	0	0	10	10	0	15	11	26	59
08:00 AM	0	0	0	0	0	11	0	11	0	0	3	3	0	4	1	5	19
08:15 AM	0	0	0	0	0	7	0	7	0	0	1	1	0	3	2	5	13
08:30 AM	0	0	0	0	0	3	2	5	0	0	4	4	0	7	2	9	18
08:45 AM	0	0	0	0	0	4	2	6	0	0	2	2	0	2	0	2	10
Total	0	0	0	0	0	25	4	29	0	0	10	10	0	16	5	21	60
Grand Total	0	0	0	0	0	42	10	52	0	0	20	20	0	31	16	47	119
Apprch %	0	0	0		0	80.8	19.2		0	0	100		0	66	34		
Total %	0	0	0		0	35.3	8.4	43.7	0	0	16.8	16.8	0	26.1	13.4	39.5	

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	3	2	5	0	0	3	3	0	4	3	7	15
07:30 AM	0	0	0	0	0	7	1	8	0	0	1	1	0	2	4	6	15
07:45 AM	0	0	0	0	0	2	2	4	0	0	3	3	0	4	1	5	12
08:00 AM	0	0	0	0	0	11	0	11	0	0	3	3	0	4	1	5	19
Total Volume	0	0	0	0	0	23	5	28	0	0	10	10	0	14	9	23	61
% App. Total	0	0	0		0	82.1	17.9		0	0	100		0	60.9	39.1		
PHF	.000	.000	.000	.000	.000	.523	.625	.636	.000	.000	.833	.833	.000	.875	.563	.821	.803

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly AM
 Site Code : 12220296
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM							
+0 mins.	0	0	0	0	0	3	2	5	0	0	3	3	0	4	3	7
+15 mins.	0	0	0	0	0	7	1	8	0	0	1	1	0	2	4	6
+30 mins.	0	0	0	0	0	2	2	4	0	0	3	3	0	4	1	5
+45 mins.	0	0	0	0	0	11	0	11	0	0	3	3	0	4	1	5
Total Volume	0	0	0	0	0	23	5	28	0	0	10	10	0	14	9	23
% App. Total	0	0	0	0	0	82.1	17.9		0	0	100		0	60.9	39.1	
PHF	.000	.000	.000	.000	.000	.523	.625	.636	.000	.000	.833	.833	.000	.875	.563	.821

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

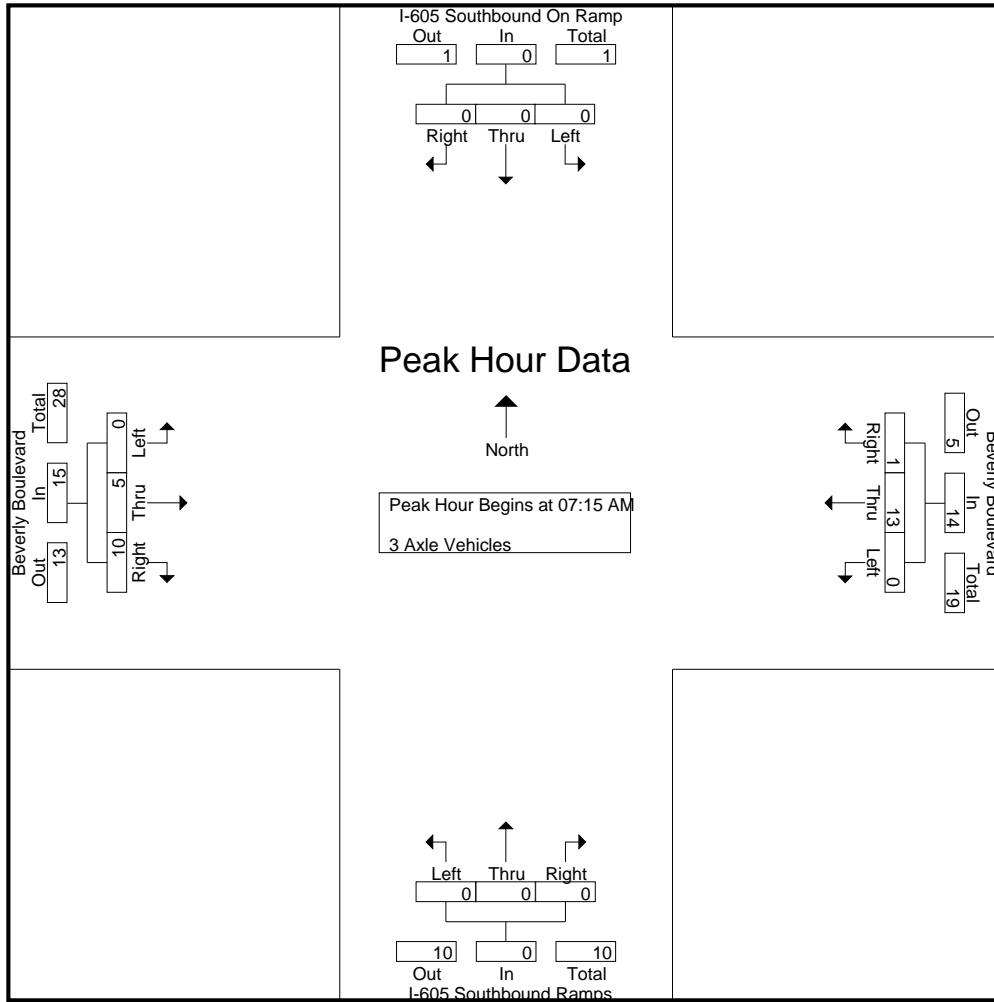
Groups Printed- 3 Axle Vehicles

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	1	4	0	0	1	1	0	0	0	0	5
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	3	4	9
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3	3	5
Total	0	0	0	0	0	11	1	12	0	0	1	1	0	2	7	9	22
08:00 AM	0	0	0	0	0	5	1	6	0	0	0	0	0	3	3	6	12
08:15 AM	0	0	0	0	0	3	0	3	0	0	1	1	0	1	3	4	8
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	4
08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	3	3	8
Total	0	0	0	0	0	13	1	14	0	0	1	1	0	5	12	17	32
Grand Total	0	0	0	0	0	24	2	26	0	0	2	2	0	7	19	26	54
Apprch %	0	0	0		0	92.3	7.7		0	0	100		0	26.9	73.1		
Total %	0	0	0		0	44.4	3.7	48.1	0	0	3.7	3.7	0	13	35.2	48.1	

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	3	4	9
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3	3	5
08:00 AM	0	0	0	0	0	5	1	6	0	0	0	0	0	3	3	6	12
Total Volume	0	0	0	0	0	13	1	14	0	0	0	0	0	5	10	15	29
% App. Total	0	0	0		0	92.9	7.1		0	0	0		0	33.3	66.7		
PHF	.000	.000	.000	.000	.000	.650	.250	.583	.000	.000	.000	.000	.000	.417	.833	.625	.604

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly AM
 Site Code : 12220296
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	1	3	4
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3	3
+45 mins.	0	0	0	0	0	5	1	6	0	0	0	0	0	3	3	6
Total Volume	0	0	0	0	0	13	1	14	0	0	0	0	0	5	10	15
% App. Total	0	0	0	0	0	92.9	7.1		0	0	0	0	0	33.3	66.7	
PHF	.000	.000	.000	.000	.000	.650	.250	.583	.000	.000	.000	.000	.000	.417	.833	.625

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

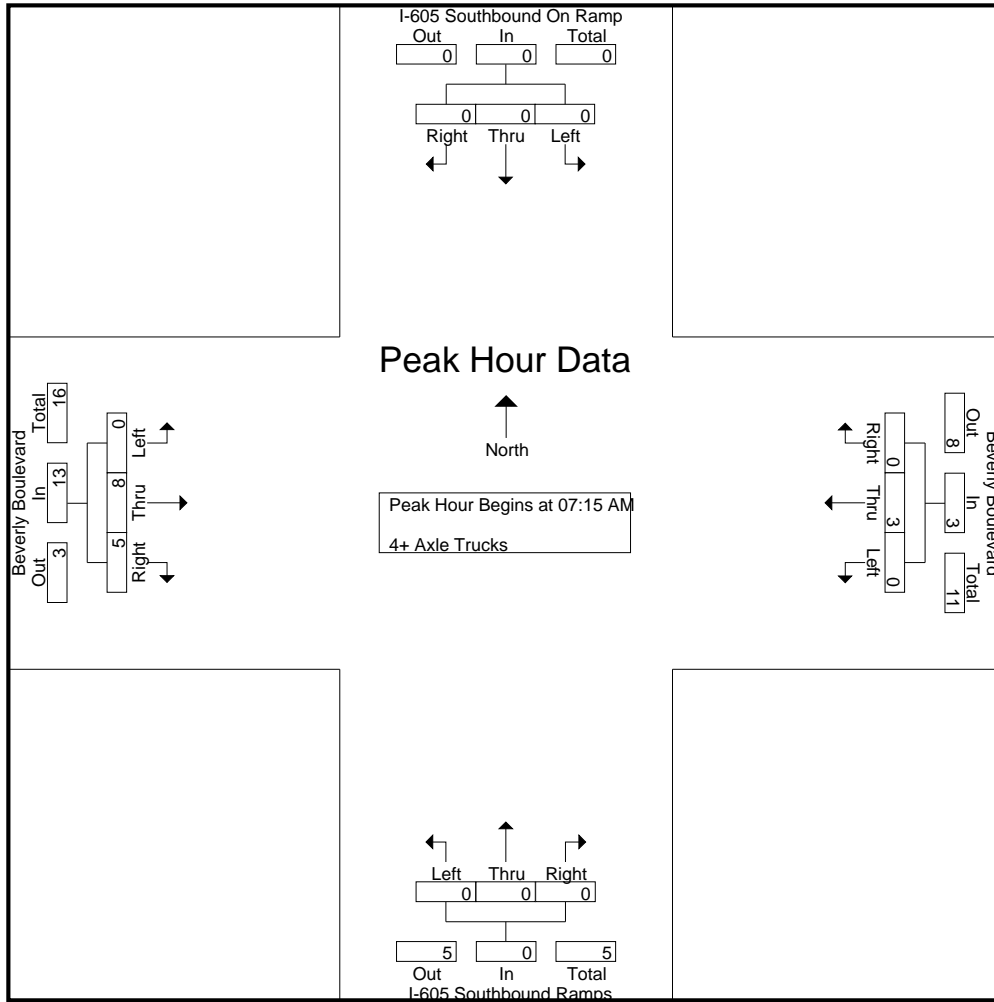
Groups Printed- 4+ Axle Trucks

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3	4	5
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	4	5	9	13
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	4	4	8	10
Grand Total	0	0	0	0	0	6	0	6	0	0	0	0	0	8	9	17	23
Apprch %	0	0	0		0	100	0		0	0	0		0	47.1	52.9		
Total %	0	0	0		0	26.1	0	26.1	0	0	0		0	34.8	39.1	73.9	

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3	4	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	8	5	13	16
% App. Total	0	0	0		0	100	0		0	0	0		0	61.5	38.5		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.417	.813	.800

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly AM
 Site Code : 12220296
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3	4
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	8	5	13
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	61.5	38.5	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.417	.813

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

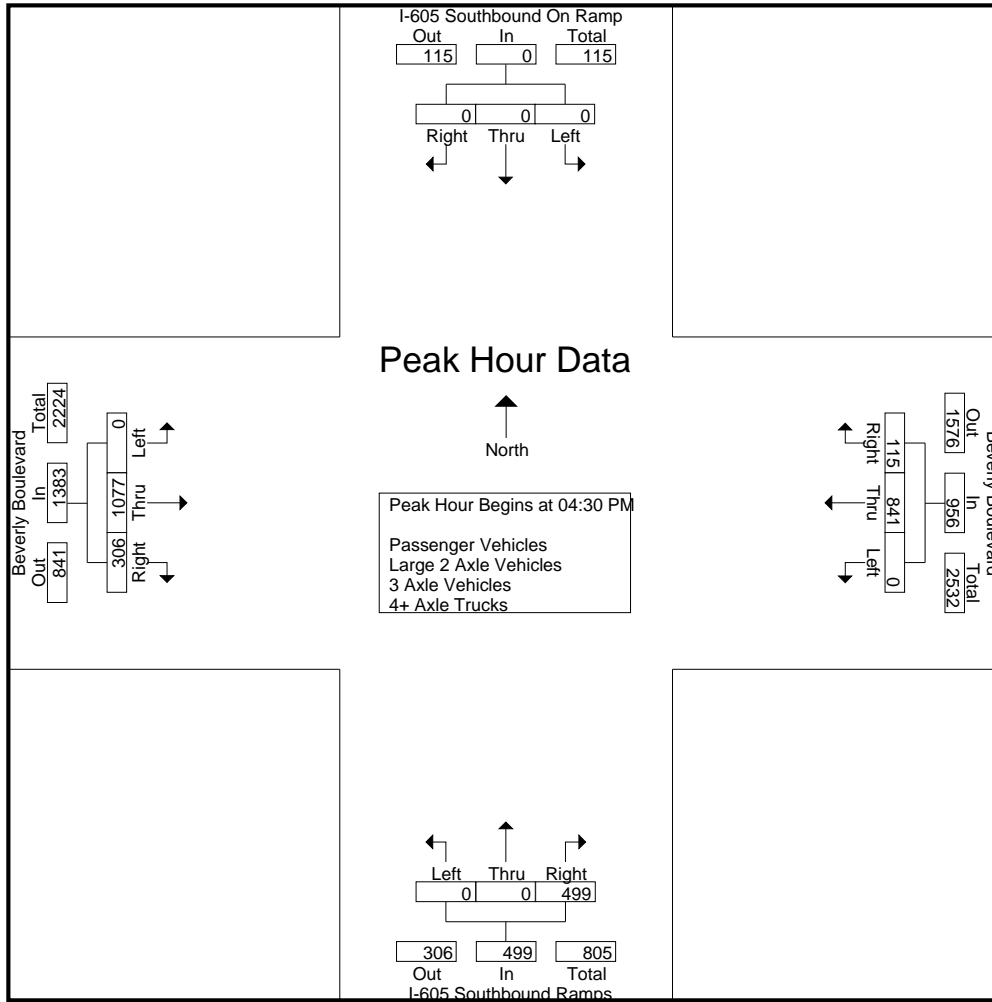
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	192	25	217	3	0	108	111	0	220	83	303	631
04:15 PM	0	0	0	0	0	183	50	233	1	0	112	113	0	257	90	347	693
04:30 PM	0	0	0	0	0	217	38	255	0	0	112	112	0	264	88	352	719
04:45 PM	0	0	0	0	0	184	28	212	0	0	110	110	0	242	91	333	655
Total	0	0	0	0	0	776	141	917	4	0	442	446	0	983	352	1335	2698
05:00 PM	0	0	0	0	0	209	28	237	0	0	137	137	0	283	77	360	734
05:15 PM	0	0	0	0	0	231	21	252	0	0	140	140	0	288	50	338	730
05:30 PM	0	0	0	0	0	212	40	252	0	0	132	132	0	226	105	331	715
05:45 PM	0	0	0	0	0	184	30	214	0	0	100	100	0	236	79	315	629
Total	0	0	0	0	0	836	119	955	0	0	509	509	0	1033	311	1344	2808
Grand Total	0	0	0	0	0	1612	260	1872	4	0	951	955	0	2016	663	2679	5506
Apprch %	0	0	0		0	86.1	13.9		0.4	0	99.6		0	75.3	24.7		
Total %	0	0	0		0	29.3	4.7	34	0.1	0	17.3	17.3	0	36.6	12	48.7	
Passenger Vehicles	0	0	0	0	0	1570	256	1826	4	0	940	944	0	1994	647	2641	5411
% Passenger Vehicles	0	0	0	0	0	97.4	98.5	97.5	100	0	98.8	98.8	0	98.9	97.6	98.6	98.3
Large 2 Axle Vehicles	0	0	0	0	0	27	3	30	0	0	9	9	0	21	13	34	73
% Large 2 Axle Vehicles	0	0	0	0	0	1.7	1.2	1.6	0	0	0.9	0.9	0	1	2	1.3	1.3
3 Axle Vehicles	0	0	0	0	0	2	0	2	0	0	1	1	0	1	1	2	5
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0	0	0.1	0.1	0	0	0.2	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	13	1	14	0	0	1	1	0	0	2	2	17
% 4+ Axle Trucks	0	0	0	0	0	0.8	0.4	0.7	0	0	0.1	0.1	0	0	0.3	0.1	0.3

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	217	38	255	0	0	112	112	0	264	88	352	719
04:45 PM	0	0	0	0	0	184	28	212	0	0	110	110	0	242	91	333	655
05:00 PM	0	0	0	0	0	209	28	237	0	0	137	137	0	283	77	360	734
05:15 PM	0	0	0	0	0	231	21	252	0	0	140	140	0	288	50	338	730
Total Volume	0	0	0	0	0	841	115	956	0	0	499	499	0	1077	306	1383	2838
% App. Total	0	0	0		0	88	12		0	0	100		0	77.9	22.1		
PHF	.000	.000	.000	.000	.000	.910	.757	.937	.000	.000	.891	.891	.000	.935	.841	.960	.967

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly PM
 Site Code : 12220296
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:45 PM				04:15 PM			
+0 mins.	0	0	0	0	0	217	38	255	0	0	110	110	0	257	90	347
+15 mins.	0	0	0	0	0	184	28	212	0	0	137	137	0	264	88	352
+30 mins.	0	0	0	0	0	209	28	237	0	0	140	140	0	242	91	333
+45 mins.	0	0	0	0	0	231	21	252	0	0	132	132	0	283	77	360
Total Volume	0	0	0	0	0	841	115	956	0	0	519	519	0	1046	346	1392
% App. Total	0	0	0	0	0	88	12	100	0	0	100	100	0	75.1	24.9	100
PHF	.000	.000	.000	.000	.000	.910	.757	.937	.000	.000	.927	.927	.000	.924	.951	.967

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

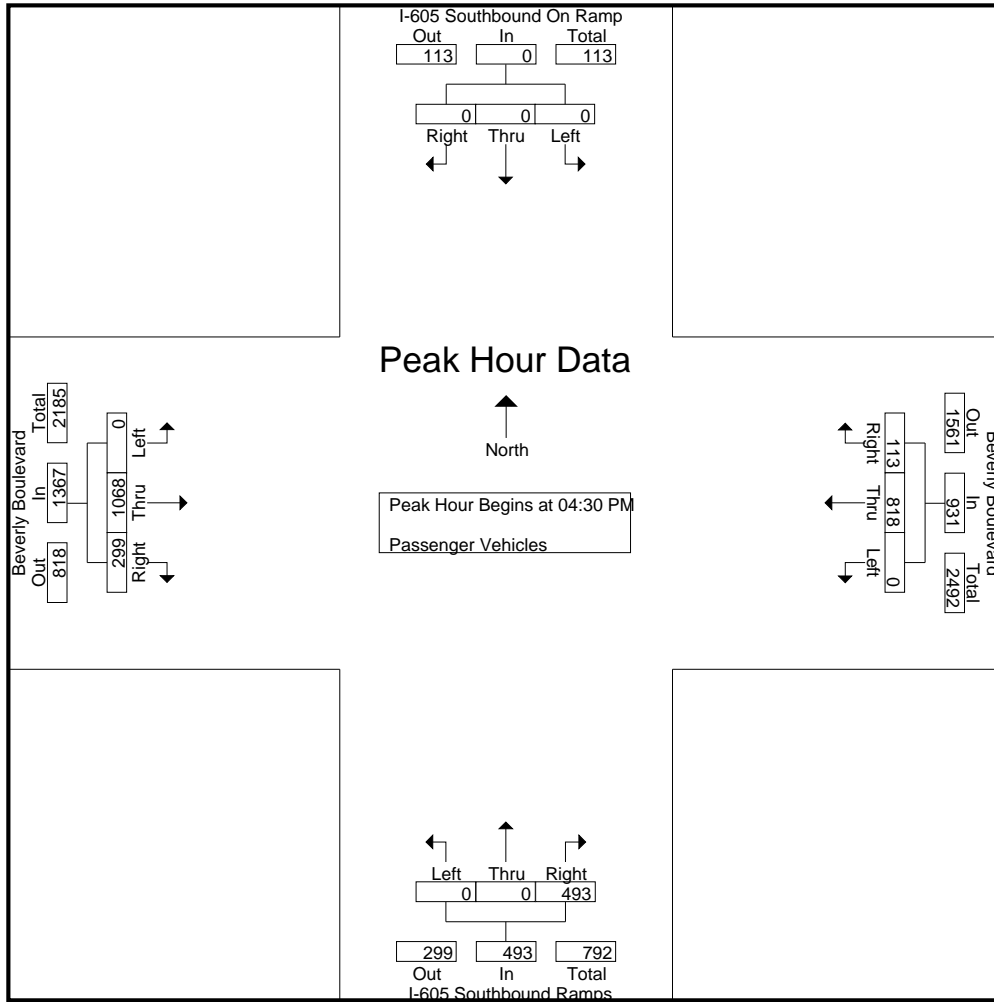
Groups Printed- Passenger Vehicles

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	188	25	213	3	0	107	110	0	217	80	297	620
04:15 PM	0	0	0	0	0	178	48	226	1	0	110	111	0	251	87	338	675
04:30 PM	0	0	0	0	0	213	37	250	0	0	110	110	0	262	87	349	709
04:45 PM	0	0	0	0	0	177	27	204	0	0	108	108	0	240	87	327	639
Total	0	0	0	0	0	756	137	893	4	0	435	439	0	970	341	1311	2643
05:00 PM	0	0	0	0	0	203	28	231	0	0	135	135	0	282	75	357	723
05:15 PM	0	0	0	0	0	225	21	246	0	0	140	140	0	284	50	334	720
05:30 PM	0	0	0	0	0	207	40	247	0	0	131	131	0	223	103	326	704
05:45 PM	0	0	0	0	0	179	30	209	0	0	99	99	0	235	78	313	621
Total	0	0	0	0	0	814	119	933	0	0	505	505	0	1024	306	1330	2768
Grand Total	0	0	0	0	0	1570	256	1826	4	0	940	944	0	1994	647	2641	5411
Apprch %	0	0	0		0	86	14		0.4	0	99.6		0	75.5	24.5		
Total %	0	0	0		0	29	4.7	33.7	0.1	0	17.4	17.4	0	36.9	12	48.8	

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	213	37	250	0	0	110	110	0	262	87	349	709
04:45 PM	0	0	0	0	0	177	27	204	0	0	108	108	0	240	87	327	639
05:00 PM	0	0	0	0	0	203	28	231	0	0	135	135	0	282	75	357	723
05:15 PM	0	0	0	0	0	225	21	246	0	0	140	140	0	284	50	334	720
Total Volume	0	0	0	0	0	818	113	931	0	0	493	493	0	1068	299	1367	2791
% App. Total	0	0	0		0	87.9	12.1		0	0	100		0	78.1	21.9		
PHF	.000	.000	.000	.000	.000	.909	.764	.931	.000	.000	.880	.880	.000	.940	.859	.957	.965

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly PM
 Site Code : 12220296
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	213	37	250	0	0	110	110	0	262	87	349
+15 mins.	0	0	0	0	0	177	27	204	0	0	108	108	0	240	87	327
+30 mins.	0	0	0	0	0	203	28	231	0	0	135	135	0	282	75	357
+45 mins.	0	0	0	0	0	225	21	246	0	0	140	140	0	284	50	334
Total Volume	0	0	0	0	0	818	113	931	0	0	493	493	0	1068	299	1367
% App. Total	0	0	0	0	0	87.9	12.1		0	0	100		0	78.1	21.9	
PHF	.000	.000	.000	.000	.000	.909	.764	.931	.000	.000	.880	.880	.000	.940	.859	.957

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

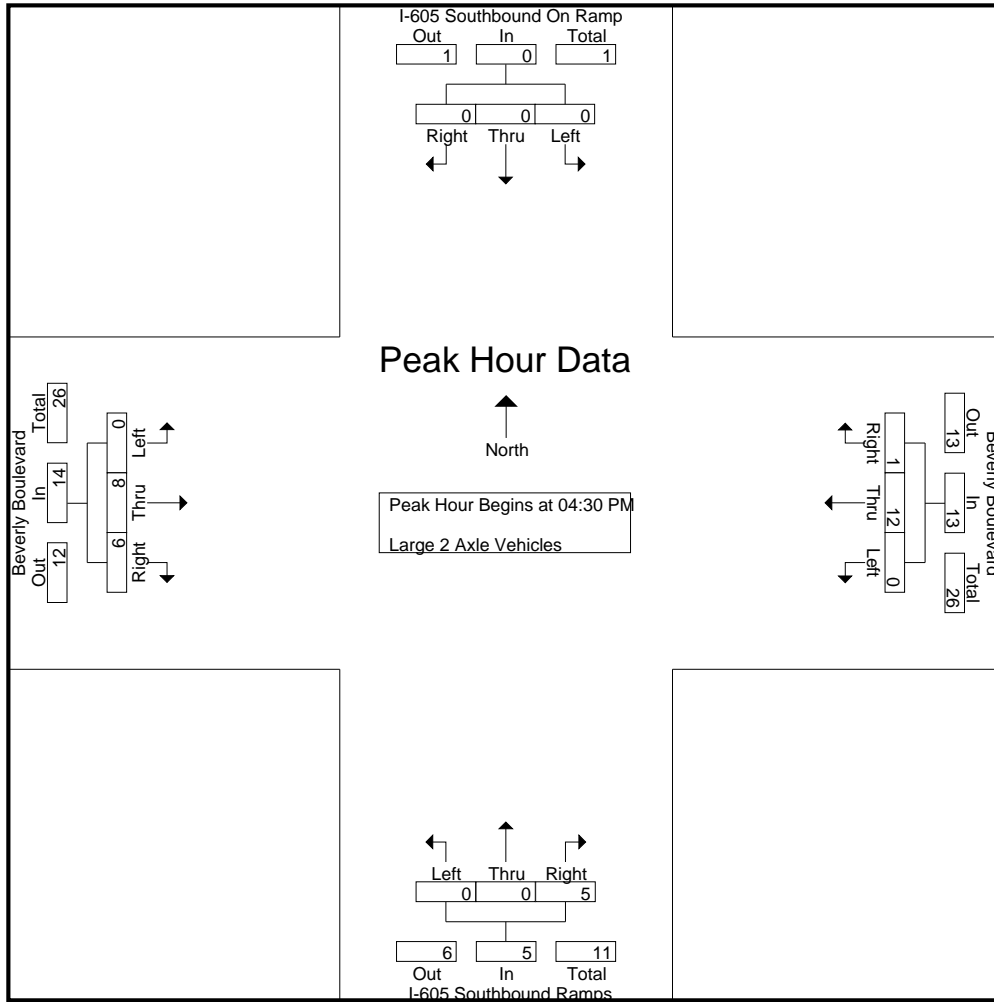
Groups Printed- Large 2 Axle Vehicles

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	4	0	4	0	0	1	1	0	3	2	5	10
04:15 PM	0	0	0	0	0	3	2	5	0	0	1	1	0	6	3	9	15
04:30 PM	0	0	0	0	0	2	1	3	0	0	1	1	0	1	1	2	6
04:45 PM	0	0	0	0	0	5	0	5	0	0	2	2	0	2	3	5	12
Total	0	0	0	0	0	14	3	17	0	0	5	5	0	12	9	21	43
05:00 PM	0	0	0	0	0	2	0	2	0	0	2	2	0	1	2	3	7
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
05:30 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	3	2	5	9
05:45 PM	0	0	0	0	0	5	0	5	0	0	1	1	0	1	0	1	7
Total	0	0	0	0	0	13	0	13	0	0	4	4	0	9	4	13	30
Grand Total	0	0	0	0	0	27	3	30	0	0	9	9	0	21	13	34	73
Apprch %	0	0	0		0	90	10		0	0	100		0	61.8	38.2		
Total %	0	0	0		0	37	4.1	41.1	0	0	12.3	12.3	0	28.8	17.8	46.6	

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	2	1	3	0	0	1	1	0	1	1	2	6
04:45 PM	0	0	0	0	0	5	0	5	0	0	2	2	0	2	3	5	12
05:00 PM	0	0	0	0	0	2	0	2	0	0	2	2	0	1	2	3	7
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
Total Volume	0	0	0	0	0	12	1	13	0	0	5	5	0	8	6	14	32
% App. Total	0	0	0		0	92.3	7.7		0	0	100		0	57.1	42.9		
PHF	.000	.000	.000	.000	.000	.600	.250	.650	.000	.000	.625	.625	.000	.500	.500	.700	.667

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly PM
 Site Code : 12220296
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	2	1	3	0	0	1	1	0	1	1	2
+15 mins.	0	0	0	0	0	5	0	5	0	0	2	2	0	2	3	5
+30 mins.	0	0	0	0	0	2	0	2	0	0	2	2	0	1	2	3
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4
Total Volume	0	0	0	0	0	12	1	13	0	0	5	5	0	8	6	14
% App. Total	0	0	0	0	0	92.3	7.7		0	0	100		0	57.1	42.9	
PHF	.000	.000	.000	.000	.000	.600	.250	.650	.000	.000	.625	.625	.000	.500	.500	.700

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

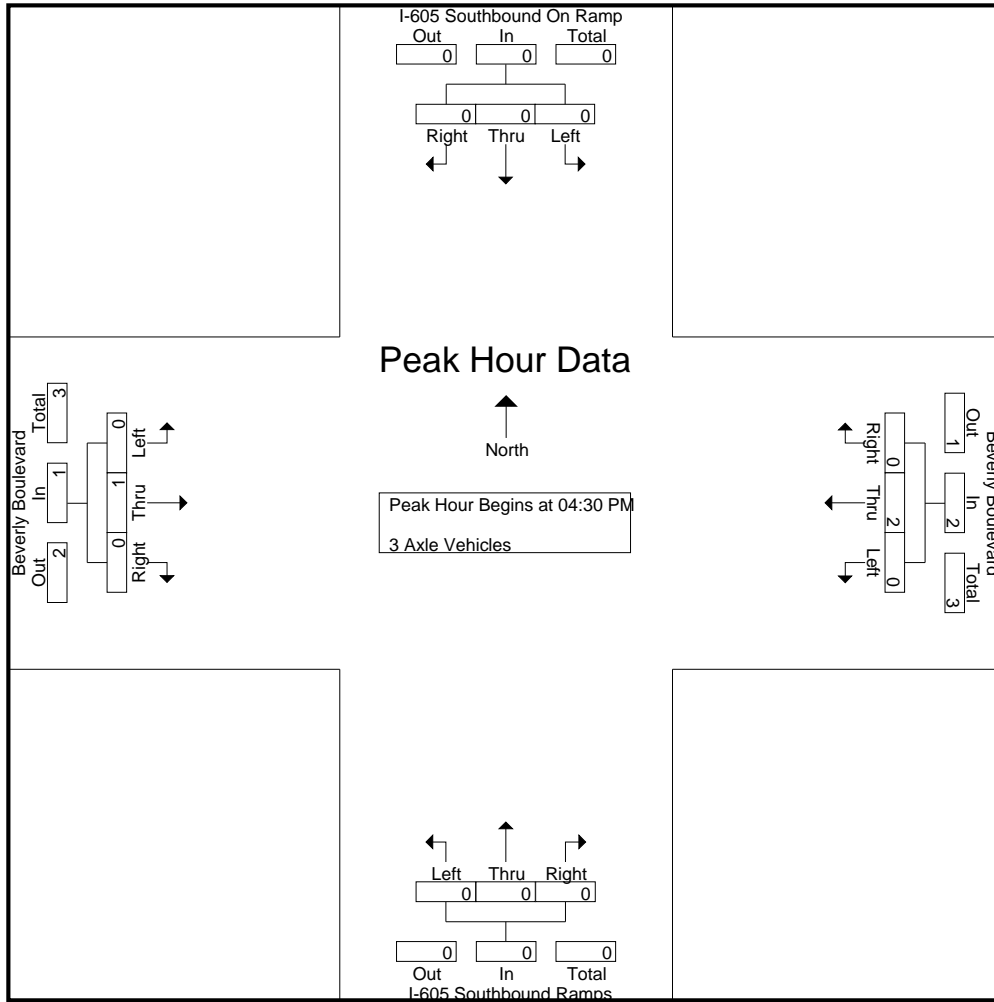
Groups Printed- 3 Axle Vehicles

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	2	3
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	2	0	2	0	0	1	1	0	1	1	2	5
Apprch %	0	0	0		0	100	0		0	0	100		0	50	50		
Total %	0	0	0		0	40	0	40	0	0	20	20	0	20	20	40	

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.375

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

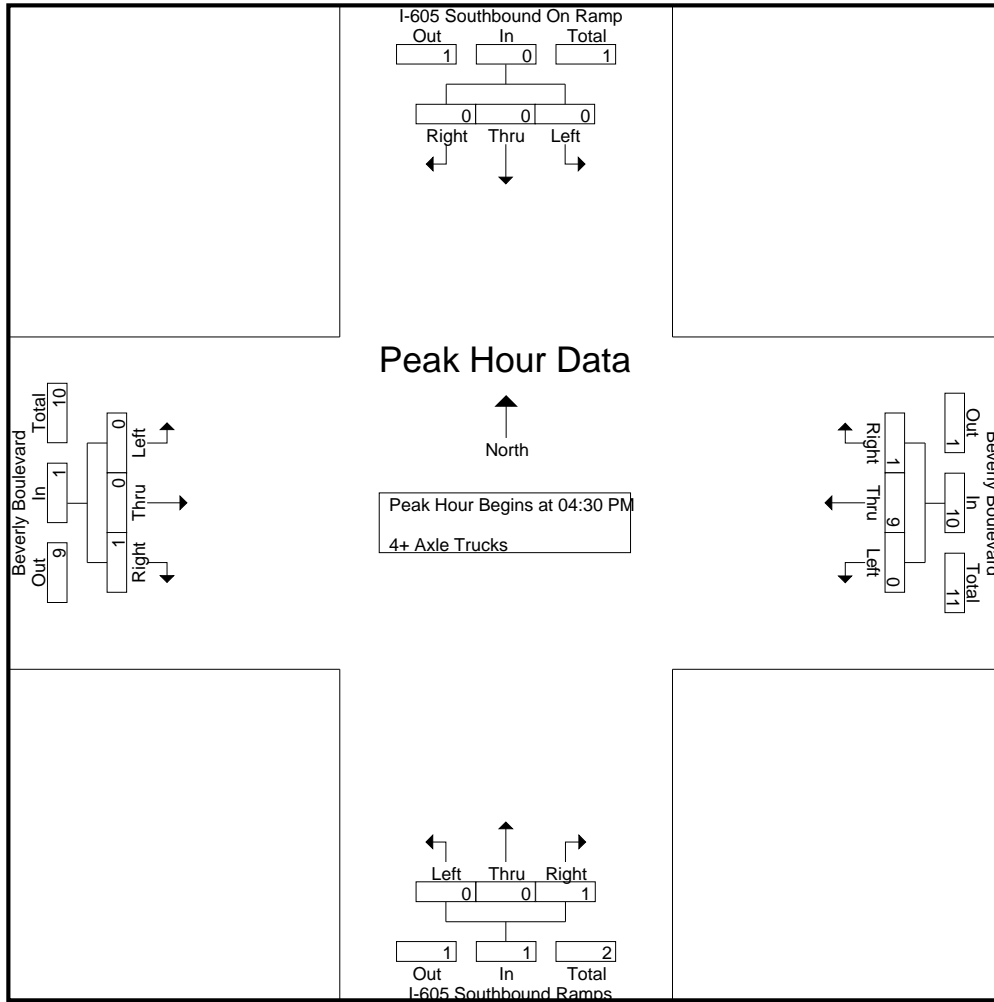
Groups Printed- 4+ Axle Trucks

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	1	1	4
Total	0	0	0	0	0	6	1	7	0	0	1	1	0	0	1	1	9
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	0	1	1	8
Grand Total	0	0	0	0	0	13	1	14	0	0	1	1	0	0	2	2	17
Apprch %	0	0	0		0	92.9	7.1		0	0	100		0	0	100		
Total %	0	0	0		0	76.5	5.9	82.4	0	0	5.9	5.9	0	0	11.8	11.8	

Start Time	I-605 Southbound On Ramp Southbound				Beverly Boulevard Westbound				I-605 Southbound Ramps Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	1	1	4
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	9	1	10	0	0	1	1	0	0	1	1	12
% App. Total	0	0	0		0	90	10		0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.000	.750	.250	.833	.000	.000	.250	.250	.000	.000	.250	.250	.750

City of Whittier
 N/S: I-605 Southbound Ramps
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 02_WTR_605S_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	9	1	10	0	0	1	1	0	0	1	1
% App. Total	0	0	0	0	0	90	10	100	0	0	100	100	0	0	100	100
PHF	.000	.000	.000	.000	.000	.750	.250	.833	.000	.000	.250	.250	.000	.000	.250	.250

Location: Whittier
 N/S: I-605 SB Ramps
 E/W: Beverly Boulevard



Date: 8/18/2020
 Day: Tuesday

PEDESTRIANS

	North Leg I-605 SB Ramps	East Leg Beverly Boulevard	South Leg I-605 SB Ramps	West Leg Beverly Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg I-605 SB Ramps	East Leg Beverly Boulevard	South Leg I-605 SB Ramps	West Leg Beverly Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Whittier
 N/S: I-605 SB Ramps
 E/W: Beverly Boulevard



Date: 8/18/2020
 Day: Tuesday

BICYCLES

	Southbound I-605 SB Ramps			Westbound Beverly Boulevard			Northbound I-605 SB Ramps			Eastbound Beverly Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound I-605 SB Ramps			Westbound Beverly Boulevard			Northbound I-605 SB Ramps			Eastbound Beverly Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 03_WTR_Pioneer_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
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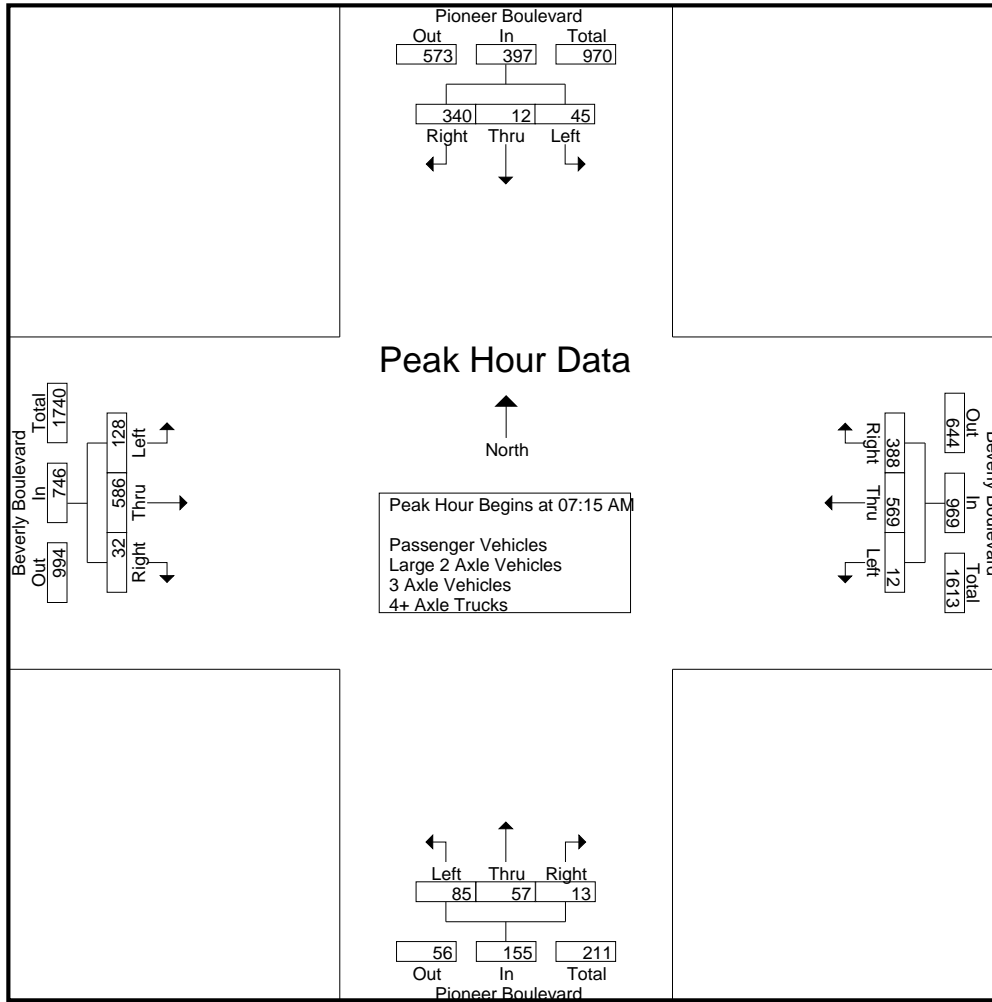
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	10	2	77	89	0	122	98	220	12	11	2	25	30	90	7	127	461
07:15 AM	13	2	74	89	3	144	98	245	21	16	7	44	40	115	7	162	540
07:30 AM	9	1	84	94	5	154	100	259	23	15	2	40	34	164	9	207	600
07:45 AM	10	4	103	117	3	148	98	249	16	14	1	31	30	167	11	208	605
Total	42	9	338	389	11	568	394	973	72	56	12	140	134	536	34	704	2206
08:00 AM	13	5	79	97	1	123	92	216	25	12	3	40	24	140	5	169	522
08:15 AM	16	2	83	101	1	120	99	220	17	7	2	26	24	124	3	151	498
08:30 AM	12	1	97	110	1	135	89	225	12	12	2	26	38	148	6	192	553
08:45 AM	15	1	99	115	2	107	75	184	17	5	6	28	25	167	11	203	530
Total	56	9	358	423	5	485	355	845	71	36	13	120	111	579	25	715	2103
Grand Total	98	18	696	812	16	1053	749	1818	143	92	25	260	245	1115	59	1419	4309
Apprch %	12.1	2.2	85.7		0.9	57.9	41.2		55	35.4	9.6		17.3	78.6	4.2		
Total %	2.3	0.4	16.2	18.8	0.4	24.4	17.4	42.2	3.3	2.1	0.6	6	5.7	25.9	1.4	32.9	
Passenger Vehicles	92	18	636	746	16	1030	741	1787	139	91	25	255	219	1079	56	1354	4142
% Passenger Vehicles	93.9	100	91.4	91.9	100	97.8	98.9	98.3	97.2	98.9	100	98.1	89.4	96.8	94.9	95.4	96.1
Large 2 Axle Vehicles	4	0	29	33	0	23	7	30	4	1	0	5	13	33	3	49	117
% Large 2 Axle Vehicles	4.1	0	4.2	4.1	0	2.2	0.9	1.7	2.8	1.1	0	1.9	5.3	3	5.1	3.5	2.7
3 Axle Vehicles	1	0	24	25	0	0	1	1	0	0	0	0	5	3	0	8	34
% 3 Axle Vehicles	1	0	3.4	3.1	0	0	0.1	0.1	0	0	0	0	2	0.3	0	0.6	0.8
4+ Axle Trucks	1	0	7	8	0	0	0	0	0	0	0	0	8	0	0	8	16
% 4+ Axle Trucks	1	0	1	1	0	0	0	0	0	0	0	0	3.3	0	0	0.6	0.4

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	13	2	74	89	3	144	98	245	21	16	7	44	40	115	7	162	540
07:30 AM	9	1	84	94	5	154	100	259	23	15	2	40	34	164	9	207	600
07:45 AM	10	4	103	117	3	148	98	249	16	14	1	31	30	167	11	208	605
08:00 AM	13	5	79	97	1	123	92	216	25	12	3	40	24	140	5	169	522
Total Volume	45	12	340	397	12	569	388	969	85	57	13	155	128	586	32	746	2267
% App. Total	11.3	3	85.6		1.2	58.7	40		54.8	36.8	8.4		17.2	78.6	4.3		
PHF	.865	.600	.825	.848	.600	.924	.970	.935	.850	.891	.464	.881	.800	.877	.727	.897	.937

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 03_WTR_Pioneer_Beverly AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	10	4	103	117	0	122	98	220	21	16	7	44	40	115	7	162
+15 mins.	13	5	79	97	3	144	98	245	23	15	2	40	34	164	9	207
+30 mins.	16	2	83	101	5	154	100	259	16	14	1	31	30	167	11	208
+45 mins.	12	1	97	110	3	148	98	249	25	12	3	40	24	140	5	169
Total Volume	51	12	362	425	11	568	394	973	85	57	13	155	128	586	32	746
% App. Total	12	2.8	85.2		1.1	58.4	40.5		54.8	36.8	8.4		17.2	78.6	4.3	
PHF	.797	.600	.879	.908	.550	.922	.985	.939	.850	.891	.464	.881	.800	.877	.727	.897

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 03_WTR_Pioneer_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
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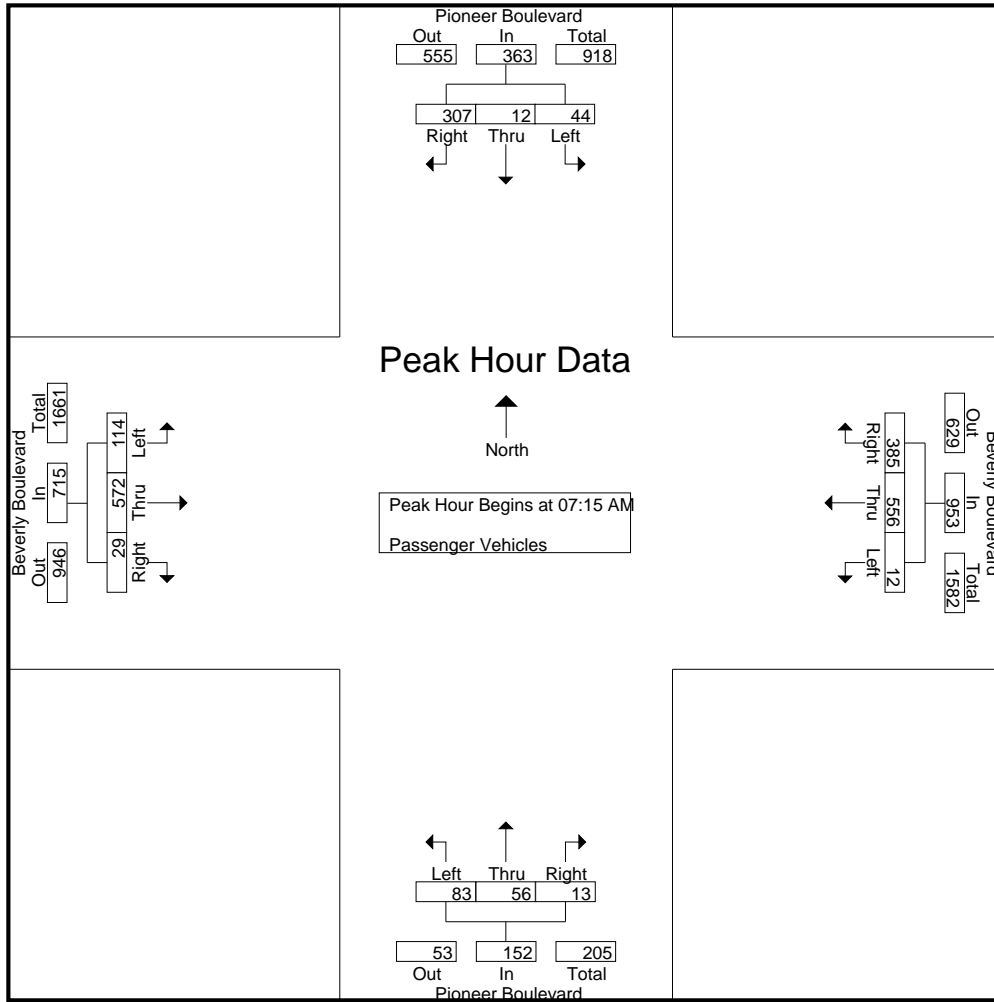
Groups Printed- Passenger Vehicles

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	2	70	81	0	119	95	214	12	11	2	25	28	84	7	119	439
07:15 AM	13	2	70	85	3	141	98	242	21	16	7	44	36	113	5	154	525
07:30 AM	8	1	75	84	5	153	98	256	23	14	2	39	31	162	9	202	581
07:45 AM	10	4	98	112	3	143	98	244	16	14	1	31	27	161	10	198	585
Total	40	9	313	362	11	556	389	956	72	55	12	139	122	520	31	673	2130
08:00 AM	13	5	64	82	1	119	91	211	23	12	3	38	20	136	5	161	492
08:15 AM	13	2	75	90	1	119	99	219	17	7	2	26	22	119	3	144	479
08:30 AM	12	1	93	106	1	132	89	222	11	12	2	25	30	143	6	179	532
08:45 AM	14	1	91	106	2	104	73	179	16	5	6	27	25	161	11	197	509
Total	52	9	323	384	5	474	352	831	67	36	13	116	97	559	25	681	2012
Grand Total	92	18	636	746	16	1030	741	1787	139	91	25	255	219	1079	56	1354	4142
Apprch %	12.3	2.4	85.3		0.9	57.6	41.5		54.5	35.7	9.8		16.2	79.7	4.1		
Total %	2.2	0.4	15.4	18	0.4	24.9	17.9	43.1	3.4	2.2	0.6	6.2	5.3	26.1	1.4	32.7	

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	13	2	70	85	3	141	98	242	21	16	7	44	36	113	5	154	525
07:30 AM	8	1	75	84	5	153	98	256	23	14	2	39	31	162	9	202	581
07:45 AM	10	4	98	112	3	143	98	244	16	14	1	31	27	161	10	198	585
08:00 AM	13	5	64	82	1	119	91	211	23	12	3	38	20	136	5	161	492
Total Volume	44	12	307	363	12	556	385	953	83	56	13	152	114	572	29	715	2183
% App. Total	12.1	3.3	84.6		1.3	58.3	40.4		54.6	36.8	8.6		15.9	80	4.1		
PHF	.846	.600	.783	.810	.600	.908	.982	.931	.902	.875	.464	.864	.792	.883	.725	.885	.933

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 03_WTR_Pioneer_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	13	2	70	85	3	141	98	242	21	16	7	44	36	113	5	154
+15 mins.	8	1	75	84	5	153	98	256	23	14	2	39	31	162	9	202
+30 mins.	10	4	98	112	3	143	98	244	16	14	1	31	27	161	10	198
+45 mins.	13	5	64	82	1	119	91	211	23	12	3	38	20	136	5	161
Total Volume	44	12	307	363	12	556	385	953	83	56	13	152	114	572	29	715
% App. Total	12.1	3.3	84.6		1.3	58.3	40.4		54.6	36.8	8.6		15.9	80	4.1	
PHF	.846	.600	.783	.810	.600	.908	.982	.931	.902	.875	.464	.864	.792	.883	.725	.885

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 03_WTR_Pioneer_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
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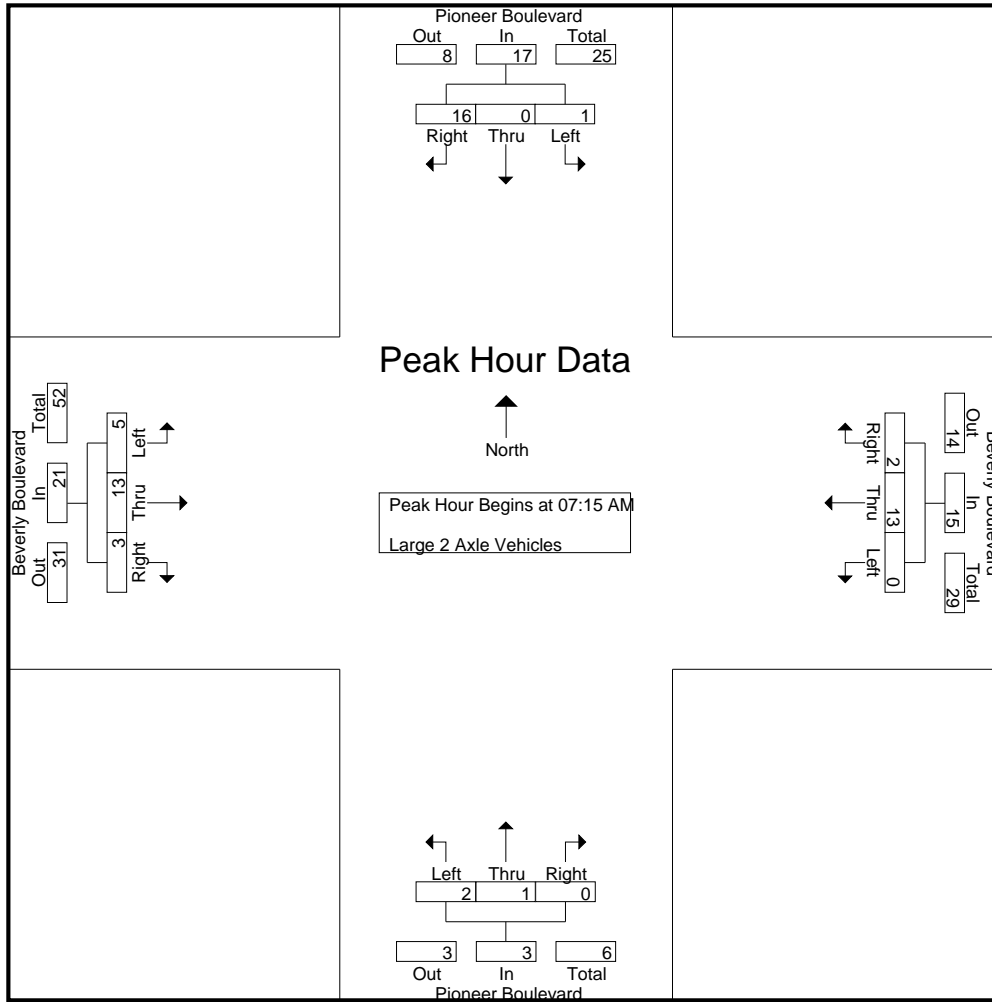
Groups Printed- Large 2 Axle Vehicles

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	2	3	0	3	3	6	0	0	0	0	2	5	0	7	16
07:15 AM	0	0	1	1	0	3	0	3	0	0	0	0	2	2	2	6	10
07:30 AM	1	0	6	7	0	1	2	3	0	1	0	1	1	2	0	3	14
07:45 AM	0	0	1	1	0	5	0	5	0	0	0	0	1	6	1	8	14
Total	2	0	10	12	0	12	5	17	0	1	0	1	6	15	3	24	54
08:00 AM	0	0	8	8	0	4	0	4	2	0	0	2	1	3	0	4	18
08:15 AM	1	0	6	7	0	1	0	1	0	0	0	0	0	4	0	4	12
08:30 AM	0	0	2	2	0	3	0	3	1	0	0	1	6	5	0	11	17
08:45 AM	1	0	3	4	0	3	2	5	1	0	0	1	0	6	0	6	16
Total	2	0	19	21	0	11	2	13	4	0	0	4	7	18	0	25	63
Grand Total	4	0	29	33	0	23	7	30	4	1	0	5	13	33	3	49	117
Apprch %	12.1	0	87.9		0	76.7	23.3		80	20	0		26.5	67.3	6.1		
Total %	3.4	0	24.8	28.2	0	19.7	6	25.6	3.4	0.9	0	4.3	11.1	28.2	2.6	41.9	

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	0	3	0	3	0	0	0	0	2	2	2	6	10
07:30 AM	1	0	6	7	0	1	2	3	0	1	0	1	1	2	0	3	14
07:45 AM	0	0	1	1	0	5	0	5	0	0	0	0	1	6	1	8	14
08:00 AM	0	0	8	8	0	4	0	4	2	0	0	2	1	3	0	4	18
Total Volume	1	0	16	17	0	13	2	15	2	1	0	3	5	13	3	21	56
% App. Total	5.9	0	94.1		0	86.7	13.3		66.7	33.3	0		23.8	61.9	14.3		
PHF	.250	.000	.500	.531	.000	.650	.250	.750	.250	.250	.000	.375	.625	.542	.375	.656	.778

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 03_WTR_Pioneer_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	3	0	3	0	0	0	0	2	2	2	6
+15 mins.	1	0	6	7	0	1	2	3	0	1	0	1	1	2	0	3
+30 mins.	0	0	1	1	0	5	0	5	0	0	0	0	1	6	1	8
+45 mins.	0	0	8	8	0	4	0	4	2	0	0	2	1	3	0	4
Total Volume	1	0	16	17	0	13	2	15	2	1	0	3	5	13	3	21
% App. Total	5.9	0	94.1		0	86.7	13.3		66.7	33.3	0		23.8	61.9	14.3	
PHF	.250	.000	.500	.531	.000	.650	.250	.750	.250	.250	.000	.375	.625	.542	.375	.656

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 03_WTR_Pioneer_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

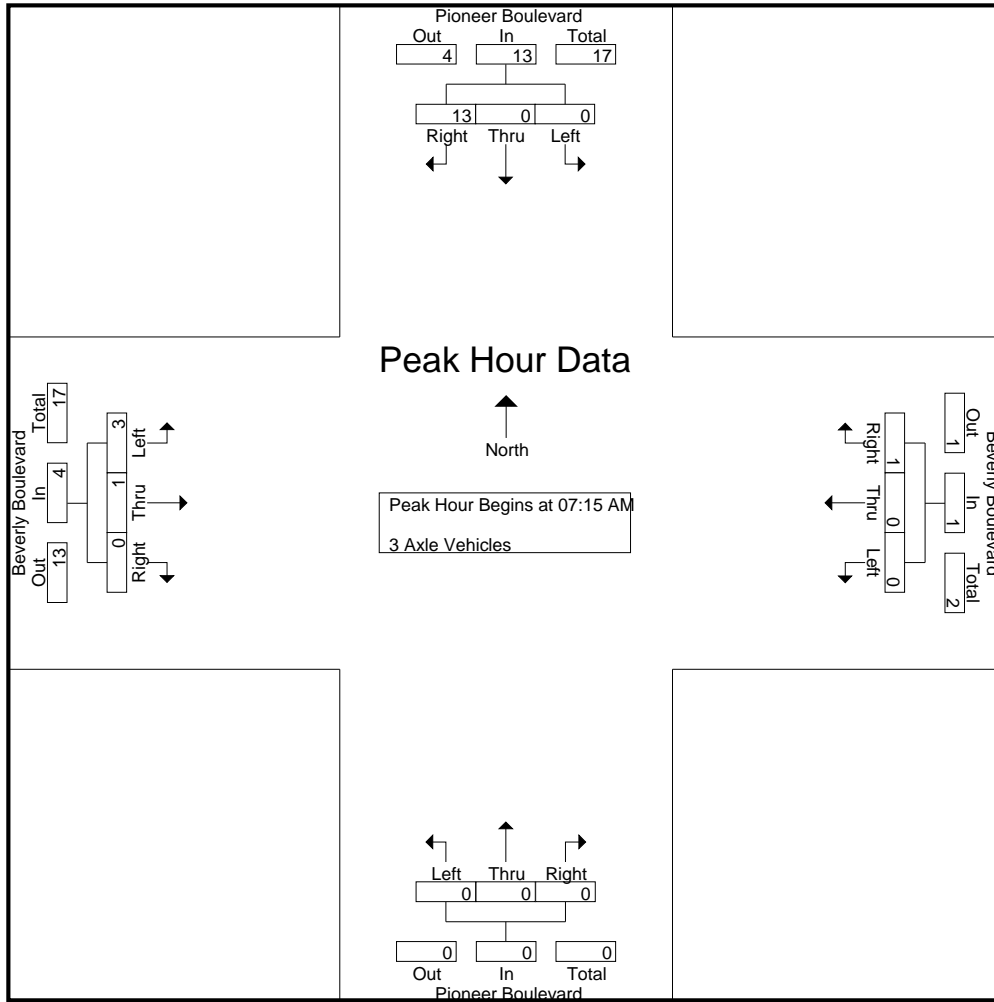
Groups Printed- 3 Axle Vehicles

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	4	4	0	0	0	0	0	0	0	0	0	1	0	1	5
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
07:30 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	3	3	0	0	0	0	0	0	0	0	1	0	0	1	4
Total	0	0	11	11	0	0	0	0	0	0	0	0	2	1	0	3	14
08:00 AM	0	0	6	6	0	0	1	1	0	0	0	0	1	1	0	2	9
08:15 AM	1	0	2	3	0	0	0	0	0	0	0	0	0	1	0	1	4
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
08:45 AM	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	1	0	13	14	0	0	1	1	0	0	0	0	3	2	0	5	20
Grand Total	1	0	24	25	0	0	1	1	0	0	0	0	5	3	0	8	34
Apprch %	4	0	96		0	0	100		0	0	0		62.5	37.5	0		
Total %	2.9	0	70.6	73.5	0	0	2.9	2.9	0	0	0	0	14.7	8.8	0	23.5	

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
07:30 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	3	3	0	0	0	0	0	0	0	0	1	0	0	1	4
08:00 AM	0	0	6	6	0	0	1	1	0	0	0	0	1	1	0	2	9
Total Volume	0	0	13	13	0	0	1	1	0	0	0	0	3	1	0	4	18
% App. Total	0	0	100		0	0	100		0	0	0		75	25	0		
PHF	.000	.000	.542	.542	.000	.000	.250	.250	.000	.000	.000	.000	.750	.250	.000	.500	.500

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 03_WTR_Pioneer_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	3	3	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	6	6	0	0	1	1	0	0	0	0	1	1	0	2
Total Volume	0	0	13	13	0	0	1	1	0	0	0	0	3	1	0	4
% App. Total	0	0	100		0	0	100		0	0	0		75	25	0	
PHF	.000	.000	.542	.542	.000	.000	.250	.250	.000	.000	.000	.000	.750	.250	.000	.500

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 03_WTR_Pioneer_Beverly AM
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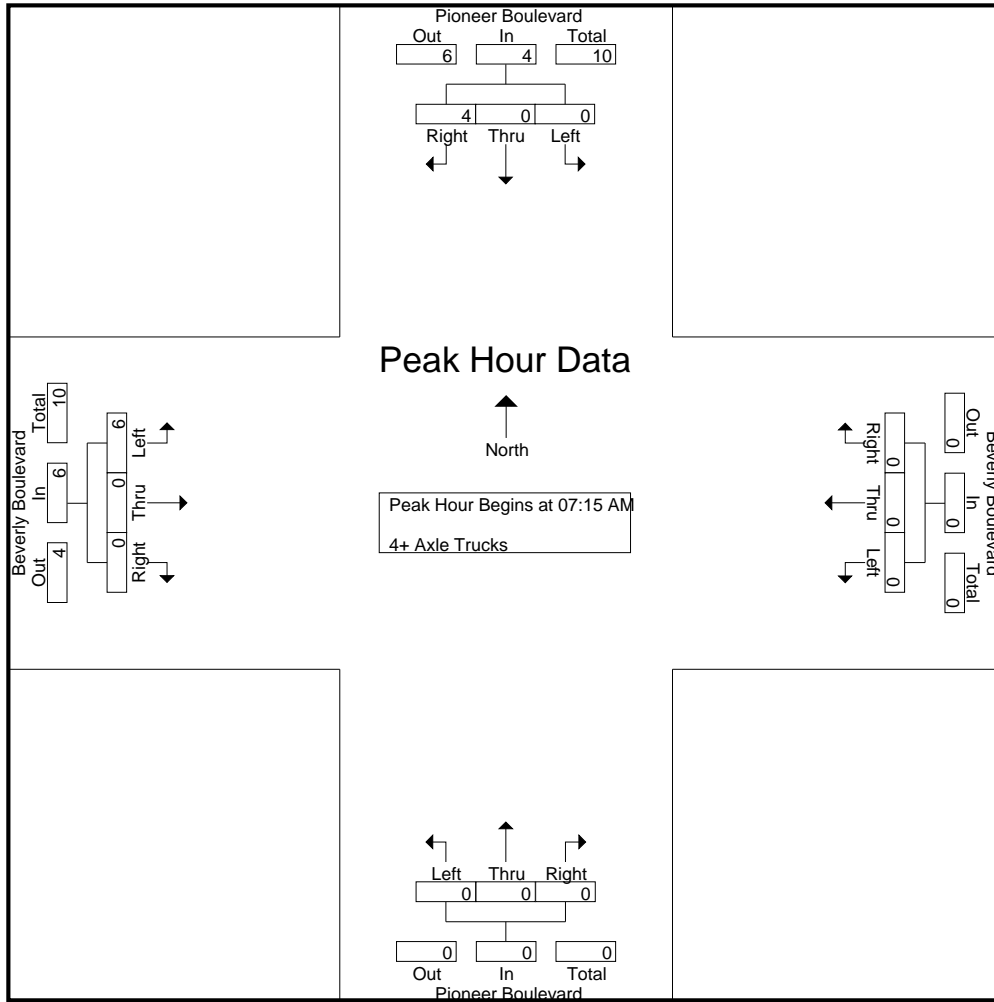
Groups Printed- 4+ Axle Trucks

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	4	4	0	0	0	0	0	0	0	0	4	0	0	4	8
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	3	4	0	0	0	0	0	0	0	0	4	0	0	4	8
Grand Total	1	0	7	8	0	0	0	0	0	0	0	0	8	0	0	8	16
Apprch %	12.5	0	87.5		0	0	0		0	0	0		100	0	0		
Total %	6.2	0	43.8	50	0	0	0	0	0	0	0	0	50	0	0	50	

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Total Volume	0	0	4	4	0	0	0	0	0	0	0	0	6	0	0	6	10
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.833

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM							
+0 mins.	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2
Total Volume	0	0	4	4	0	0	0	0	0	0	0	0	6	0	0	6
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 03_WTR_Pioneer_Beverly PM
 Site Code : 12220296
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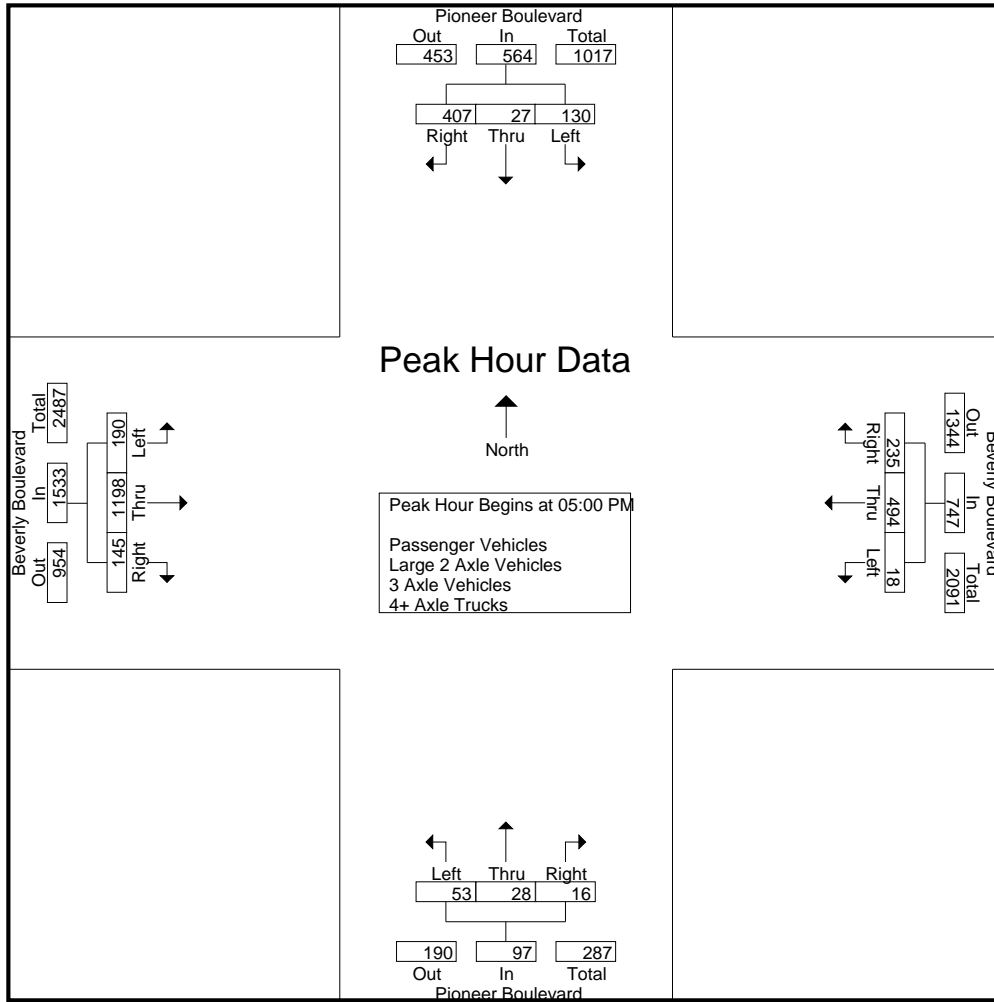
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	21	4	103	128	1	113	57	171	7	8	2	17	52	261	13	326	642
04:15 PM	21	7	93	121	4	125	69	198	11	9	4	24	47	280	22	349	692
04:30 PM	33	6	132	171	4	123	43	170	9	7	5	21	58	292	25	375	737
04:45 PM	18	10	101	129	1	106	46	153	16	9	4	29	53	249	21	323	634
Total	93	27	429	549	10	467	215	692	43	33	15	91	210	1082	81	1373	2705
05:00 PM	29	5	96	130	4	118	59	181	19	8	3	30	47	332	49	428	769
05:15 PM	31	6	97	134	3	134	61	198	13	9	6	28	51	310	42	403	763
05:30 PM	29	7	121	157	2	132	59	193	9	3	4	16	39	296	30	365	731
05:45 PM	41	9	93	143	9	110	56	175	12	8	3	23	53	260	24	337	678
Total	130	27	407	564	18	494	235	747	53	28	16	97	190	1198	145	1533	2941
Grand Total	223	54	836	1113	28	961	450	1439	96	61	31	188	400	2280	226	2906	5646
Apprch %	20	4.9	75.1		1.9	66.8	31.3		51.1	32.4	16.5		13.8	78.5	7.8		
Total %	3.9	1	14.8		0.5	17	8		1.7	1.1	0.5		7.1	40.4	4		51.5
Passenger Vehicles	221	54	808	1083	26	941	446	1413	95	59	31	185	397	2251	224	2872	5553
% Passenger Vehicles	99.1	100	96.7	97.3	92.9	97.9	99.1	98.2	99	96.7	100	98.4	99.2	98.7	99.1	98.8	98.4
Large 2 Axle Vehicles	2	0	13	15	2	19	4	25	1	1	0	2	3	26	2	31	73
% Large 2 Axle Vehicles	0.9	0	1.6	1.3	7.1	2	0.9	1.7	1	1.6	0	1.1	0.8	1.1	0.9	1.1	1.3
3 Axle Vehicles	0	0	1	1	0	0	0	0	0	1	0	1	0	2	0	2	4
% 3 Axle Vehicles	0	0	0.1	0.1	0	0	0	0	0	1.6	0	0.5	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	14	14	0	1	0	1	0	0	0	0	0	1	0	1	16
% 4+ Axle Trucks	0	0	1.7	1.3	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0.3

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	29	5	96	130	4	118	59	181	19	8	3	30	47	332	49	428	769
05:15 PM	31	6	97	134	3	134	61	198	13	9	6	28	51	310	42	403	763
05:30 PM	29	7	121	157	2	132	59	193	9	3	4	16	39	296	30	365	731
05:45 PM	41	9	93	143	9	110	56	175	12	8	3	23	53	260	24	337	678
Total Volume	130	27	407	564	18	494	235	747	53	28	16	97	190	1198	145	1533	2941
% App. Total	23	4.8	72.2		2.4	66.1	31.5		54.6	28.9	16.5		12.4	78.1	9.5		
PHF	.793	.750	.841	.898	.500	.922	.963	.943	.697	.778	.667	.808	.896	.902	.740	.895	.956

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

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

	04:30 PM				05:00 PM				04:30 PM				05:00 PM			
+0 mins.	33	6	132	171	4	118	59	181	9	7	5	21	47	332	49	428
+15 mins.	18	10	101	129	3	134	61	198	16	9	4	29	51	310	42	403
+30 mins.	29	5	96	130	2	132	59	193	19	8	3	30	39	296	30	365
+45 mins.	31	6	97	134	9	110	56	175	13	9	6	28	53	260	24	337
Total Volume	111	27	426	564	18	494	235	747	57	33	18	108	190	1198	145	1533
% App. Total	19.7	4.8	75.5		2.4	66.1	31.5		52.8	30.6	16.7		12.4	78.1	9.5	
PHF	.841	.675	.807	.825	.500	.922	.963	.943	.750	.917	.750	.900	.896	.902	.740	.895

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 03_WTR_Pioneer_Beverly PM
 Site Code : 12220296
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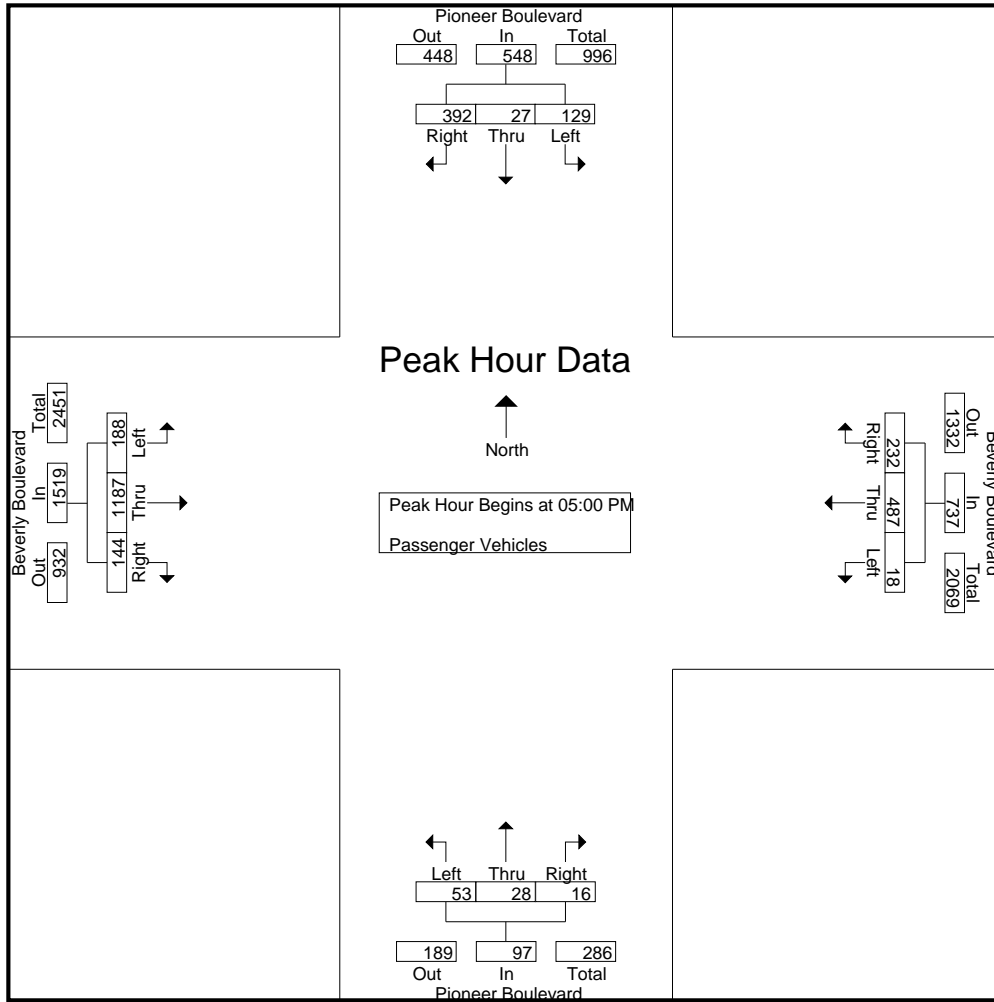
Groups Printed- Passenger Vehicles

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	21	4	102	127	1	110	57	168	7	8	2	17	52	258	13	323	635
04:15 PM	21	7	88	116	3	121	69	193	11	8	4	23	47	274	21	342	674
04:30 PM	32	6	129	167	3	121	43	167	9	6	5	20	58	287	25	370	724
04:45 PM	18	10	97	125	1	102	45	148	15	9	4	28	52	245	21	318	619
Total	92	27	416	535	8	454	214	676	42	31	15	88	209	1064	80	1353	2652
05:00 PM	29	5	92	126	4	117	59	180	19	8	3	30	47	329	49	425	761
05:15 PM	31	6	93	130	3	132	60	195	13	9	6	28	50	306	41	397	750
05:30 PM	28	7	117	152	2	130	59	191	9	3	4	16	38	294	30	362	721
05:45 PM	41	9	90	140	9	108	54	171	12	8	3	23	53	258	24	335	669
Total	129	27	392	548	18	487	232	737	53	28	16	97	188	1187	144	1519	2901
Grand Total	221	54	808	1083	26	941	446	1413	95	59	31	185	397	2251	224	2872	5553
Apprch %	20.4	5	74.6		1.8	66.6	31.6		51.4	31.9	16.8		13.8	78.4	7.8		
Total %	4	1	14.6	19.5	0.5	16.9	8	25.4	1.7	1.1	0.6	3.3	7.1	40.5	4	51.7	

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	29	5	92	126	4	117	59	180	19	8	3	30	47	329	49	425	761
05:15 PM	31	6	93	130	3	132	60	195	13	9	6	28	50	306	41	397	750
05:30 PM	28	7	117	152	2	130	59	191	9	3	4	16	38	294	30	362	721
05:45 PM	41	9	90	140	9	108	54	171	12	8	3	23	53	258	24	335	669
Total Volume	129	27	392	548	18	487	232	737	53	28	16	97	188	1187	144	1519	2901
% App. Total	23.5	4.9	71.5		2.4	66.1	31.5		54.6	28.9	16.5		12.4	78.1	9.5		
PHF	.787	.750	.838	.901	.500	.922	.967	.945	.697	.778	.667	.808	.887	.902	.735	.894	.953

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	29	5	92	126	4	117	59	180	19	8	3	30	47	329	49	425
+15 mins.	31	6	93	130	3	132	60	195	13	9	6	28	50	306	41	397
+30 mins.	28	7	117	152	2	130	59	191	9	3	4	16	38	294	30	362
+45 mins.	41	9	90	140	9	108	54	171	12	8	3	23	53	258	24	335
Total Volume	129	27	392	548	18	487	232	737	53	28	16	97	188	1187	144	1519
% App. Total	23.5	4.9	71.5		2.4	66.1	31.5		54.6	28.9	16.5		12.4	78.1	9.5	
PHF	.787	.750	.838	.901	.500	.922	.967	.945	.697	.778	.667	.808	.887	.902	.735	.894

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 03_WTR_Pioneer_Beverly PM
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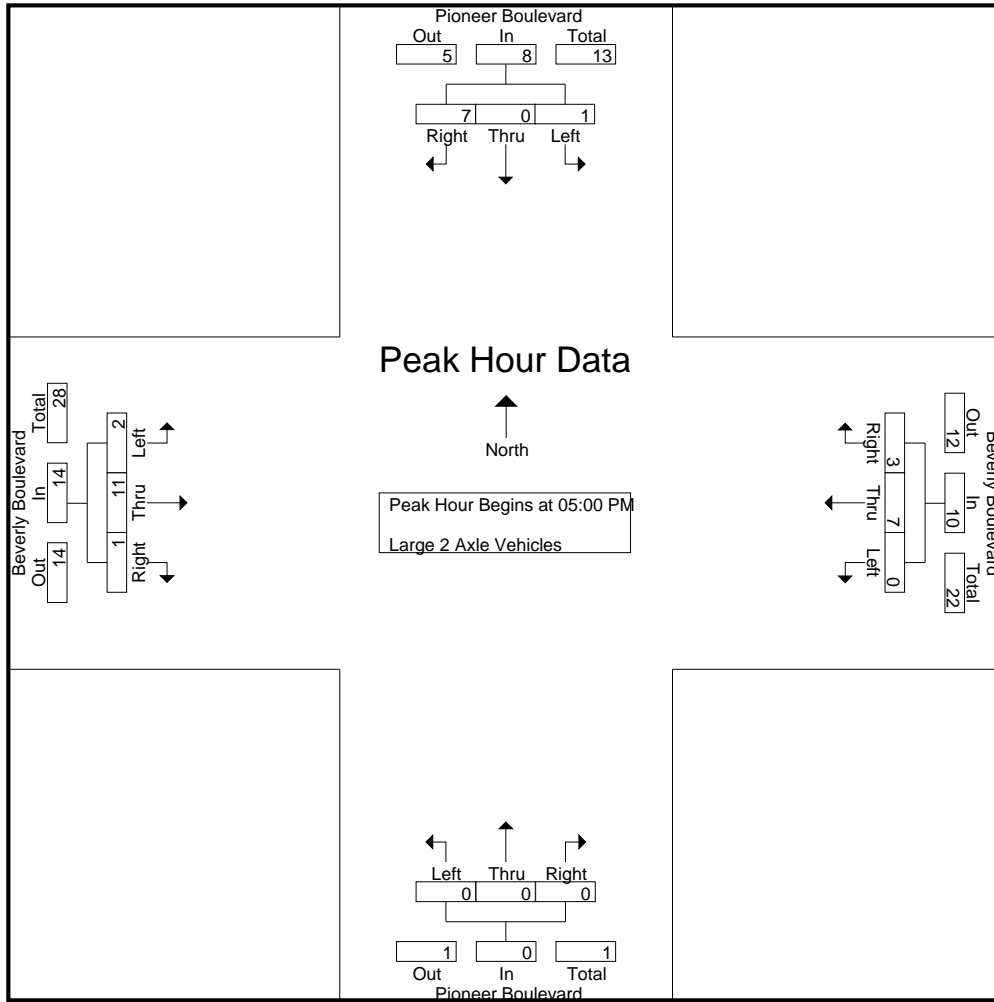
Groups Printed- Large 2 Axle Vehicles

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	3	0	3	7
04:15 PM	0	0	3	3	1	4	0	5	0	0	0	0	0	5	1	6	14
04:30 PM	1	0	1	2	1	2	0	3	0	1	0	1	0	3	0	3	9
04:45 PM	0	0	1	1	0	3	1	4	1	0	0	1	1	4	0	5	11
Total	1	0	6	7	2	12	1	15	1	1	0	2	1	15	1	17	41
05:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	3	0	3	5
05:15 PM	0	0	1	1	0	2	1	3	0	0	0	0	1	4	1	6	10
05:30 PM	1	0	2	3	0	2	0	2	0	0	0	0	1	2	0	3	8
05:45 PM	0	0	3	3	0	2	2	4	0	0	0	0	0	2	0	2	9
Total	1	0	7	8	0	7	3	10	0	0	0	0	2	11	1	14	32
Grand Total	2	0	13	15	2	19	4	25	1	1	0	2	3	26	2	31	73
Apprch %	13.3	0	86.7		8	76	16		50	50	0		9.7	83.9	6.5		
Total %	2.7	0	17.8	20.5	2.7	26	5.5	34.2	1.4	1.4	0	2.7	4.1	35.6	2.7	42.5	

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	3	0	3	5
05:15 PM	0	0	1	1	0	2	1	3	0	0	0	0	1	4	1	6	10
05:30 PM	1	0	2	3	0	2	0	2	0	0	0	0	1	2	0	3	8
05:45 PM	0	0	3	3	0	2	2	4	0	0	0	0	0	2	0	2	9
Total Volume	1	0	7	8	0	7	3	10	0	0	0	0	2	11	1	14	32
% App. Total	12.5	0	87.5		0	70	30		0	0	0		14.3	78.6	7.1		
PHF	.250	.000	.583	.667	.000	.875	.375	.625	.000	.000	.000	.000	.500	.688	.250	.583	.800

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 03_WTR_Pioneer_Beverly PM
 Site Code : 12220296
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	3	0	3
+15 mins.	0	0	1	1	0	2	1	3	0	0	0	0	1	4	1	6
+30 mins.	1	0	2	3	0	2	0	2	0	0	0	0	1	2	0	3
+45 mins.	0	0	3	3	0	2	2	4	0	0	0	0	0	2	0	2
Total Volume	1	0	7	8	0	7	3	10	0	0	0	0	2	11	1	14
% App. Total	12.5	0	87.5		0	70	30		0	0	0		14.3	78.6	7.1	
PHF	.250	.000	.583	.667	.000	.875	.375	.625	.000	.000	.000	.000	.500	.688	.250	.583

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 03_WTR_Pioneer_Beverly PM
 Site Code : 12220296
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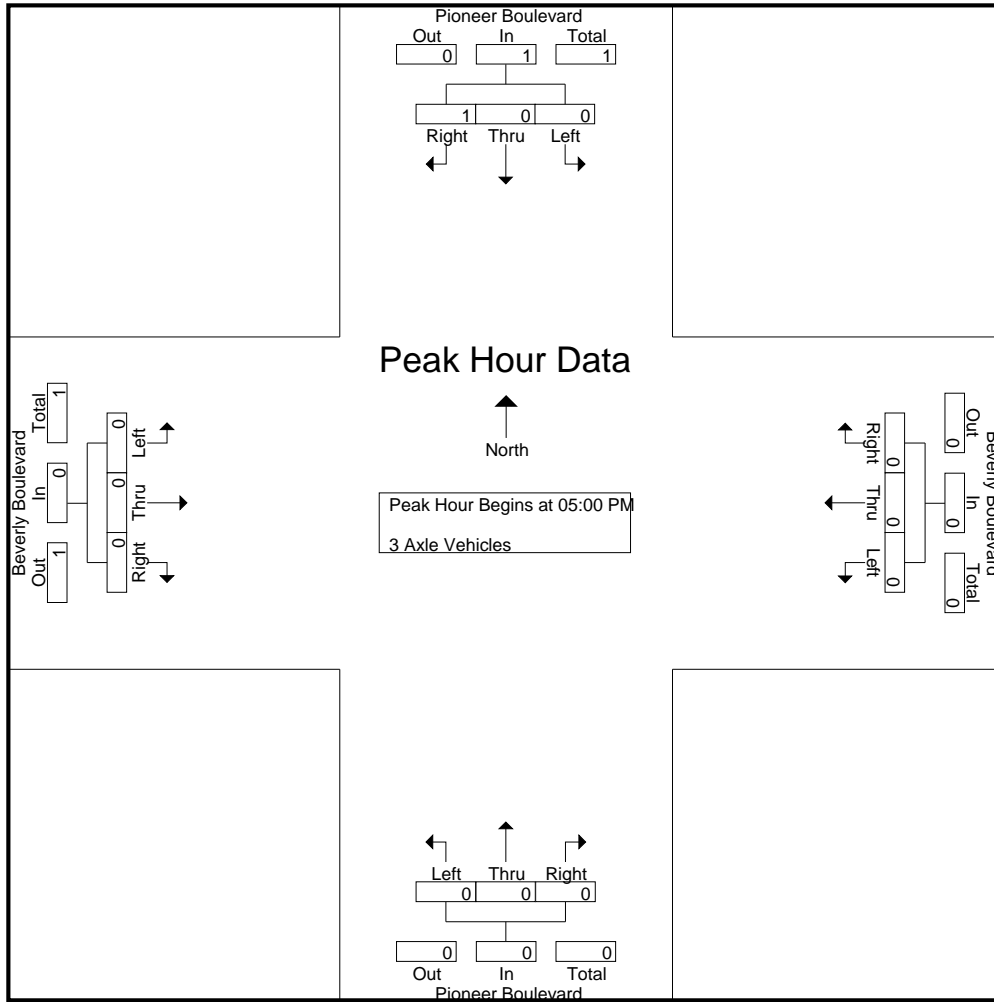
Groups Printed- 3 Axle Vehicles

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	1	1	0	0	0	0	0	1	0	1	0	2	0	2	4
Apprch %	0	0	100		0	0	0		0	100	0		0	100	0		
Total %	0	0	25	25	0	0	0	0	0	25	0	25	0	50	0	50	

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 03_WTR_Pioneer_Beverly PM
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 03_WTR_Pioneer_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

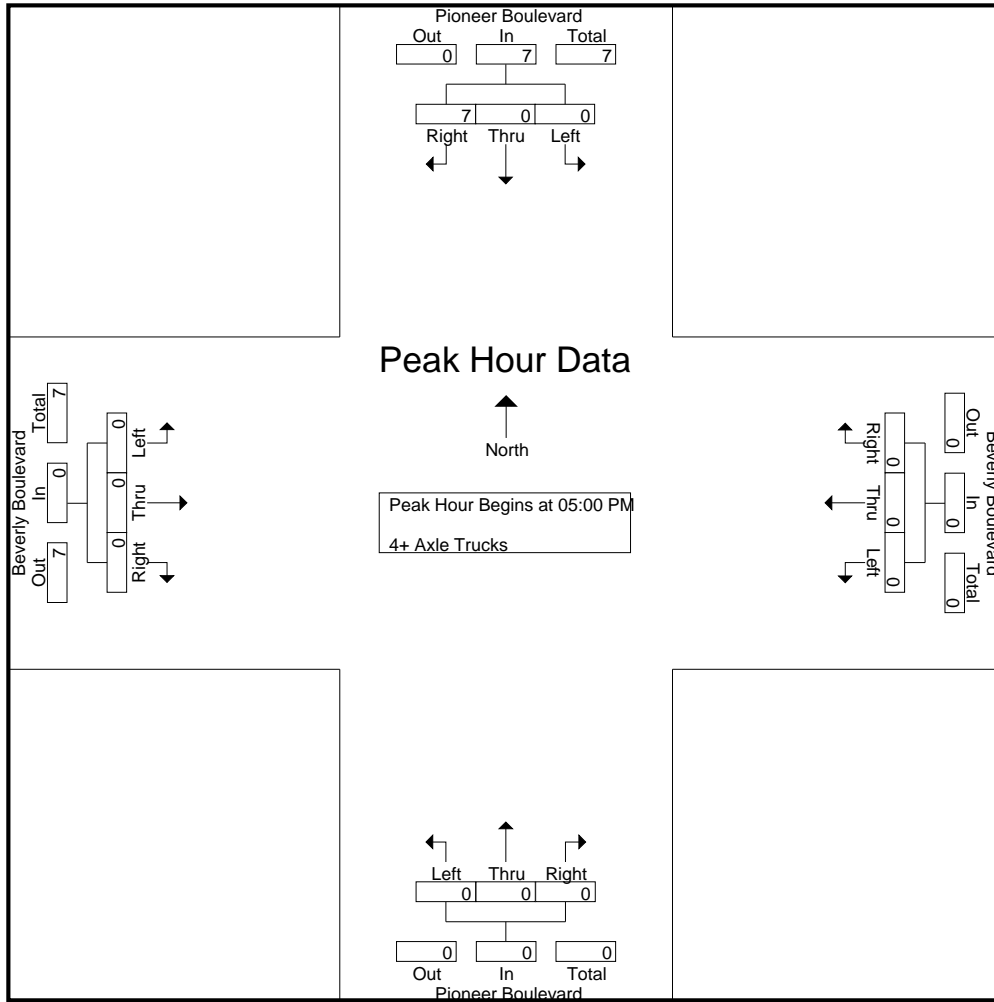
Groups Printed- 4+ Axle Trucks

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	3	3	0	1	0	1	0	0	0	0	0	0	0	0	4
Total	0	0	7	7	0	1	0	1	0	0	0	0	0	1	0	1	9
05:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	7
Grand Total	0	0	14	14	0	1	0	1	0	0	0	0	0	1	0	1	16
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	87.5	87.5	0	6.2	0	6.2	0	0	0	0	0	6.2	0	6.2	

Start Time	Pioneer Boulevard Southbound				Beverly Boulevard Westbound				Pioneer Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	7
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.583	.583	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.583

City of Whittier
 N/S: Pioneer Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 03_WTR_Pioneer_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.583	.583	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

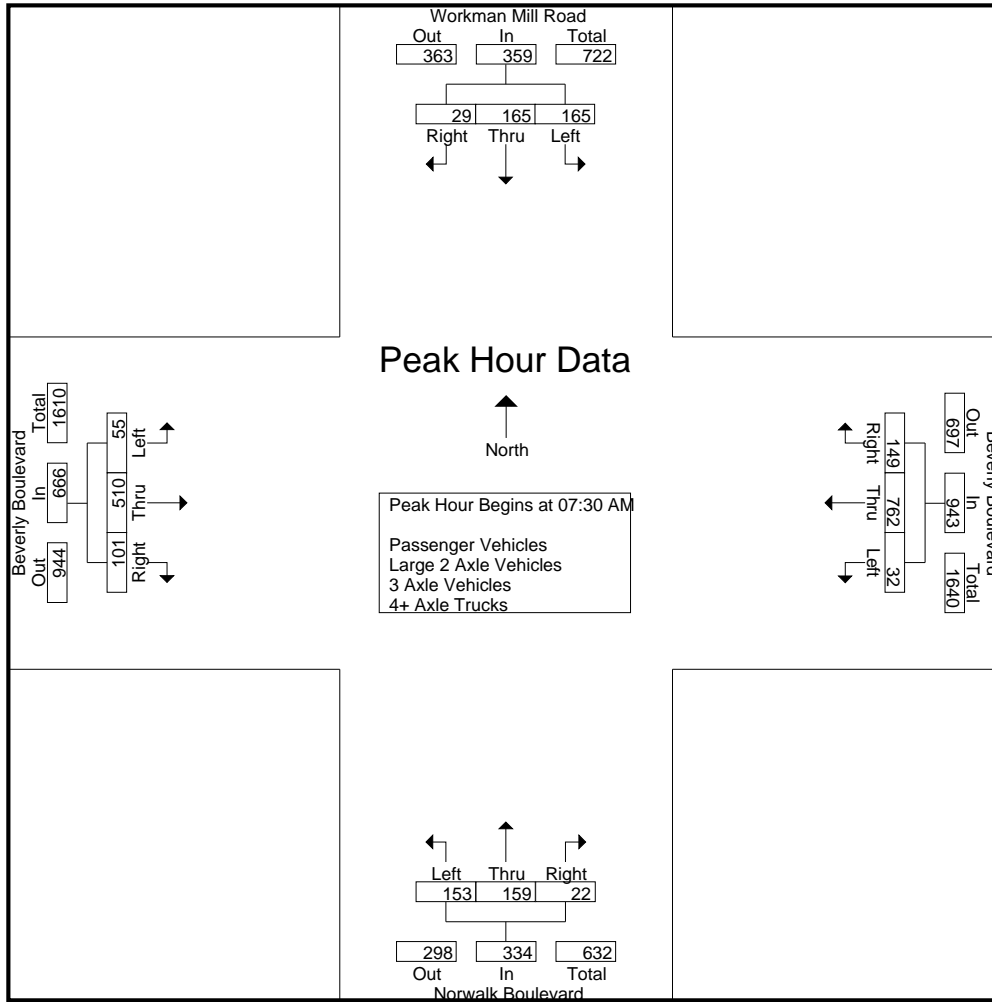
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	29	34	9	72	4	179	37	220	29	42	4	75	12	74	23	109	476
07:15 AM	35	31	10	76	9	172	41	222	35	26	5	66	11	93	22	126	490
07:30 AM	44	58	14	116	8	213	32	253	39	46	6	91	12	131	32	175	635
07:45 AM	40	42	3	85	12	199	56	267	51	58	2	111	10	132	35	177	640
Total	148	165	36	349	33	763	166	962	154	172	17	343	45	430	112	587	2241
08:00 AM	44	37	3	84	6	160	22	188	29	19	8	56	16	123	21	160	488
08:15 AM	37	28	9	74	6	190	39	235	34	36	6	76	17	124	13	154	539
08:30 AM	47	31	7	85	8	183	27	218	32	21	9	62	13	128	25	166	531
08:45 AM	46	35	13	94	12	136	39	187	30	33	11	74	12	146	23	181	536
Total	174	131	32	337	32	669	127	828	125	109	34	268	58	521	82	661	2094
Grand Total	322	296	68	686	65	1432	293	1790	279	281	51	611	103	951	194	1248	4335
Apprch %	46.9	43.1	9.9		3.6	80	16.4		45.7	46	8.3		8.3	76.2	15.5		
Total %	7.4	6.8	1.6	15.8	1.5	33	6.8	41.3	6.4	6.5	1.2	14.1	2.4	21.9	4.5	28.8	
Passenger Vehicles	312	273	68	653	62	1416	284	1762	276	262	47	585	90	930	187	1207	4207
% Passenger Vehicles	96.9	92.2	100	95.2	95.4	98.9	96.9	98.4	98.9	93.2	92.2	95.7	87.4	97.8	96.4	96.7	97
Large 2 Axle Vehicles	8	15	0	23	2	15	9	26	3	16	1	20	13	17	6	36	105
% Large 2 Axle Vehicles	2.5	5.1	0	3.4	3.1	1	3.1	1.5	1.1	5.7	2	3.3	12.6	1.8	3.1	2.9	2.4
3 Axle Vehicles	2	5	0	7	0	1	0	1	0	2	1	3	0	3	1	4	15
% 3 Axle Vehicles	0.6	1.7	0	1	0	0.1	0	0.1	0	0.7	2	0.5	0	0.3	0.5	0.3	0.3
4+ Axle Trucks	0	3	0	3	1	0	0	1	0	1	2	3	0	1	0	1	8
% 4+ Axle Trucks	0	1	0	0.4	1.5	0	0	0.1	0	0.4	3.9	0.5	0	0.1	0	0.1	0.2

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	44	58	14	116	8	213	32	253	39	46	6	91	12	131	32	175	635
07:45 AM	40	42	3	85	12	199	56	267	51	58	2	111	10	132	35	177	640
08:00 AM	44	37	3	84	6	160	22	188	29	19	8	56	16	123	21	160	488
08:15 AM	37	28	9	74	6	190	39	235	34	36	6	76	17	124	13	154	539
Total Volume	165	165	29	359	32	762	149	943	153	159	22	334	55	510	101	666	2302
% App. Total	46	46	8.1		3.4	80.8	15.8		45.8	47.6	6.6		8.3	76.6	15.2		
PHF	.938	.711	.518	.774	.667	.894	.665	.883	.750	.685	.688	.752	.809	.966	.721	.941	.899

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



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

	07:15 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	35	31	10	76	4	179	37	220	29	42	4	75	12	131	32	175
+15 mins.	44	58	14	116	9	172	41	222	35	26	5	66	10	132	35	177
+30 mins.	40	42	3	85	8	213	32	253	39	46	6	91	16	123	21	160
+45 mins.	44	37	3	84	12	199	56	267	51	58	2	111	17	124	13	154
Total Volume	163	168	30	361	33	763	166	962	154	172	17	343	55	510	101	666
% App. Total	45.2	46.5	8.3		3.4	79.3	17.3		44.9	50.1	5		8.3	76.6	15.2	
PHF	.926	.724	.536	.778	.688	.896	.741	.901	.755	.741	.708	.773	.809	.966	.721	.941

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

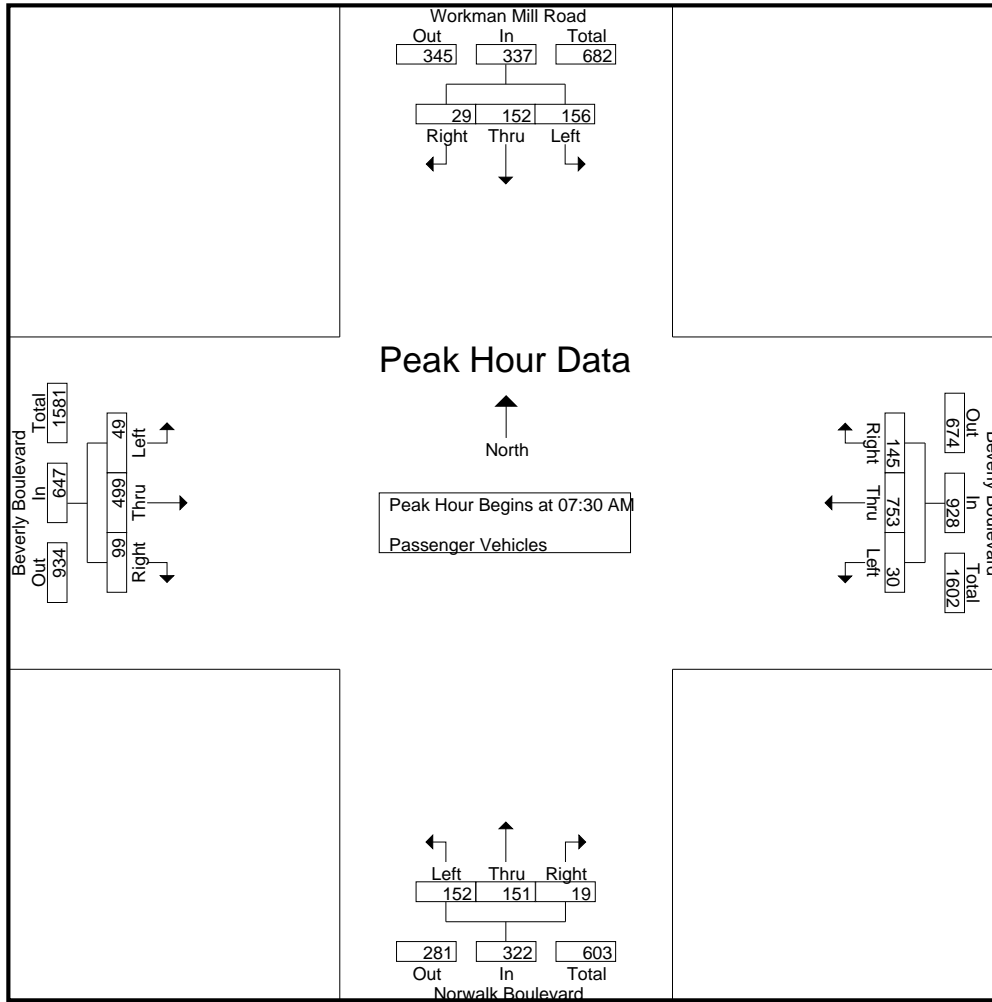
Groups Printed- Passenger Vehicles

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	29	32	9	70	4	176	36	216	29	39	4	72	8	71	21	100	458
07:15 AM	35	30	10	75	9	171	40	220	34	23	4	61	11	91	22	124	480
07:30 AM	40	53	14	107	8	212	32	252	39	46	5	90	10	130	32	172	621
07:45 AM	40	40	3	83	11	194	55	260	50	56	2	108	8	130	34	172	623
Total	144	155	36	335	32	753	163	948	152	164	15	331	37	422	109	568	2182
08:00 AM	43	33	3	79	6	158	21	185	29	16	7	52	15	121	20	156	472
08:15 AM	33	26	9	68	5	189	37	231	34	33	5	72	16	118	13	147	518
08:30 AM	46	28	7	81	8	181	26	215	32	18	9	59	12	126	24	162	517
08:45 AM	46	31	13	90	11	135	37	183	29	31	11	71	10	143	21	174	518
Total	168	118	32	318	30	663	121	814	124	98	32	254	53	508	78	639	2025
Grand Total	312	273	68	653	62	1416	284	1762	276	262	47	585	90	930	187	1207	4207
Apprch %	47.8	41.8	10.4		3.5	80.4	16.1		47.2	44.8	8		7.5	77.1	15.5		
Total %	7.4	6.5	1.6	15.5	1.5	33.7	6.8	41.9	6.6	6.2	1.1	13.9	2.1	22.1	4.4	28.7	

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	40	53	14	107	8	212	32	252	39	46	5	90	10	130	32	172	621
07:45 AM	40	40	3	83	11	194	55	260	50	56	2	108	8	130	34	172	623
08:00 AM	43	33	3	79	6	158	21	185	29	16	7	52	15	121	20	156	472
08:15 AM	33	26	9	68	5	189	37	231	34	33	5	72	16	118	13	147	518
Total Volume	156	152	29	337	30	753	145	928	152	151	19	322	49	499	99	647	2234
% App. Total	46.3	45.1	8.6		3.2	81.1	15.6		47.2	46.9	5.9		7.6	77.1	15.3		
PHF	.907	.717	.518	.787	.682	.888	.659	.892	.760	.674	.679	.745	.766	.960	.728	.940	.896

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	40	53	14	107	8	212	32	252	39	46	5	90	10	130	32	172
+15 mins.	40	40	3	83	11	194	55	260	50	56	2	108	8	130	34	172
+30 mins.	43	33	3	79	6	158	21	185	29	16	7	52	15	121	20	156
+45 mins.	33	26	9	68	5	189	37	231	34	33	5	72	16	118	13	147
Total Volume	156	152	29	337	30	753	145	928	152	151	19	322	49	499	99	647
% App. Total	46.3	45.1	8.6		3.2	81.1	15.6		47.2	46.9	5.9		7.6	77.1	15.3	
PHF	.907	.717	.518	.787	.682	.888	.659	.892	.760	.674	.679	.745	.766	.960	.728	.940

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

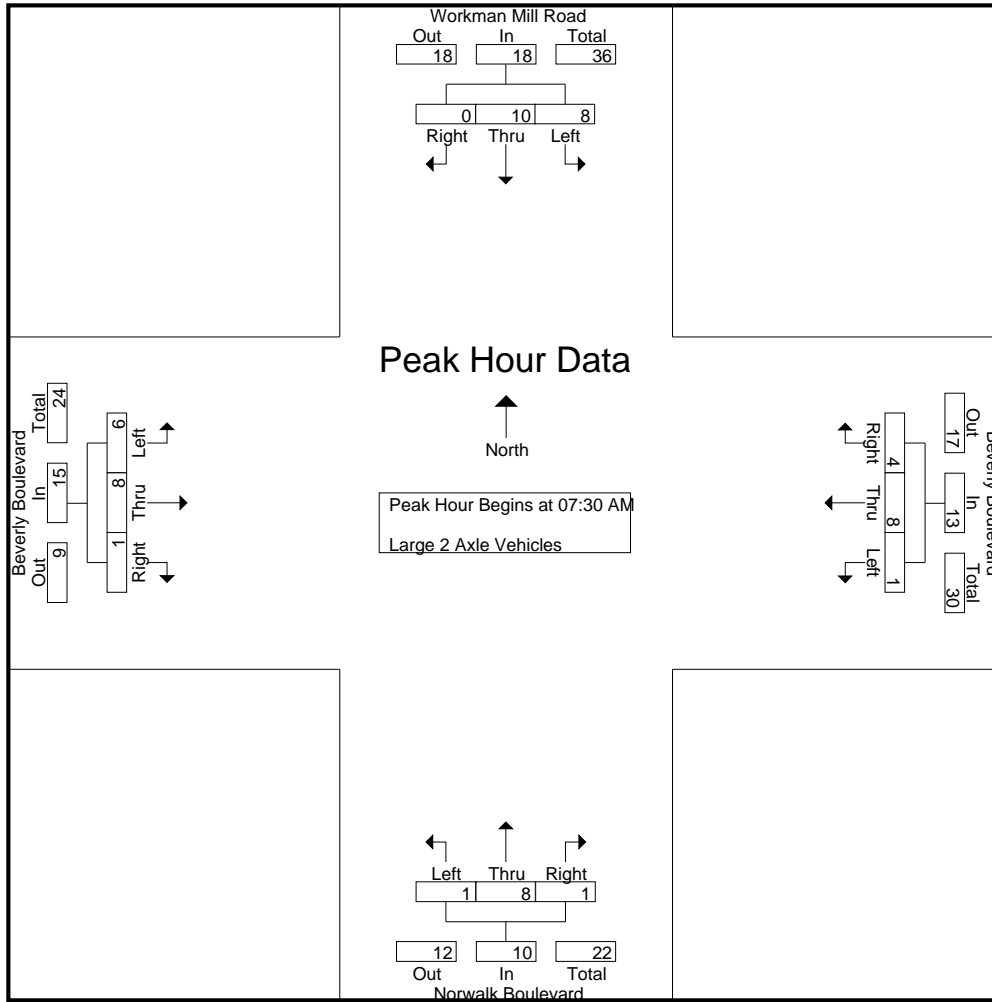
Groups Printed- Large 2 Axle Vehicles

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	0	3	1	4	0	2	0	2	4	2	2	8	16
07:15 AM	0	1	0	1	0	1	1	2	1	3	0	4	0	2	0	2	9
07:30 AM	3	4	0	7	0	1	0	1	0	0	0	0	2	1	0	3	11
07:45 AM	0	2	0	2	0	4	1	5	1	2	0	3	2	2	1	5	15
Total	3	9	0	12	0	9	3	12	2	7	0	9	8	7	3	18	51
08:00 AM	1	2	0	3	0	2	1	3	0	3	0	3	1	2	0	3	12
08:15 AM	4	2	0	6	1	1	2	4	0	3	1	4	1	3	0	4	18
08:30 AM	0	1	0	1	0	2	1	3	0	2	0	2	1	2	1	4	10
08:45 AM	0	1	0	1	1	1	2	4	1	1	0	2	2	3	2	7	14
Total	5	6	0	11	2	6	6	14	1	9	1	11	5	10	3	18	54
Grand Total	8	15	0	23	2	15	9	26	3	16	1	20	13	17	6	36	105
Apprch %	34.8	65.2	0		7.7	57.7	34.6		15	80	5		36.1	47.2	16.7		
Total %	7.6	14.3	0	21.9	1.9	14.3	8.6	24.8	2.9	15.2	1	19	12.4	16.2	5.7	34.3	

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	4	0	7	0	1	0	1	0	0	0	0	2	1	0	3	11
07:45 AM	0	2	0	2	0	4	1	5	1	2	0	3	2	2	1	5	15
08:00 AM	1	2	0	3	0	2	1	3	0	3	0	3	1	2	0	3	12
08:15 AM	4	2	0	6	1	1	2	4	0	3	1	4	1	3	0	4	18
Total Volume	8	10	0	18	1	8	4	13	1	8	1	10	6	8	1	15	56
% App. Total	44.4	55.6	0		7.7	61.5	30.8		10	80	10		40	53.3	6.7		
PHF	.500	.625	.000	.643	.250	.500	.500	.650	.250	.667	.250	.625	.750	.667	.250	.750	.778

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	3	4	0	7	0	1	0	1	0	0	0	0	2	1	0	3
+15 mins.	0	2	0	2	0	4	1	5	1	2	0	3	2	2	1	5
+30 mins.	1	2	0	3	0	2	1	3	0	3	0	3	1	2	0	3
+45 mins.	4	2	0	6	1	1	2	4	0	3	1	4	1	3	0	4
Total Volume	8	10	0	18	1	8	4	13	1	8	1	10	6	8	1	15
% App. Total	44.4	55.6	0		7.7	61.5	30.8		10	80	10		40	53.3	6.7	
PHF	.500	.625	.000	.643	.250	.500	.500	.650	.250	.667	.250	.625	.750	.667	.250	.750

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

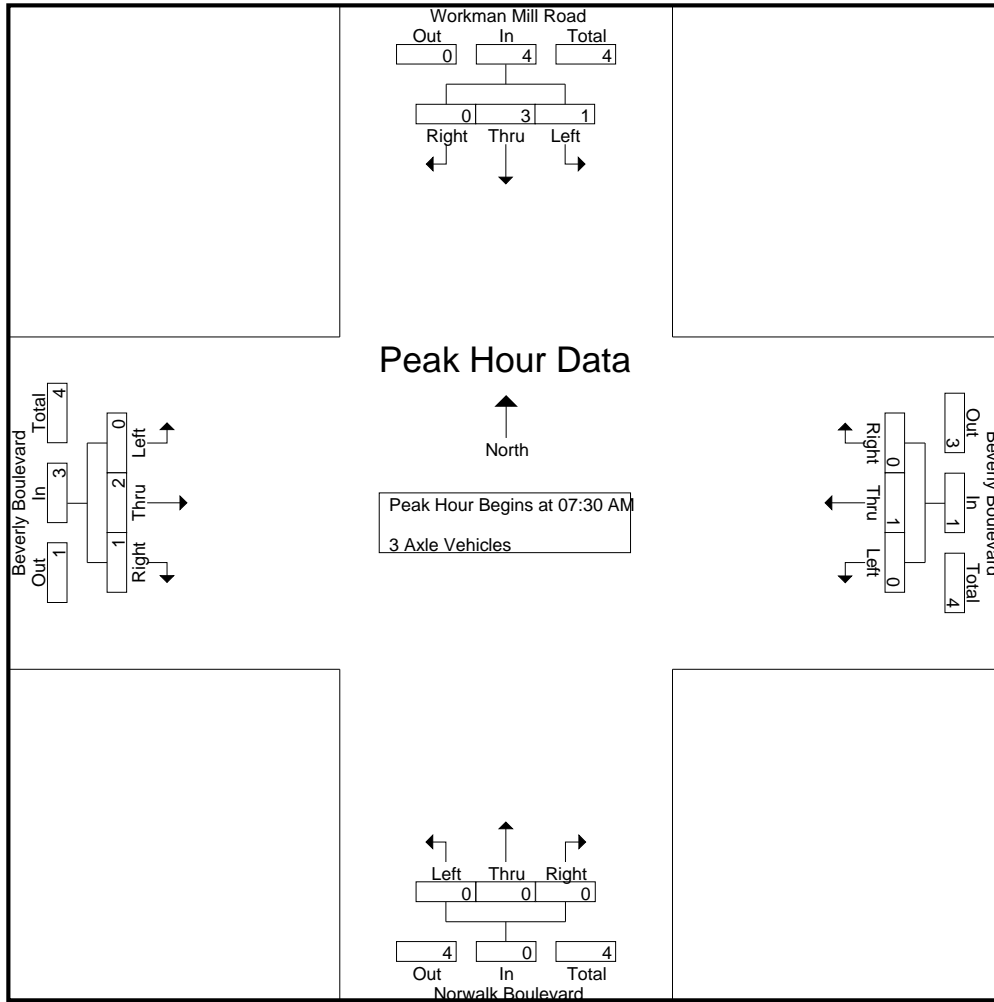
Groups Printed- 3 Axle Vehicles

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	0	1	0	1	0	1	1	2	0	1	0	1	6
08:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	1	4	0	5	0	0	0	0	0	1	0	1	0	2	1	3	9
Grand Total	2	5	0	7	0	1	0	1	0	2	1	3	0	3	1	4	15
Apprch %	28.6	71.4	0		0	100	0		0	66.7	33.3		0	75	25		
Total %	13.3	33.3	0	46.7	0	6.7	0	6.7	0	13.3	6.7	20	0	20	6.7	26.7	

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	1	3	0	4	0	1	0	1	0	0	0	0	0	2	1	3	8
% App. Total	25	75	0		0	100	0		0	0	0		0	66.7	33.3		
PHF	.250	.375	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.375	.667

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly AM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	1	3	0	4	0	1	0	1	0	0	0	0	0	2	1	3
% App. Total	25	75	0		0	100	0		0	0	0		0	66.7	33.3	
PHF	.250	.375	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.375

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly AM
 Site Code : 12220296
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 Page No : 1

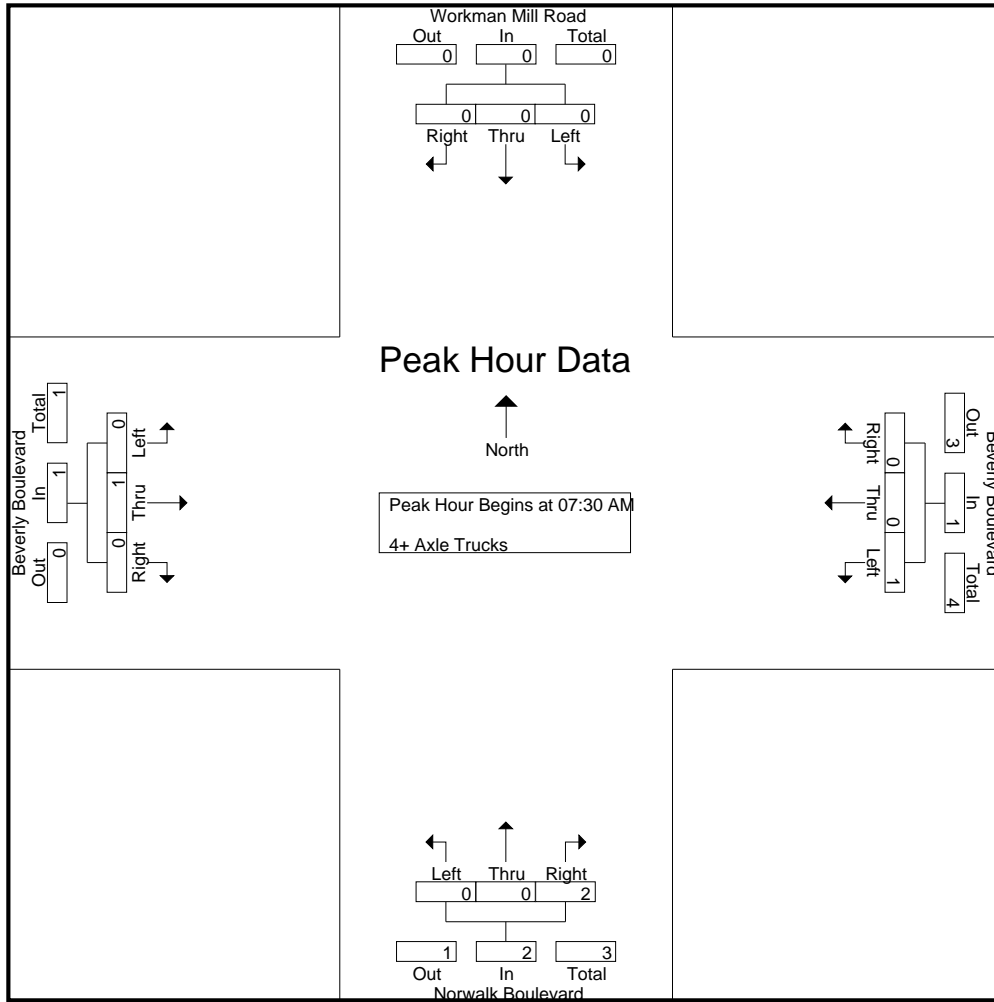
Groups Printed- 4+ Axle Trucks

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	3	0	0	0	0	0	1	1	2	0	1	0	1	6
Grand Total	0	3	0	3	1	0	0	1	0	1	2	3	0	1	0	1	8
Apprch %	0	100	0		100	0	0		0	33.3	66.7		0	100	0		
Total %	0	37.5	0	37.5	12.5	0	0	12.5	0	12.5	25	37.5	0	12.5	0	12.5	

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	1	0	0	1	0	0	2	2	0	1	0	1	4
% App. Total	0	0	0		100	0	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.500	.500	.000	.250	.000	.250	1.00

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly AM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM							
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1
Total Volume	0	0	0	0	1	0	0	1	0	0	2	2	0	1	0	1	0	1	0	1
% App. Total	0	0	0	0	100	0	0	0	0	0	100	0	0	100	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.500	.500	.000	.250	.000	.250	.000	.250	.000	.250

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly PM
 Site Code : 12220296
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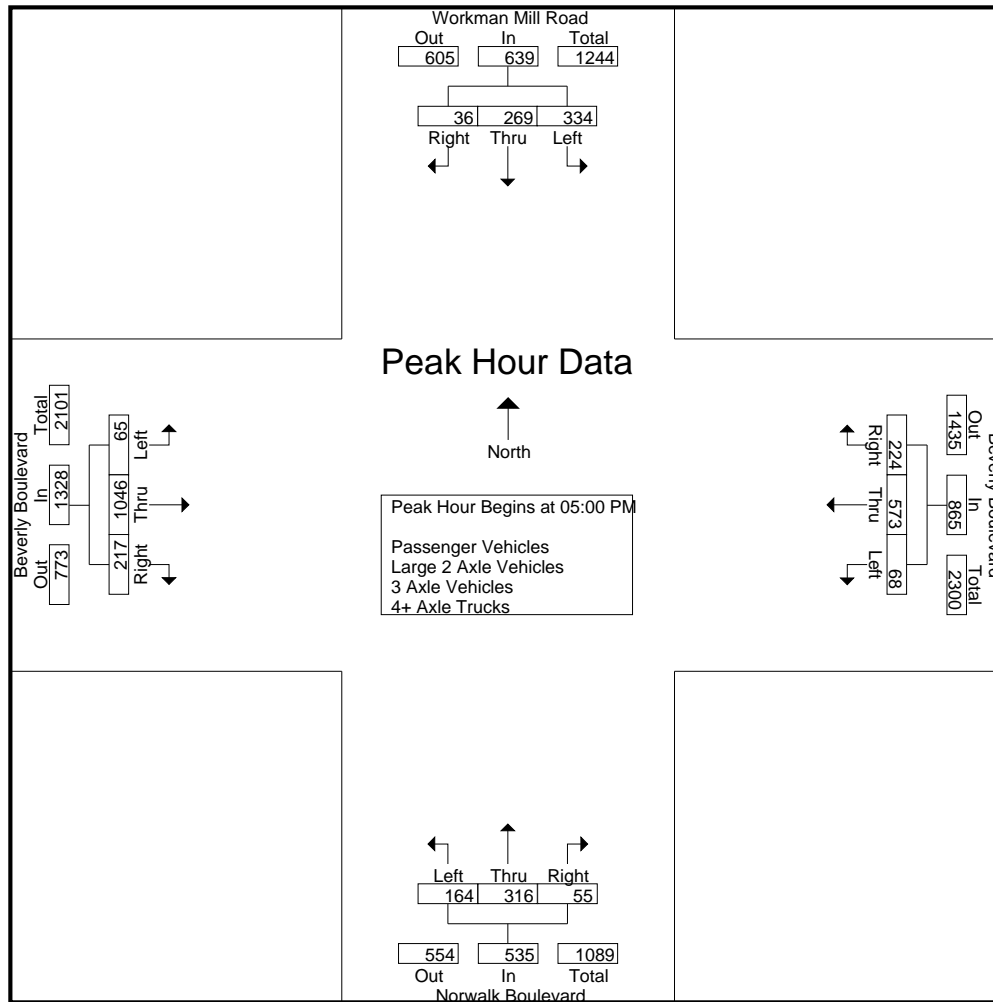
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	80	52	6	138	14	116	47	177	45	73	11	129	15	225	38	278	722
04:15 PM	67	49	10	126	19	163	56	238	44	71	4	119	21	221	63	305	788
04:30 PM	73	53	9	135	22	125	56	203	43	78	13	134	16	246	46	308	780
04:45 PM	67	48	7	122	19	125	55	199	32	87	10	129	23	225	54	302	752
Total	287	202	32	521	74	529	214	817	164	309	38	511	75	917	201	1193	3042
05:00 PM	77	63	7	147	23	150	67	240	40	80	17	137	12	257	65	334	858
05:15 PM	90	79	11	180	12	137	55	204	39	85	21	145	15	274	56	345	874
05:30 PM	85	75	6	166	15	161	56	232	42	73	7	122	18	286	55	359	879
05:45 PM	82	52	12	146	18	125	46	189	43	78	10	131	20	229	41	290	756
Total	334	269	36	639	68	573	224	865	164	316	55	535	65	1046	217	1328	3367
Grand Total	621	471	68	1160	142	1102	438	1682	328	625	93	1046	140	1963	418	2521	6409
Apprch %	53.5	40.6	5.9		8.4	65.5	26		31.4	59.8	8.9		5.6	77.9	16.6		
Total %	9.7	7.3	1.1	18.1	2.2	17.2	6.8	26.2	5.1	9.8	1.5	16.3	2.2	30.6	6.5	39.3	
Passenger Vehicles	613	448	68	1129	140	1090	428	1658	324	593	91	1008	130	1957	413	2500	6295
% Passenger Vehicles	98.7	95.1	100	97.3	98.6	98.9	97.7	98.6	98.8	94.9	97.8	96.4	92.9	99.7	98.8	99.2	98.2
Large 2 Axle Vehicles	8	10	0	18	1	12	8	21	3	10	2	15	10	3	5	18	72
% Large 2 Axle Vehicles	1.3	2.1	0	1.6	0.7	1.1	1.8	1.2	0.9	1.6	2.2	1.4	7.1	0.2	1.2	0.7	1.1
3 Axle Vehicles	0	0	0	0	1	0	1	2	0	8	0	8	0	2	0	2	12
% 3 Axle Vehicles	0	0	0	0	0.7	0	0.2	0.1	0	1.3	0	0.8	0	0.1	0	0.1	0.2
4+ Axle Trucks	0	13	0	13	0	0	1	1	1	14	0	15	0	1	0	1	30
% 4+ Axle Trucks	0	2.8	0	1.1	0	0	0.2	0.1	0.3	2.2	0	1.4	0	0.1	0	0	0.5

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	77	63	7	147	23	150	67	240	40	80	17	137	12	257	65	334	858
05:15 PM	90	79	11	180	12	137	55	204	39	85	21	145	15	274	56	345	874
05:30 PM	85	75	6	166	15	161	56	232	42	73	7	122	18	286	55	359	879
05:45 PM	82	52	12	146	18	125	46	189	43	78	10	131	20	229	41	290	756
Total Volume	334	269	36	639	68	573	224	865	164	316	55	535	65	1046	217	1328	3367
% App. Total	52.3	42.1	5.6		7.9	66.2	25.9		30.7	59.1	10.3		4.9	78.8	16.3		
PHF	.928	.851	.750	.888	.739	.890	.836	.901	.953	.929	.655	.922	.813	.914	.835	.925	.958

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

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

	05:00 PM				04:15 PM				04:30 PM				04:45 PM			
+0 mins.	77	63	7	147	19	163	56	238	43	78	13	134	23	225	54	302
+15 mins.	90	79	11	180	22	125	56	203	32	87	10	129	12	257	65	334
+30 mins.	85	75	6	166	19	125	55	199	40	80	17	137	15	274	56	345
+45 mins.	82	52	12	146	23	150	67	240	39	85	21	145	18	286	55	359
Total Volume	334	269	36	639	83	563	234	880	154	330	61	545	68	1042	230	1340
% App. Total	52.3	42.1	5.6		9.4	64	26.6		28.3	60.6	11.2		5.1	77.8	17.2	
PHF	.928	.851	.750	.888	.902	.863	.873	.917	.895	.948	.726	.940	.739	.911	.885	.933

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
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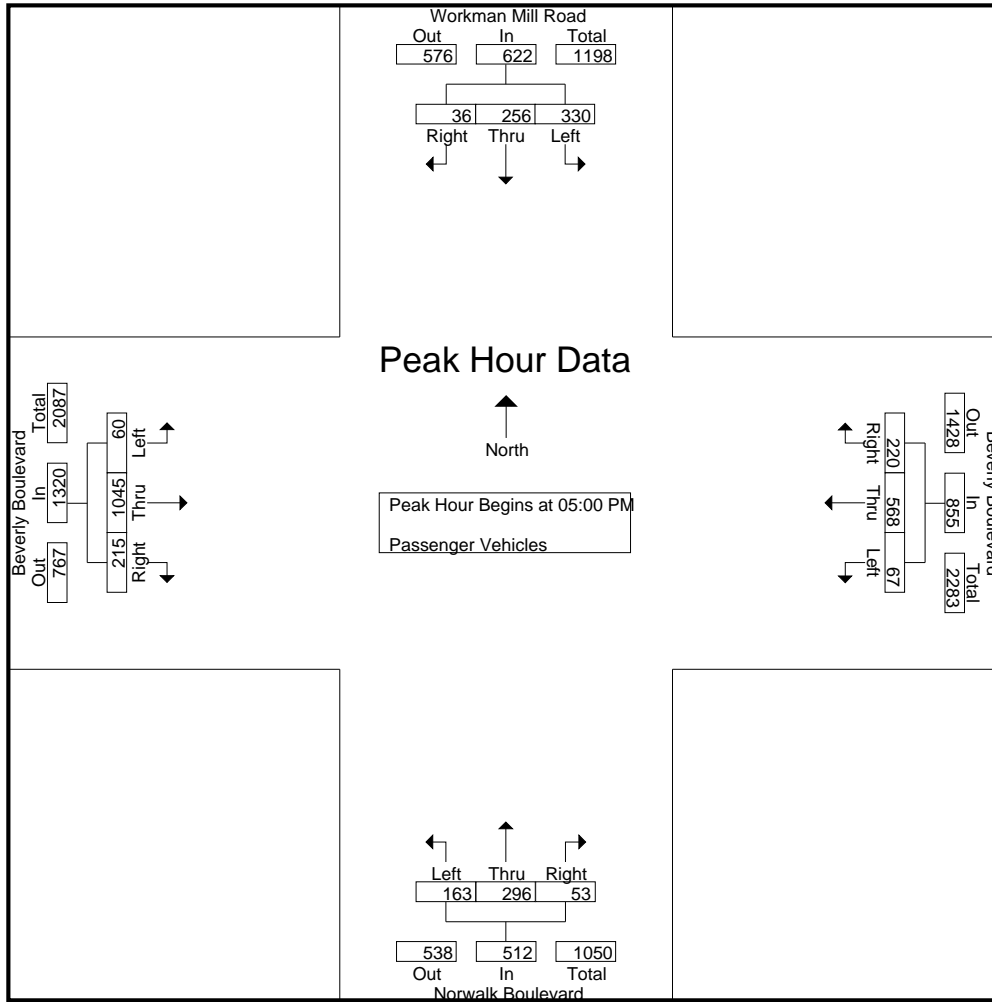
Groups Printed- Passenger Vehicles

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	80	49	6	135	14	115	45	174	44	70	11	125	14	225	37	276	710
04:15 PM	65	46	10	121	19	162	54	235	44	69	4	117	20	218	62	300	773
04:30 PM	71	50	9	130	21	122	55	198	43	75	13	131	14	244	46	304	763
04:45 PM	67	47	7	121	19	123	54	196	30	83	10	123	22	225	53	300	740
Total	283	192	32	507	73	522	208	803	161	297	38	496	70	912	198	1180	2986
05:00 PM	75	60	7	142	22	149	66	237	40	78	16	134	12	256	64	332	845
05:15 PM	89	76	11	176	12	135	55	202	38	79	21	138	13	274	55	342	858
05:30 PM	84	70	6	160	15	160	55	230	42	67	6	115	16	286	55	357	862
05:45 PM	82	50	12	144	18	124	44	186	43	72	10	125	19	229	41	289	744
Total	330	256	36	622	67	568	220	855	163	296	53	512	60	1045	215	1320	3309
Grand Total	613	448	68	1129	140	1090	428	1658	324	593	91	1008	130	1957	413	2500	6295
Apprch %	54.3	39.7	6		8.4	65.7	25.8		32.1	58.8	9		5.2	78.3	16.5		
Total %	9.7	7.1	1.1	17.9	2.2	17.3	6.8	26.3	5.1	9.4	1.4	16	2.1	31.1	6.6	39.7	

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	75	60	7	142	22	149	66	237	40	78	16	134	12	256	64	332	845
05:15 PM	89	76	11	176	12	135	55	202	38	79	21	138	13	274	55	342	858
05:30 PM	84	70	6	160	15	160	55	230	42	67	6	115	16	286	55	357	862
05:45 PM	82	50	12	144	18	124	44	186	43	72	10	125	19	229	41	289	744
Total Volume	330	256	36	622	67	568	220	855	163	296	53	512	60	1045	215	1320	3309
% App. Total	53.1	41.2	5.8		7.8	66.4	25.7		31.8	57.8	10.4		4.5	79.2	16.3		
PHF	.927	.842	.750	.884	.761	.888	.833	.902	.948	.937	.631	.928	.789	.913	.840	.924	.960

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly PM
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 Start Date : 8/18/2020
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	75	60	7	142	22	149	66	237	40	78	16	134	12	256	64	332
+15 mins.	89	76	11	176	12	135	55	202	38	79	21	138	13	274	55	342
+30 mins.	84	70	6	160	15	160	55	230	42	67	6	115	16	286	55	357
+45 mins.	82	50	12	144	18	124	44	186	43	72	10	125	19	229	41	289
Total Volume	330	256	36	622	67	568	220	855	163	296	53	512	60	1045	215	1320
% App. Total	53.1	41.2	5.8		7.8	66.4	25.7		31.8	57.8	10.4		4.5	79.2	16.3	
PHF	.927	.842	.750	.884	.761	.888	.833	.902	.948	.937	.631	.928	.789	.913	.840	.924

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
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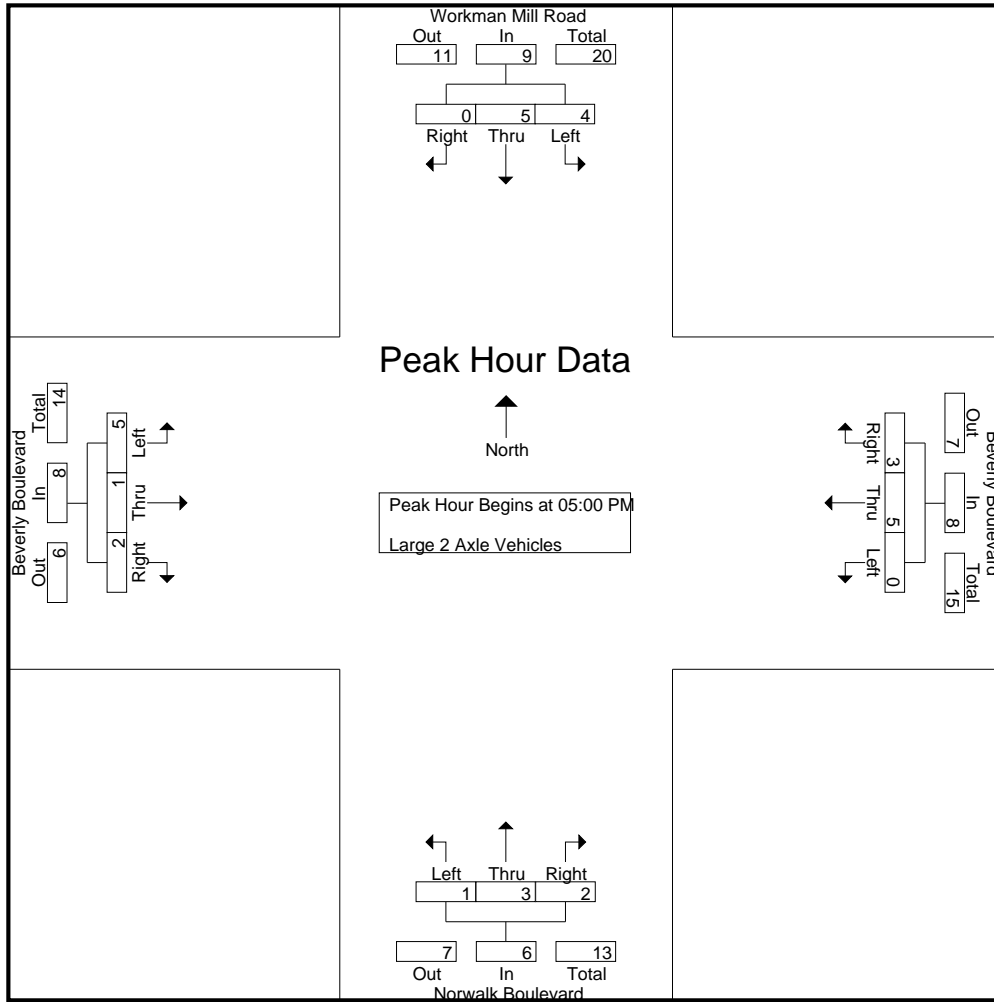
Groups Printed- Large 2 Axle Vehicles

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	1	2	3	1	1	0	2	1	0	1	2	8
04:15 PM	2	1	0	3	0	1	1	2	0	2	0	2	1	2	1	4	11
04:30 PM	2	2	0	4	1	3	1	5	0	2	0	2	2	0	0	2	13
04:45 PM	0	1	0	1	0	2	1	3	1	2	0	3	1	0	1	2	9
Total	4	5	0	9	1	7	5	13	2	7	0	9	5	2	3	10	41
05:00 PM	2	2	0	4	0	1	1	2	0	0	1	1	0	1	1	2	9
05:15 PM	1	1	0	2	0	2	0	2	1	2	0	3	2	0	1	3	10
05:30 PM	1	2	0	3	0	1	1	2	0	1	1	2	2	0	0	2	9
05:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	1	3
Total	4	5	0	9	0	5	3	8	1	3	2	6	5	1	2	8	31
Grand Total	8	10	0	18	1	12	8	21	3	10	2	15	10	3	5	18	72
Apprch %	44.4	55.6	0		4.8	57.1	38.1		20	66.7	13.3		55.6	16.7	27.8		
Total %	11.1	13.9	0	25	1.4	16.7	11.1	29.2	4.2	13.9	2.8	20.8	13.9	4.2	6.9	25	

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	2	0	4	0	1	1	2	0	0	1	1	0	1	1	2	9
05:15 PM	1	1	0	2	0	2	0	2	1	2	0	3	2	0	1	3	10
05:30 PM	1	2	0	3	0	1	1	2	0	1	1	2	2	0	0	2	9
05:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	1	3
Total Volume	4	5	0	9	0	5	3	8	1	3	2	6	5	1	2	8	31
% App. Total	44.4	55.6	0		0	62.5	37.5		16.7	50	33.3		62.5	12.5	25		
PHF	.500	.625	.000	.563	.000	.625	.750	1.00	.250	.375	.500	.500	.625	.250	.500	.667	.775

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly PM
 Site Code : 12220296
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	2	2	0	4	0	1	1	2	0	0	1	1	0	1	1	2
+15 mins.	1	1	0	2	0	2	0	2	1	2	0	3	2	0	1	3
+30 mins.	1	2	0	3	0	1	1	2	0	1	1	2	2	0	0	2
+45 mins.	0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	1
Total Volume	4	5	0	9	0	5	3	8	1	3	2	6	5	1	2	8
% App. Total	44.4	55.6	0		0	62.5	37.5		16.7	50	33.3		62.5	12.5	25	
PHF	.500	.625	.000	.563	.000	.625	.750	1.000	.250	.375	.500	.500	.625	.250	.500	.667

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

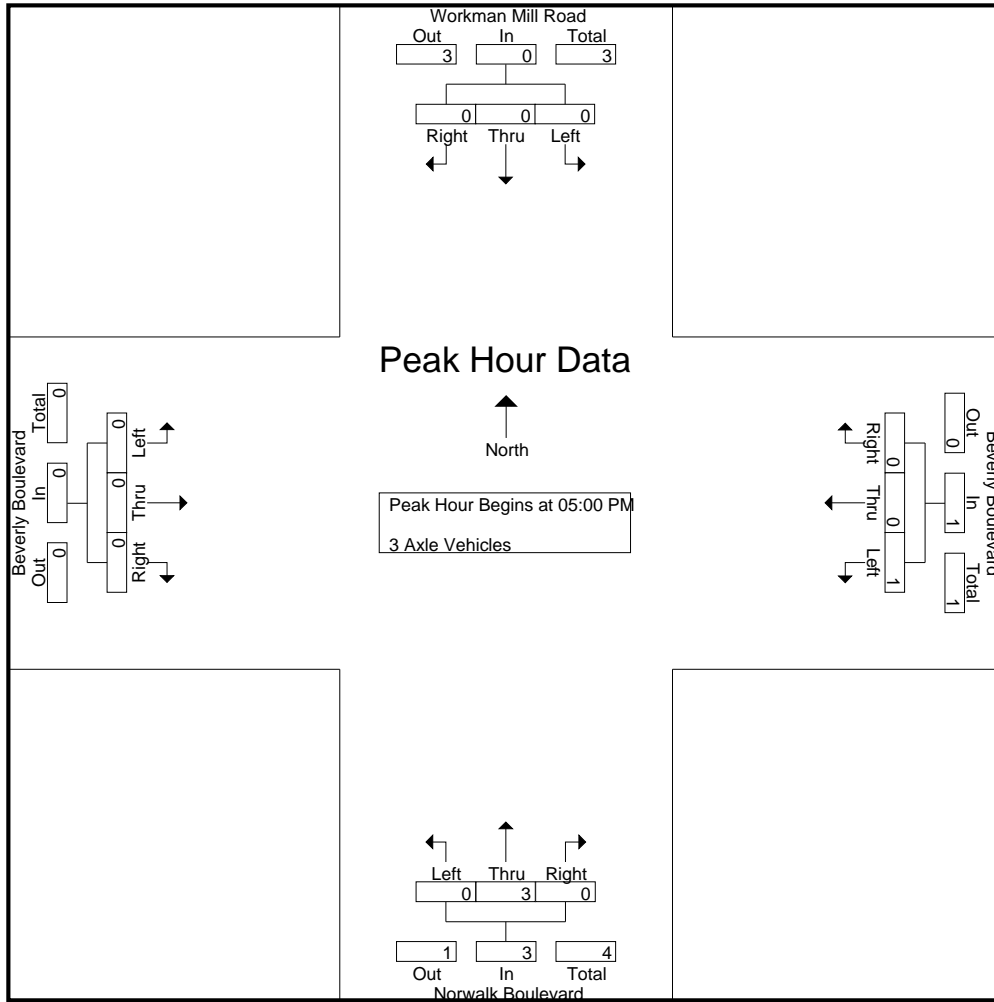
Groups Printed- 3 Axle Vehicles

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	1	1	0	5	0	5	0	2	0	2	8
05:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	3	0	3	0	0	0	0	4
Grand Total	0	0	0	0	1	0	1	2	0	8	0	8	0	2	0	2	12
Apprch %	0	0	0		50	0	50		0	100	0		0	100	0		
Total %	0	0	0		8.3	0	8.3	16.7	0	66.7	0	66.7	0	16.7	0	16.7	

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	3	0	3	0	0	0	0	4
% App. Total	0	0	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000	.500

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly PM
 Site Code : 12220296
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM							
+0 mins.	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	3	0	3	0	0	0	0
% App. Total	0	0	0	0	100	0	0	0	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

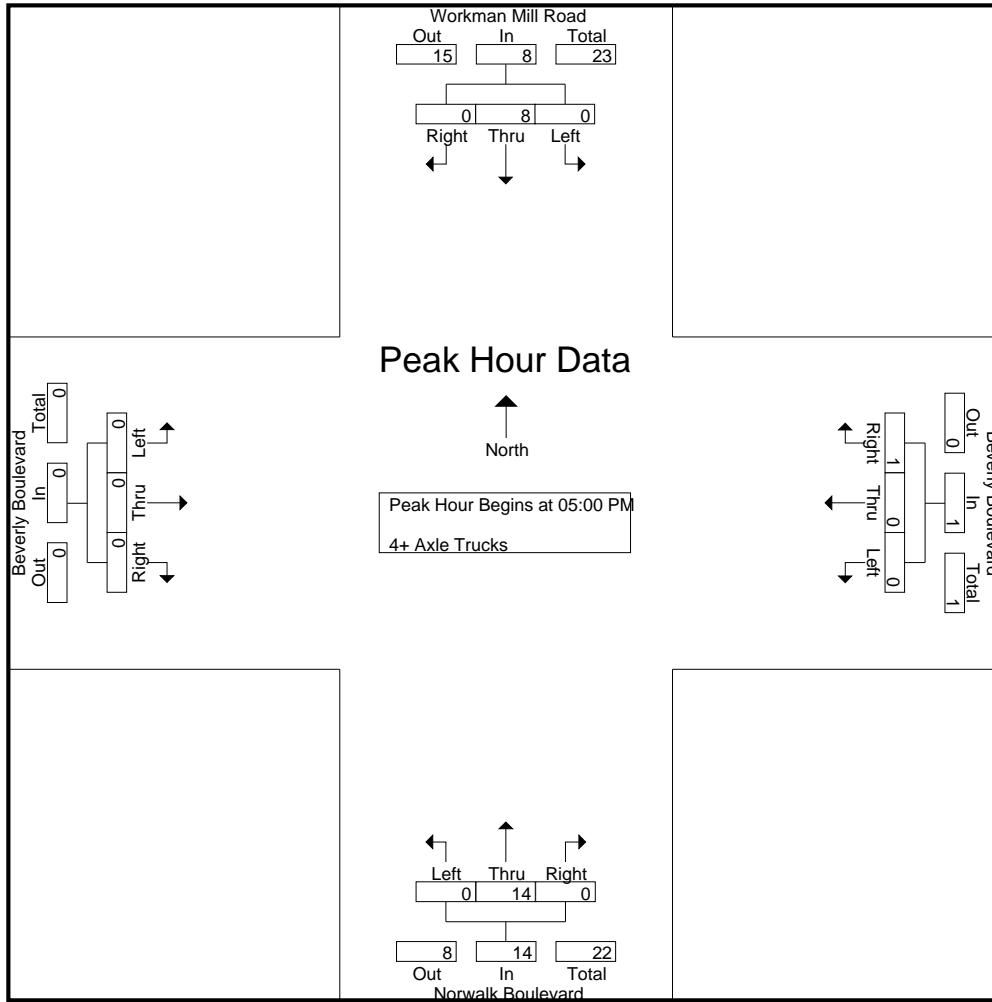
Groups Printed- 4+ Axle Trucks

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	5	0	5	0	0	0	0	0	1	0	0	1	0	1	0	1	7
05:00 PM	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	0	2	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	4
05:30 PM	0	3	0	3	0	0	0	0	0	0	5	0	5	0	0	0	0	8
05:45 PM	0	2	0	2	0	0	1	1	0	6	0	6	0	0	0	0	0	9
Total	0	8	0	8	0	0	1	1	0	14	0	14	0	0	0	0	0	23
Grand Total	0	13	0	13	0	0	1	1	1	14	0	15	0	1	0	1	1	30
Apprch %	0	100	0		0	0	100		6.7	93.3	0		0	100	0			
Total %	0	43.3	0	43.3	0	0	3.3	3.3	3.3	46.7	0	50	0	3.3	0	3.3		

Start Time	Workman Mill Road Southbound				Beverly Boulevard Westbound				Norwalk Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 05:00 PM																		
05:00 PM	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	4
05:30 PM	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	0	8
05:45 PM	0	2	0	2	0	0	1	1	0	6	0	6	0	0	0	0	0	9
Total Volume	0	8	0	8	0	0	1	1	0	14	0	14	0	0	0	0	0	23
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0			
PHF	.000	.667	.000	.667	.000	.000	.250	.250	.000	.583	.000	.583	.000	.000	.000	.000	.000	.639

City of Pico Rivera
 N/S: Workman Mill Road/Norwalk Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 04_PRV_Workman_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0
+45 mins.	0	2	0	2	0	0	1	1	0	6	0	6	0	0	0	0
Total Volume	0	8	0	8	0	0	1	1	0	14	0	14	0	0	0	0
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0	
PHF	.000	.667	.000	.667	.000	.000	.250	.250	.000	.583	.000	.583	.000	.000	.000	.000

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

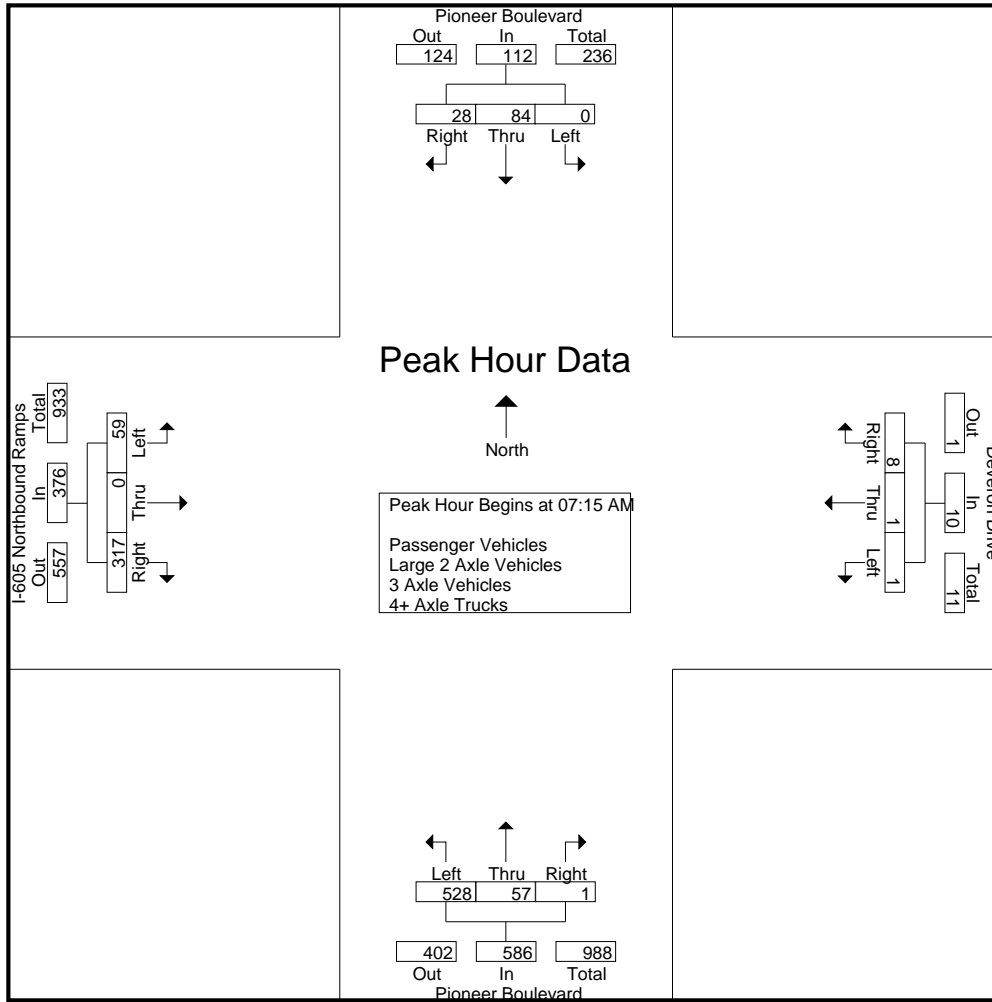
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	23	3	26	0	0	1	1	122	16	0	138	8	0	63	71	236
07:15 AM	0	22	8	30	0	0	1	1	138	16	0	154	12	0	72	84	269
07:30 AM	0	24	12	36	0	0	2	2	137	14	0	151	9	0	67	76	265
07:45 AM	0	24	4	28	1	0	1	2	131	19	1	151	23	0	99	122	303
Total	0	93	27	120	1	0	5	6	528	65	1	594	52	0	301	353	1073
08:00 AM	0	14	4	18	0	1	4	5	122	8	0	130	15	0	79	94	247
08:15 AM	0	28	5	33	0	1	1	2	113	17	0	130	8	0	77	85	250
08:30 AM	0	29	3	32	0	1	1	2	120	18	1	139	10	0	83	93	266
08:45 AM	0	29	8	37	0	0	0	0	91	17	0	108	10	0	82	92	237
Total	0	100	20	120	0	3	6	9	446	60	1	507	43	0	321	364	1000
Grand Total	0	193	47	240	1	3	11	15	974	125	2	1101	95	0	622	717	2073
Apprch %	0	80.4	19.6		6.7	20	73.3		88.5	11.4	0.2		13.2	0	86.8		
Total %	0	9.3	2.3	11.6	0	0.1	0.5	0.7	4.7	6	0.1	53.1	4.6	0	30	34.6	
Passenger Vehicles	0	175	46	221	1	3	11	15	948	121	2	1071	93	0	581	674	1981
% Passenger Vehicles	0	90.7	97.9	92.1	100	100	100	100	97.3	96.8	100	97.3	97.9	0	93.4	94	95.6
Large 2 Axle Vehicles	0	11	1	12	0	0	0	0	14	2	0	16	2	0	16	18	46
% Large 2 Axle Vehicles	0	5.7	2.1	5	0	0	0	0	1.4	1.6	0	1.5	2.1	0	2.6	2.5	2.2
3 Axle Vehicles	0	7	0	7	0	0	0	0	4	2	0	6	0	0	18	18	31
% 3 Axle Vehicles	0	3.6	0	2.9	0	0	0	0	0.4	1.6	0	0.5	0	0	2.9	2.5	1.5
4+ Axle Trucks	0	0	0	0	0	0	0	0	8	0	0	8	0	0	7	7	15
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0.8	0	0	0.7	0	0	1.1	1	0.7

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	22	8	30	0	0	1	1	138	16	0	154	12	0	72	84	269
07:30 AM	0	24	12	36	0	0	2	2	137	14	0	151	9	0	67	76	265
07:45 AM	0	24	4	28	1	0	1	2	131	19	1	151	23	0	99	122	303
08:00 AM	0	14	4	18	0	1	4	5	122	8	0	130	15	0	79	94	247
Total Volume	0	84	28	112	1	1	8	10	528	57	1	586	59	0	317	376	1084
% App. Total	0	75	25		10	10	80		90.1	9.7	0.2		15.7	0	84.3		
PHF	.000	.875	.583	.778	.250	.250	.500	.500	.957	.750	.250	.951	.641	.000	.801	.770	.894

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



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

	07:00 AM				07:30 AM				07:00 AM				07:45 AM			
+0 mins.	0	23	3	26	0	0	2	2	122	16	0	138	23	0	99	122
+15 mins.	0	22	8	30	1	0	1	2	138	16	0	154	15	0	79	94
+30 mins.	0	24	12	36	0	1	4	5	137	14	0	151	8	0	77	85
+45 mins.	0	24	4	28	0	1	1	2	131	19	1	151	10	0	83	93
Total Volume	0	93	27	120	1	2	8	11	528	65	1	594	56	0	338	394
% App. Total	0	77.5	22.5		9.1	18.2	72.7		88.9	10.9	0.2		14.2	0	85.8	
PHF	.000	.969	.563	.833	.250	.500	.500	.550	.957	.855	.250	.964	.609	.000	.854	.807

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

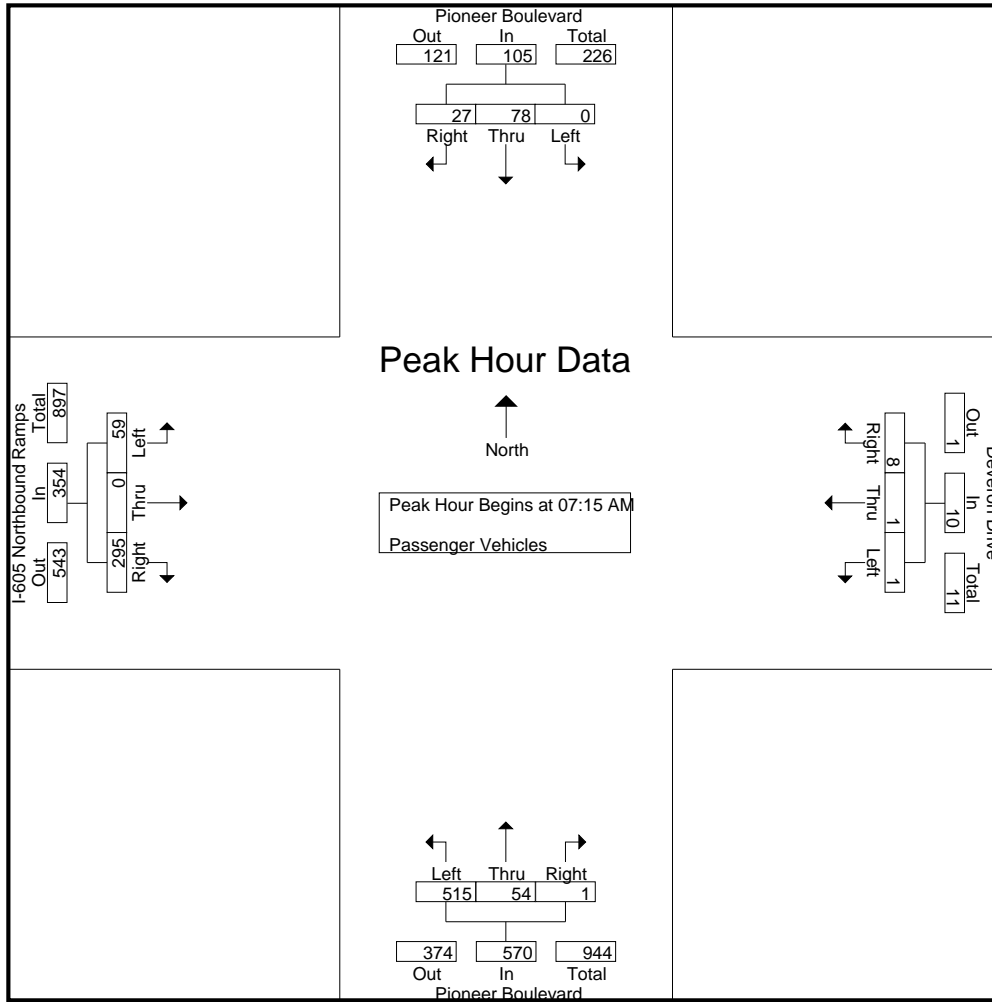
Groups Printed- Passenger Vehicles

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	20	3	23	0	0	1	1	120	15	0	135	7	0	58	65	224
07:15 AM	0	21	8	29	0	0	1	1	137	14	0	151	12	0	69	81	262
07:30 AM	0	22	11	33	0	0	2	2	133	14	0	147	9	0	60	69	251
07:45 AM	0	22	4	26	1	0	1	2	129	18	1	148	23	0	97	120	296
Total	0	85	26	111	1	0	5	6	519	61	1	581	51	0	284	335	1033
08:00 AM	0	13	4	17	0	1	4	5	116	8	0	124	15	0	69	84	230
08:15 AM	0	23	5	28	0	1	1	2	111	17	0	128	7	0	70	77	235
08:30 AM	0	29	3	32	0	1	1	2	112	18	1	131	10	0	81	91	256
08:45 AM	0	25	8	33	0	0	0	0	90	17	0	107	10	0	77	87	227
Total	0	90	20	110	0	3	6	9	429	60	1	490	42	0	297	339	948
Grand Total	0	175	46	221	1	3	11	15	948	121	2	1071	93	0	581	674	1981
Apprch %	0	79.2	20.8		6.7	20	73.3		88.5	11.3	0.2		13.8	0	86.2		
Total %	0	8.8	2.3	11.2	0.1	0.2	0.6	0.8	47.9	6.1	0.1	54.1	4.7	0	29.3	34	

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	21	8	29	0	0	1	1	137	14	0	151	12	0	69	81	262
07:30 AM	0	22	11	33	0	0	2	2	133	14	0	147	9	0	60	69	251
07:45 AM	0	22	4	26	1	0	1	2	129	18	1	148	23	0	97	120	296
08:00 AM	0	13	4	17	0	1	4	5	116	8	0	124	15	0	69	84	230
Total Volume	0	78	27	105	1	1	8	10	515	54	1	570	59	0	295	354	1039
% App. Total	0	74.3	25.7		10	10	80		90.4	9.5	0.2		16.7	0	83.3		
PHF	.000	.886	.614	.795	.250	.250	.500	.500	.940	.750	.250	.944	.641	.000	.760	.738	.878

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	21	8	29	0	0	1	1	137	14	0	151	12	0	69	81
+15 mins.	0	22	11	33	0	0	2	2	133	14	0	147	9	0	60	69
+30 mins.	0	22	4	26	1	0	1	2	129	18	1	148	23	0	97	120
+45 mins.	0	13	4	17	0	1	4	5	116	8	0	124	15	0	69	84
Total Volume	0	78	27	105	1	1	8	10	515	54	1	570	59	0	295	354
% App. Total	0	74.3	25.7		10	10	80		90.4	9.5	0.2		16.7	0	83.3	
PHF	.000	.886	.614	.795	.250	.250	.500	.500	.940	.750	.250	.944	.641	.000	.760	.738

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

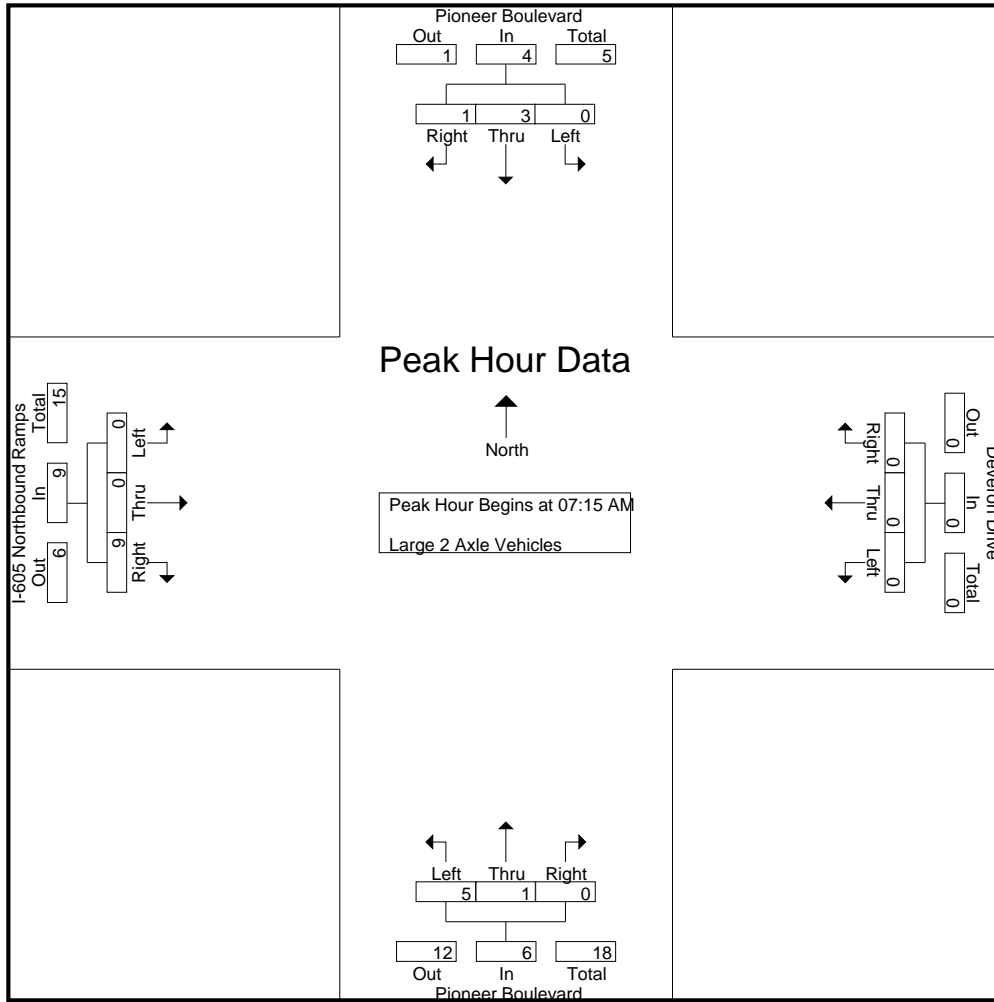
Groups Printed- Large 2 Axle Vehicles

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	2	1	0	3	1	0	2	3	7
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	1	1	2	0	0	0	0	2	0	0	2	0	0	4	4	8
07:45 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	1	1	3
Total	0	4	1	5	0	0	0	0	5	2	0	7	1	0	7	8	20
08:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4	4	6
08:15 AM	0	5	0	5	0	0	0	0	0	0	0	0	1	0	3	4	9
08:30 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	6
08:45 AM	0	2	0	2	0	0	0	0	1	0	0	1	0	0	2	2	5
Total	0	7	0	7	0	0	0	0	9	0	0	9	1	0	9	10	26
Grand Total	0	11	1	12	0	0	0	0	14	2	0	16	2	0	16	18	46
Apprch %	0	91.7	8.3		0	0	0		87.5	12.5	0		11.1	0	88.9		
Total %	0	23.9	2.2	26.1	0	0	0	0	30.4	4.3	0	34.8	4.3	0	34.8	39.1	

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	1	1	2	0	0	0	0	2	0	0	2	0	0	4	4	8
07:45 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	1	1	3
08:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4	4	6
Total Volume	0	3	1	4	0	0	0	0	5	1	0	6	0	0	9	9	19
% App. Total	0	75	25		0	0	0		83.3	16.7	0		0	0	100		
PHF	.000	.750	.250	.500	.000	.000	.000	.000	.625	.250	.000	.750	.000	.000	.563	.563	.594

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM							
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	1	1	2	0	0	0	0	2	0	0	2	0	0	4	4
+30 mins.	0	1	0	1	0	0	0	0	1	0	0	1	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4	4
Total Volume	0	3	1	4	0	0	0	0	5	1	0	6	0	0	9	9
% App. Total	0	75	25		0	0	0		83.3	16.7	0		0	0	100	
PHF	.000	.750	.250	.500	.000	.000	.000	.000	.625	.250	.000	.750	.000	.000	.563	.563

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

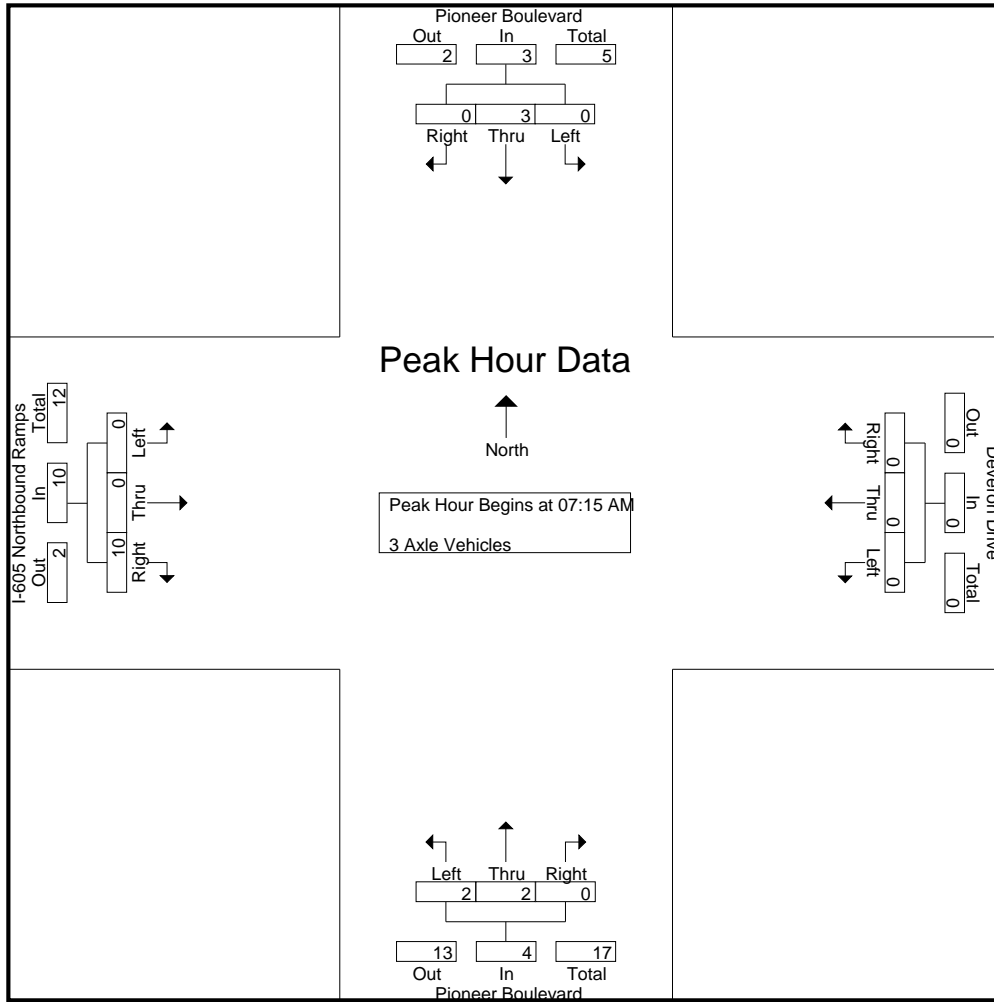
Groups Printed- 3 Axle Vehicles

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	2	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	2
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	3	4
07:45 AM	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	2
Total	0	4	0	4	0	0	0	0	0	0	2	0	2	0	6	6	12
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	0	2	0	0	6	9
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	3
08:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	2	4
Total	0	3	0	3	0	0	0	0	0	4	0	0	4	0	0	12	19
Grand Total	0	7	0	7	0	0	0	0	0	4	2	0	6	0	0	18	31
Apprch %	0	100	0		0	0	0			66.7	33.3	0		0	0	100	
Total %	0	22.6	0	22.6	0	0	0	0	0	12.9	6.5	0	19.4	0	0	58.1	58.1

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	4
07:45 AM	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	0	2	0	0	6	6	9
Total Volume	0	3	0	3	0	0	0	0	0	2	2	0	4	0	0	10	10	17
% App. Total	0	100	0		0	0	0			50	50	0		0	0	100		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.250	.500	.000	.500	.000	.000	.417	.417	.472

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N AM
 Site Code : 12220296
 Start Date : 8/18/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	3
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	2	0	0	2	0	0	6	6
Total Volume	0	3	0	3	0	0	0	0	2	2	0	4	0	0	10	10
% App. Total	0	100	0		0	0	0		50	50	0		0	0	100	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.250	.500	.000	.500	.000	.000	.417	.417

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

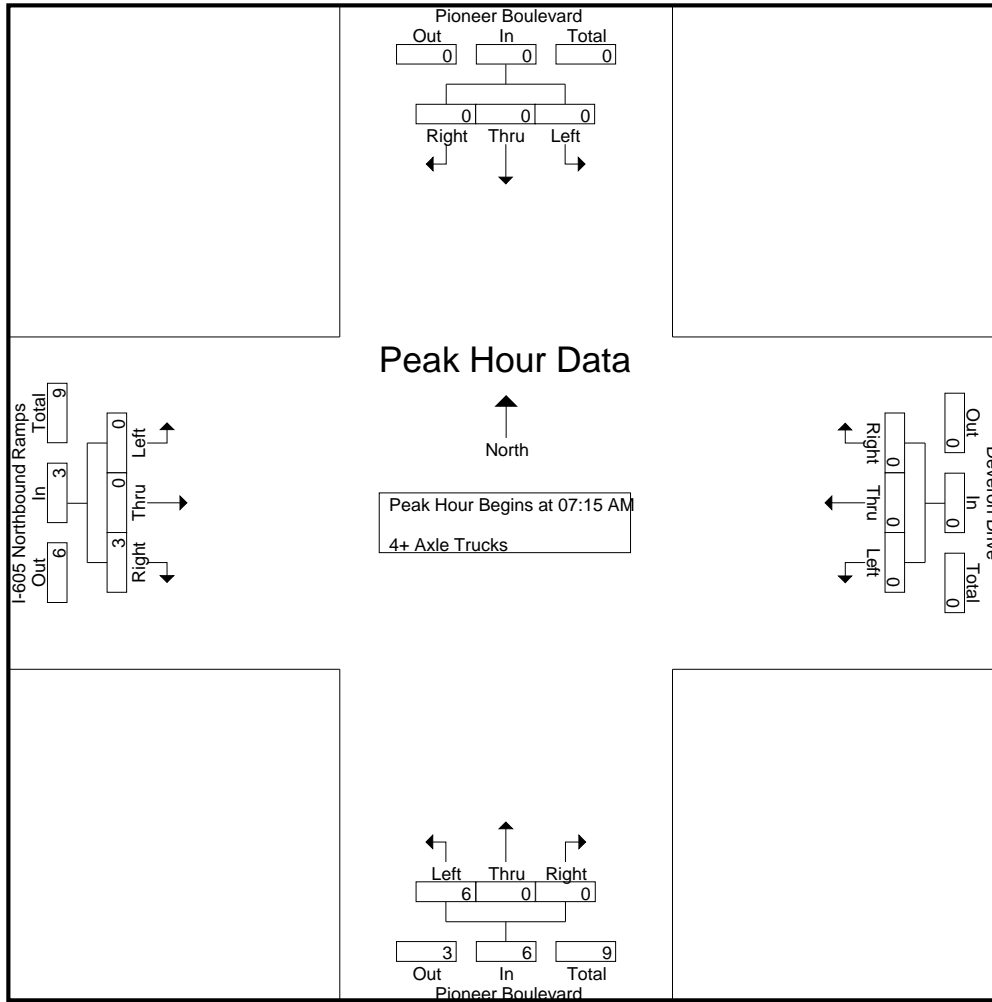
Groups Printed- 4+ Axle Trucks

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	3
07:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	4	0	0	4	0	0	4	4	8
08:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	4	0	0	4	0	0	3	3	7
Grand Total	0	0	0	0	0	0	0	0	8	0	0	8	0	0	7	7	15
Apprch %	0	0	0		0	0	0		100	0	0		0	0	100		
Total %	0	0	0	0	0	0	0	0	53.3	0	0	53.3	0	0	46.7	46.7	

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	3
07:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
08:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	6	0	0	6	0	0	3	3	9
% App. Total	0	0	0		0	0	0		100	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.375	.375	.750

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2
+15 mins.	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	6	0	0	6	0	0	3	3
% App. Total	0	0	0	0	0	0	0	0	100	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.375	.375

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

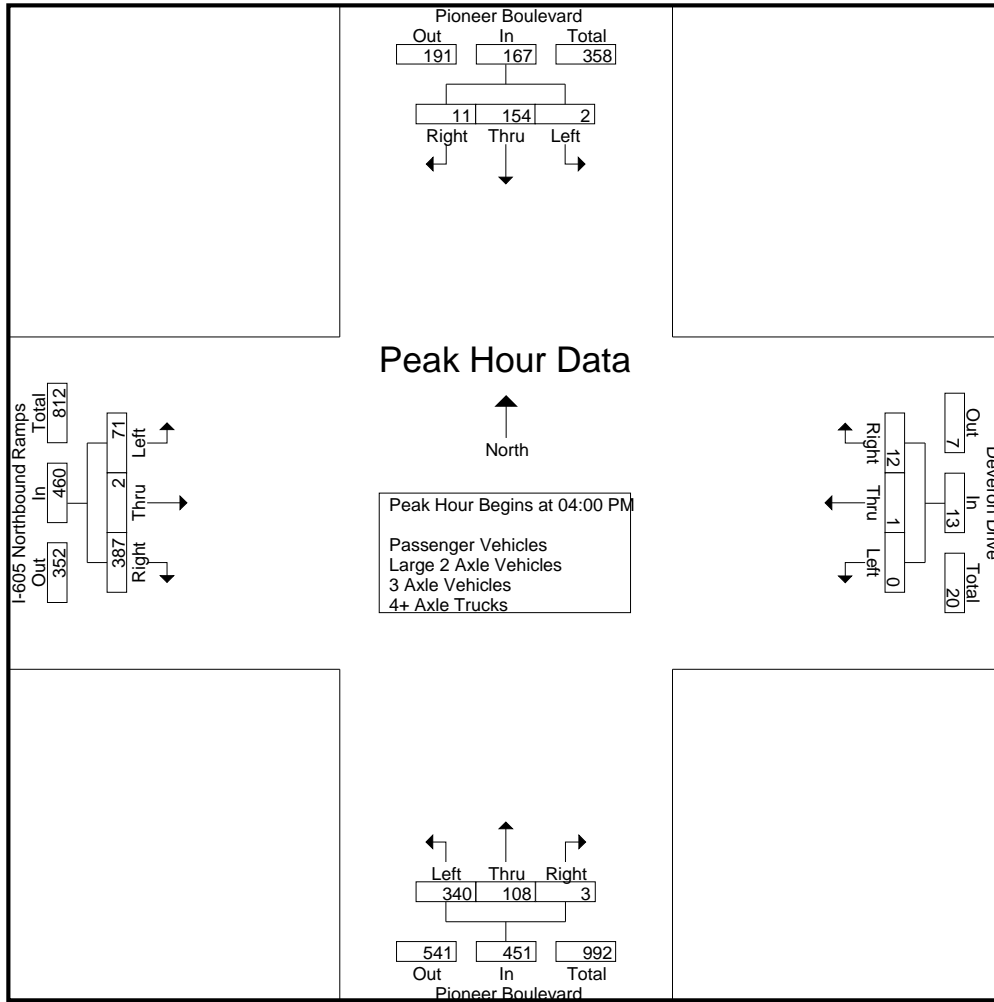
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	38	3	42	0	0	2	2	83	27	1	111	21	1	82	104	259
04:15 PM	0	38	7	45	0	0	4	4	106	21	0	127	16	0	89	105	281
04:30 PM	1	42	1	44	0	1	3	4	80	27	2	109	20	1	123	144	301
04:45 PM	0	36	0	36	0	0	3	3	71	33	0	104	14	0	93	107	250
Total	2	154	11	167	0	1	12	13	340	108	3	451	71	2	387	460	1091
05:00 PM	0	29	3	32	0	0	1	1	85	26	0	111	12	0	96	108	252
05:15 PM	0	35	5	40	0	0	4	4	84	26	3	113	12	0	95	107	264
05:30 PM	0	42	4	46	0	0	0	0	80	24	0	104	16	1	110	127	277
05:45 PM	0	20	4	24	0	0	1	1	91	28	1	120	30	0	121	151	296
Total	0	126	16	142	0	0	6	6	340	104	4	448	70	1	422	493	1089
Grand Total	2	280	27	309	0	1	18	19	680	212	7	899	141	3	809	953	2180
Apprch %	0.6	90.6	8.7		0	5.3	94.7		75.6	23.6	0.8		14.8	0.3	84.9		
Total %	0.1	12.8	1.2	14.2	0	0	0.8	0.9	31.2	9.7	0.3	41.2	6.5	0.1	37.1	43.7	
Passenger Vehicles	2	275	26	303	0	1	18	19	675	212	7	894	140	3	790	933	2149
% Passenger Vehicles	100	98.2	96.3	98.1	0	100	100	100	99.3	100	100	99.4	99.3	100	97.7	97.9	98.6
Large 2 Axle Vehicles	0	2	1	3	0	0	0	0	4	0	0	4	1	0	8	9	16
% Large 2 Axle Vehicles	0	0.7	3.7	1	0	0	0	0	0.6	0	0	0.4	0.7	0	1	0.9	0.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0
4+ Axle Trucks	0	3	0	3	0	0	0	0	0	0	0	0	0	0	11	11	14
% 4+ Axle Trucks	0	1.1	0	1	0	0	0	0	0	0	0	0	0	0	1.4	1.2	0.6

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	38	3	42	0	0	2	2	83	27	1	111	21	1	82	104	259
04:15 PM	0	38	7	45	0	0	4	4	106	21	0	127	16	0	89	105	281
04:30 PM	1	42	1	44	0	1	3	4	80	27	2	109	20	1	123	144	301
04:45 PM	0	36	0	36	0	0	3	3	71	33	0	104	14	0	93	107	250
Total Volume	2	154	11	167	0	1	12	13	340	108	3	451	71	2	387	460	1091
% App. Total	1.2	92.2	6.6		0	7.7	92.3		75.4	23.9	0.7		15.4	0.4	84.1		
PHF	.500	.917	.393	.928	.000	.250	.750	.813	.802	.818	.375	.888	.845	.500	.787	.799	.906

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	1	38	3	42	0	0	2	2	83	27	1	111	12	0	96	108
+15 mins.	0	38	7	45	0	0	4	4	106	21	0	127	12	0	95	107
+30 mins.	1	42	1	44	0	1	3	4	80	27	2	109	16	1	110	127
+45 mins.	0	36	0	36	0	0	3	3	71	33	0	104	30	0	121	151
Total Volume	2	154	11	167	0	1	12	13	340	108	3	451	70	1	422	493
% App. Total	1.2	92.2	6.6		0	7.7	92.3		75.4	23.9	0.7		14.2	0.2	85.6	
PHF	.500	.917	.393	.928	.000	.250	.750	.813	.802	.818	.375	.888	.583	.250	.872	.816

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

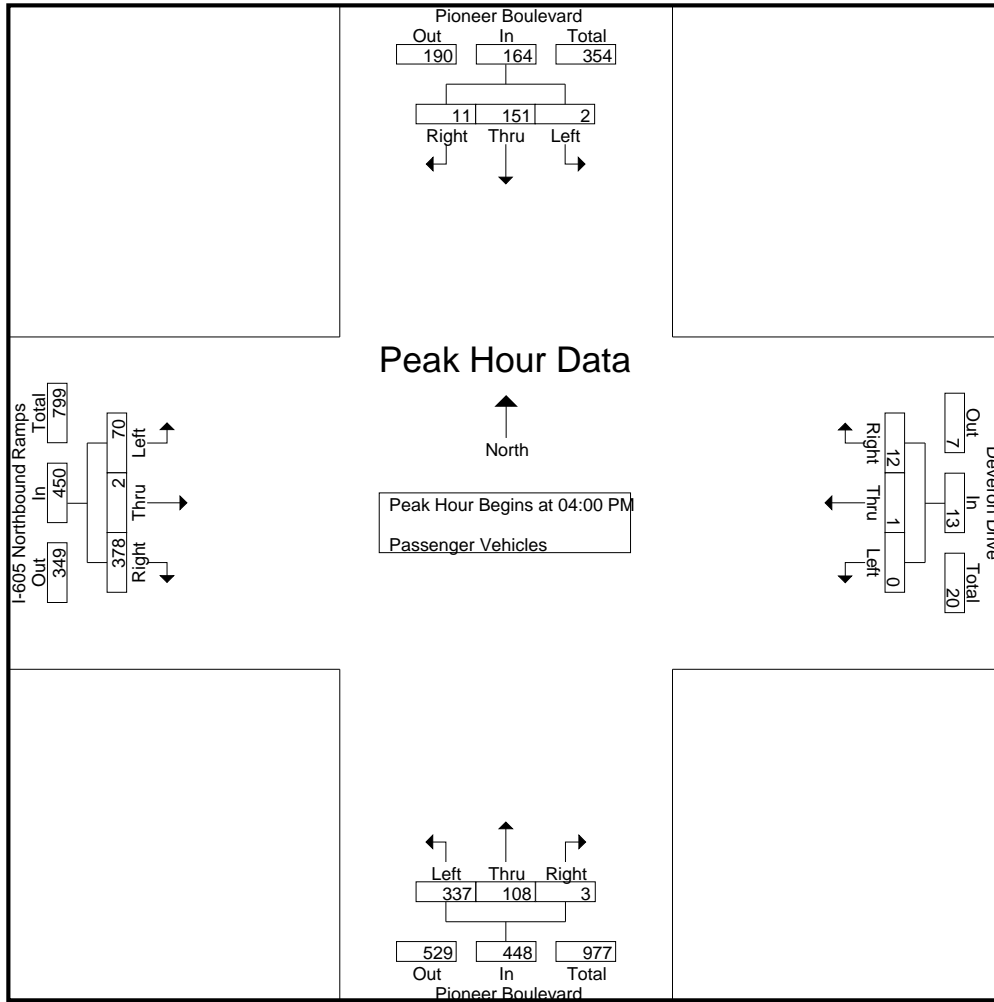
Groups Printed- Passenger Vehicles

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	38	3	42	0	0	2	2	83	27	1	111	20	1	81	102	257
04:15 PM	0	38	7	45	0	0	4	4	104	21	0	125	16	0	85	101	275
04:30 PM	1	41	1	43	0	1	3	4	79	27	2	108	20	1	121	142	297
04:45 PM	0	34	0	34	0	0	3	3	71	33	0	104	14	0	91	105	246
Total	2	151	11	164	0	1	12	13	337	108	3	448	70	2	378	450	1075
05:00 PM	0	29	3	32	0	0	1	1	85	26	0	111	12	0	93	105	249
05:15 PM	0	35	5	40	0	0	4	4	83	26	3	112	12	0	91	103	259
05:30 PM	0	40	3	43	0	0	0	0	79	24	0	103	16	1	109	126	272
05:45 PM	0	20	4	24	0	0	1	1	91	28	1	120	30	0	119	149	294
Total	0	124	15	139	0	0	6	6	338	104	4	446	70	1	412	483	1074
Grand Total	2	275	26	303	0	1	18	19	675	212	7	894	140	3	790	933	2149
Apprch %	0.7	90.8	8.6		0	5.3	94.7		75.5	23.7	0.8		15	0.3	84.7		
Total %	0.1	12.8	1.2	14.1	0	0	0.8	0.9	31.4	9.9	0.3	41.6	6.5	0.1	36.8	43.4	

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	38	3	42	0	0	2	2	83	27	1	111	20	1	81	102	257
04:15 PM	0	38	7	45	0	0	4	4	104	21	0	125	16	0	85	101	275
04:30 PM	1	41	1	43	0	1	3	4	79	27	2	108	20	1	121	142	297
04:45 PM	0	34	0	34	0	0	3	3	71	33	0	104	14	0	91	105	246
Total Volume	2	151	11	164	0	1	12	13	337	108	3	448	70	2	378	450	1075
% App. Total	1.2	92.1	6.7		0	7.7	92.3		75.2	24.1	0.7		15.6	0.4	84		
PHF	.500	.921	.393	.911	.000	.250	.750	.813	.810	.818	.375	.896	.875	.500	.781	.792	.905

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	38	3	42	0	0	2	2	83	27	1	111	20	1	81	102
+15 mins.	0	38	7	45	0	0	4	4	104	21	0	125	16	0	85	101
+30 mins.	1	41	1	43	0	1	3	4	79	27	2	108	20	1	121	142
+45 mins.	0	34	0	34	0	0	3	3	71	33	0	104	14	0	91	105
Total Volume	2	151	11	164	0	1	12	13	337	108	3	448	70	2	378	450
% App. Total	1.2	92.1	6.7		0	7.7	92.3		75.2	24.1	0.7		15.6	0.4	84	
PHF	.500	.921	.393	.911	.000	.250	.750	.813	.810	.818	.375	.896	.875	.500	.781	.792

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

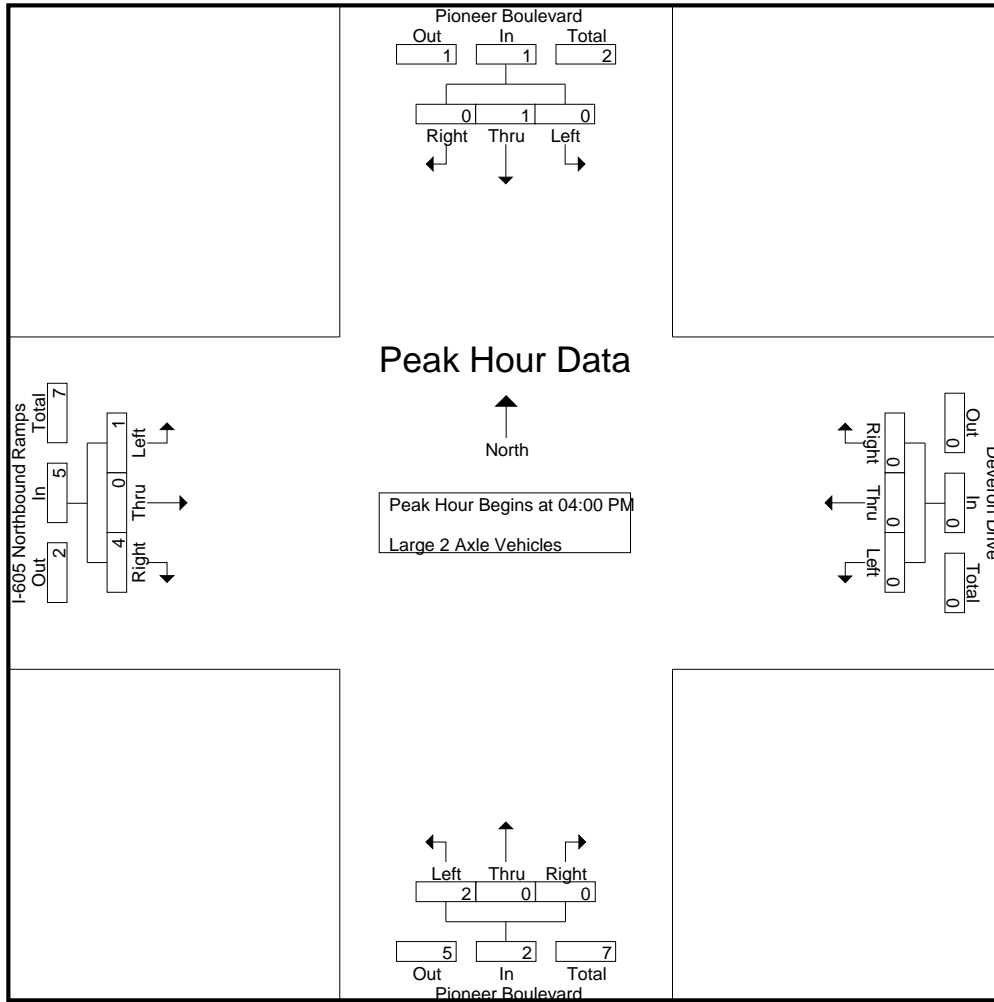
Groups Printed- Large 2 Axle Vehicles

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	3
04:30 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	1	0	1	0	0	0	0	2	0	0	2	1	0	4	5	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
05:30 PM	0	1	1	2	0	0	0	0	1	0	0	1	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	1	1	2	0	0	0	0	2	0	0	2	0	0	4	4	8
Grand Total	0	2	1	3	0	0	0	0	4	0	0	4	1	0	8	9	16
Apprch %	0	66.7	33.3		0	0	0		100	0	0		11.1	0	88.9		
Total %	0	12.5	6.2	18.8	0	0	0	0	25	0	0	25	6.2	0	50	56.2	

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	3
04:30 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	1	0	1	0	0	0	0	2	0	0	2	1	0	4	5	8
% App. Total	0	100	0		0	0	0		100	0	0		20	0	80		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.500	.000	.000	.500	.250	.000	.500	.625	.667

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N PM
 Site Code : 12220296
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	2
+30 mins.	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	1	0	1	0	0	0	0	2	0	0	2	1	0	0	4	5
% App. Total	0	100	0	0	0	0	0	0	100	0	0	0	20	0	0	80	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.500	.000	.000	.500	.250	.000	.500	.625	

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

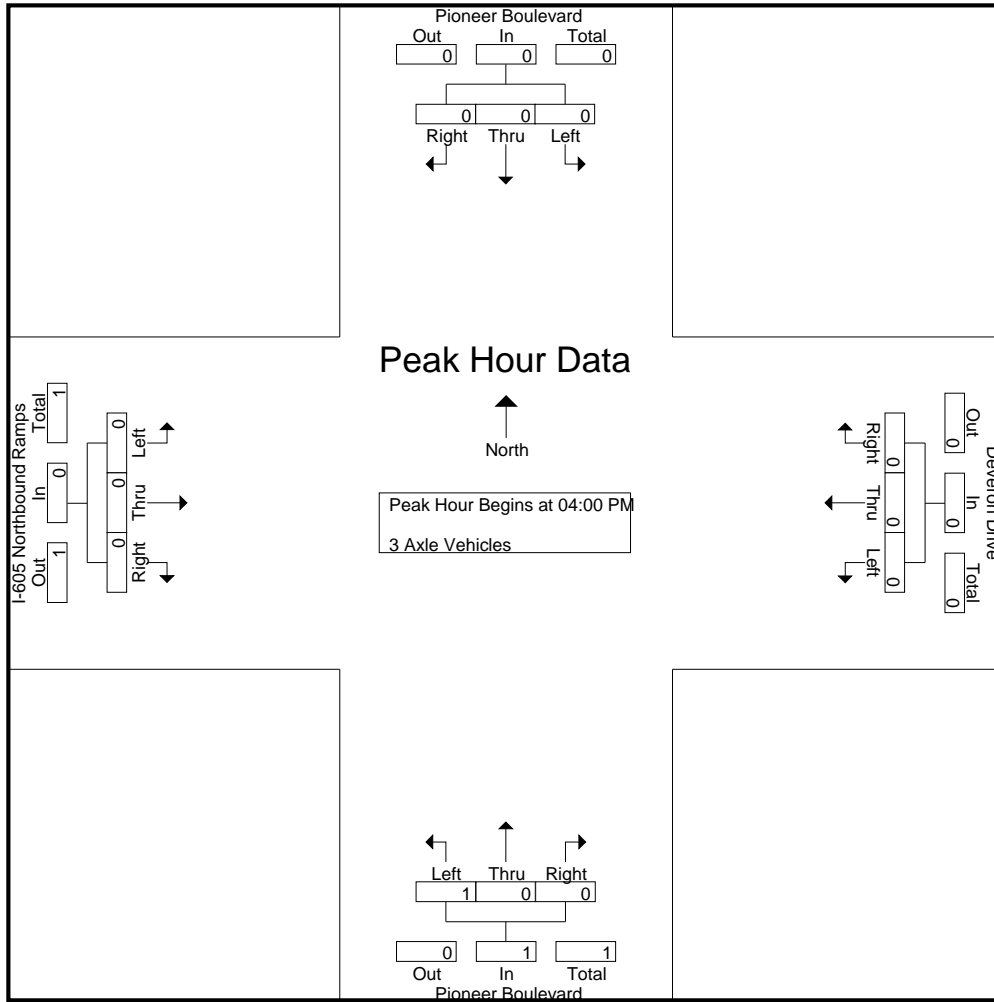
Groups Printed- 3 Axle Vehicles

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		100	0	0		0	0	0		
Total %	0	0	0		0	0	0		100	0	0	100	0	0	0		

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N PM
 Site Code : 12220296
 Start Date : 8/18/2020
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

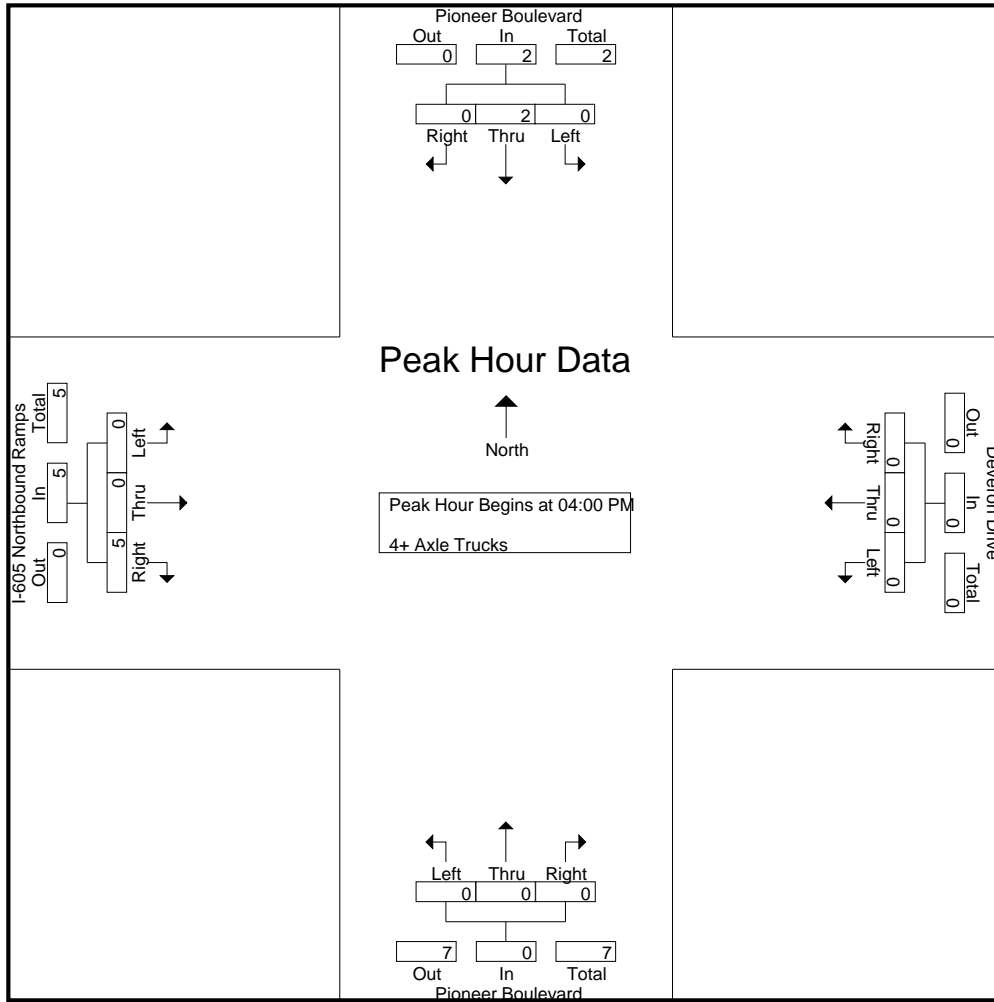
Groups Printed- 4+ Axle Trucks

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
04:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5	5	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6	6	7
Grand Total	0	3	0	3	0	0	0	0	0	0	0	0	0	0	11	11	14
Apprch %	0	100	0		0	0	0		0	0	0		0	0	100		
Total %	0	21.4	0	21.4	0	0	0	0	0	0	0	0	0	0	78.6	78.6	

Start Time	Pioneer Boulevard Southbound				Deveron Drive Westbound				Pioneer Boulevard Northbound				I-605 Northbound Ramps Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
04:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5	5	7
% App. Total	0	100	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	.625	.583

City of Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive
 Weather: Clear

File Name : 05_PRV_Pioneer_605N PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
+45 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5	5
% App. Total	0	100	0	0	0	0	0	0	0	0	0	0	0	0	100	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	.625

Location: Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive



Date: 8/18/2020
 Day: Tuesday

PEDESTRIANS

	North Leg Pioneer Boulevard	East Leg Deveron Drive	South Leg Pioneer Boulevard	West Leg I-605 NB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	2	0	0	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	2

	North Leg Pioneer Boulevard	East Leg Deveron Drive	South Leg Pioneer Boulevard	West Leg I-605 NB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Pico Rivera
 N/S: Pioneer Boulevard
 E/W: I-605 NB Ramps/Deveron Drive



Date: 8/18/2020
 Day: Tuesday

BICYCLES

	Southbound Pioneer Boulevard			Westbound Deveron Drive			Northbound Pioneer Boulevard			Eastbound I-605 NB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
TOTAL VOLUMES:	0	2	0	0	0	0	0	2	0	0	0	0	4

	Southbound Pioneer Boulevard			Westbound Deveron Drive			Northbound Pioneer Boulevard			Eastbound I-605 NB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	1	0	0	0	0	0	0	0	0	2

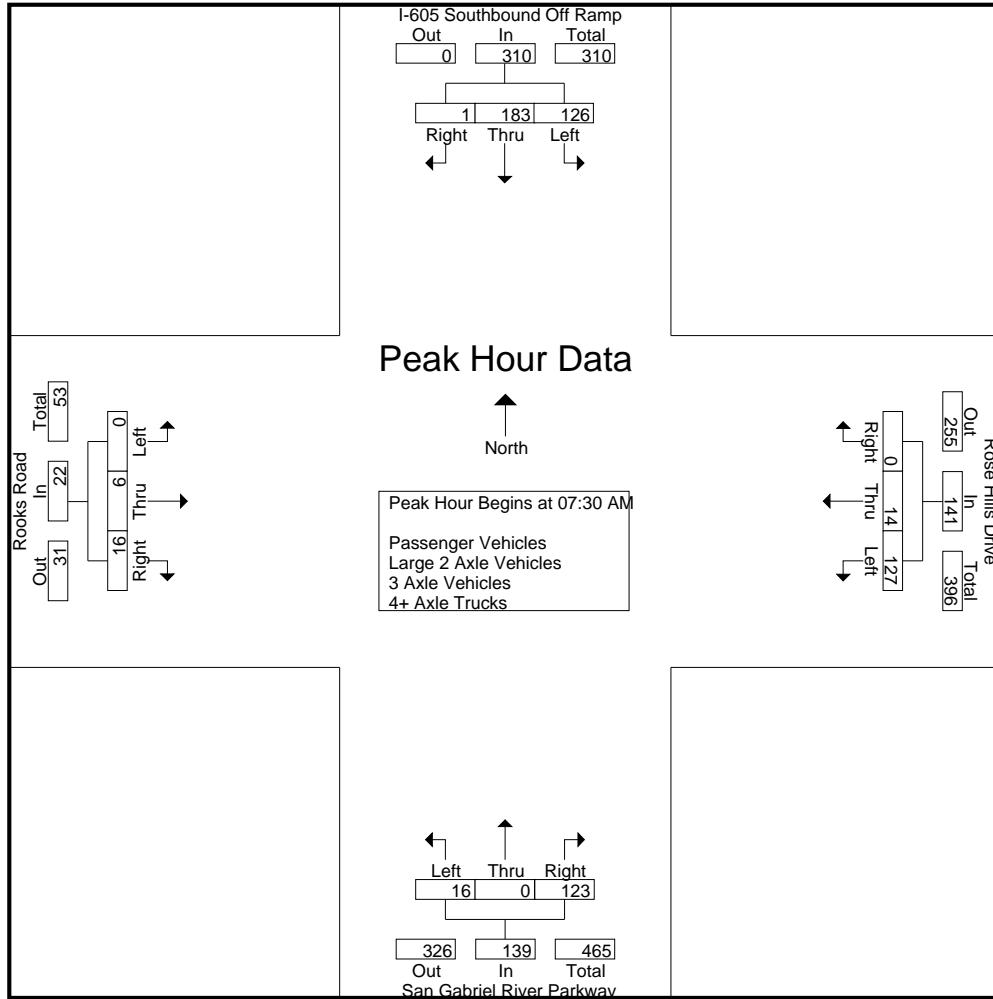
City of Pico Rivera
 N/S: I-605 SB Ramps / San Gabriel Riv Rd
 E/W: Hose Hills Road / Rooks Road
 Weather: Clear

File Name : 06_PRV_605S_Rose Hills_AM
 Site Code : 12220296
 Start Date : 9/3/2020
 Page No : 1

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

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	20	36	0	56	28	2	0	30	2	0	21	23	0	1	1	2	111
07:15 AM	34	38	0	72	29	2	0	31	1	0	25	26	0	0	4	4	133
07:30 AM	28	51	1	80	34	1	0	35	3	0	32	35	0	2	8	10	160
07:45 AM	38	45	0	83	40	5	0	45	3	0	29	32	0	2	5	7	167
Total	120	170	1	291	131	10	0	141	9	0	107	116	0	5	18	23	571
08:00 AM	32	42	0	74	22	4	0	26	6	0	31	37	0	1	1	2	139
08:15 AM	28	45	0	73	31	4	0	35	4	0	31	35	0	1	2	3	146
08:30 AM	31	45	0	76	34	4	0	38	1	0	34	35	0	0	0	0	149
08:45 AM	32	53	0	85	28	1	0	29	2	0	26	28	0	2	2	4	146
Total	123	185	0	308	115	13	0	128	13	0	122	135	0	4	5	9	580
Grand Total	243	355	1	599	246	23	0	269	22	0	229	251	0	9	23	32	1151
Apprch %	40.6	59.3	0.2		91.4	8.6	0		8.8	0	91.2		0	28.1	71.9		
Total %	21.1	30.8	0.1	52	21.4	2	0	23.4	1.9	0	19.9	21.8	0	0.8	2	2.8	
Passenger Vehicles	216	334	1	551	212	19	0	231	22	0	221	243	0	8	23	31	1056
% Passenger Vehicles	88.9	94.1	100	92	86.2	82.6	0	85.9	100	0	96.5	96.8	0	88.9	100	96.9	91.7
Large 2 Axle Vehicles	9	17	0	26	12	2	0	14	0	0	6	6	0	1	0	1	47
% Large 2 Axle Vehicles	3.7	4.8	0	4.3	4.9	8.7	0	5.2	0	0	2.6	2.4	0	11.1	0	3.1	4.1
3 Axle Vehicles	9	2	0	11	11	1	0	12	0	0	1	1	0	0	0	0	24
% 3 Axle Vehicles	3.7	0.6	0	1.8	4.5	4.3	0	4.5	0	0	0.4	0.4	0	0	0	0	2.1
4+ Axle Trucks	9	2	0	11	11	1	0	12	0	0	1	1	0	0	0	0	24
% 4+ Axle Trucks	3.7	0.6	0	1.8	4.5	4.3	0	4.5	0	0	0.4	0.4	0	0	0	0	2.1

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	28	51	1	80	34	1	0	35	3	0	32	35	0	2	8	10	160
07:45 AM	38	45	0	83	40	5	0	45	3	0	29	32	0	2	5	7	167
08:00 AM	32	42	0	74	22	4	0	26	6	0	31	37	0	1	1	2	139
08:15 AM	28	45	0	73	31	4	0	35	4	0	31	35	0	1	2	3	146
Total Volume	126	183	1	310	127	14	0	141	16	0	123	139	0	6	16	22	612
% App. Total	40.6	59	0.3		90.1	9.9	0		11.5	0	88.5		0	27.3	72.7		
PHF	.829	.897	.250	.934	.794	.700	.000	.783	.667	.000	.961	.939	.000	.750	.500	.550	.916



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

	07:30 AM				07:45 AM				07:30 AM				07:00 AM			
+0 mins.	28	51	1	80	40	5	0	45	3	0	32	35	0	1	1	2
+15 mins.	38	45	0	83	22	4	0	26	3	0	29	32	0	0	4	4
+30 mins.	32	42	0	74	31	4	0	35	6	0	31	37	0	2	8	10
+45 mins.	28	45	0	73	34	4	0	38	4	0	31	35	0	2	5	7
Total Volume	126	183	1	310	127	17	0	144	16	0	123	139	0	5	18	23
% App. Total	40.6	59	0.3		88.2	11.8	0		11.5	0	88.5		0	21.7	78.3	
PHF	.829	.897	.250	.934	.794	.850	.000	.800	.667	.000	.961	.939	.000	.625	.563	.575

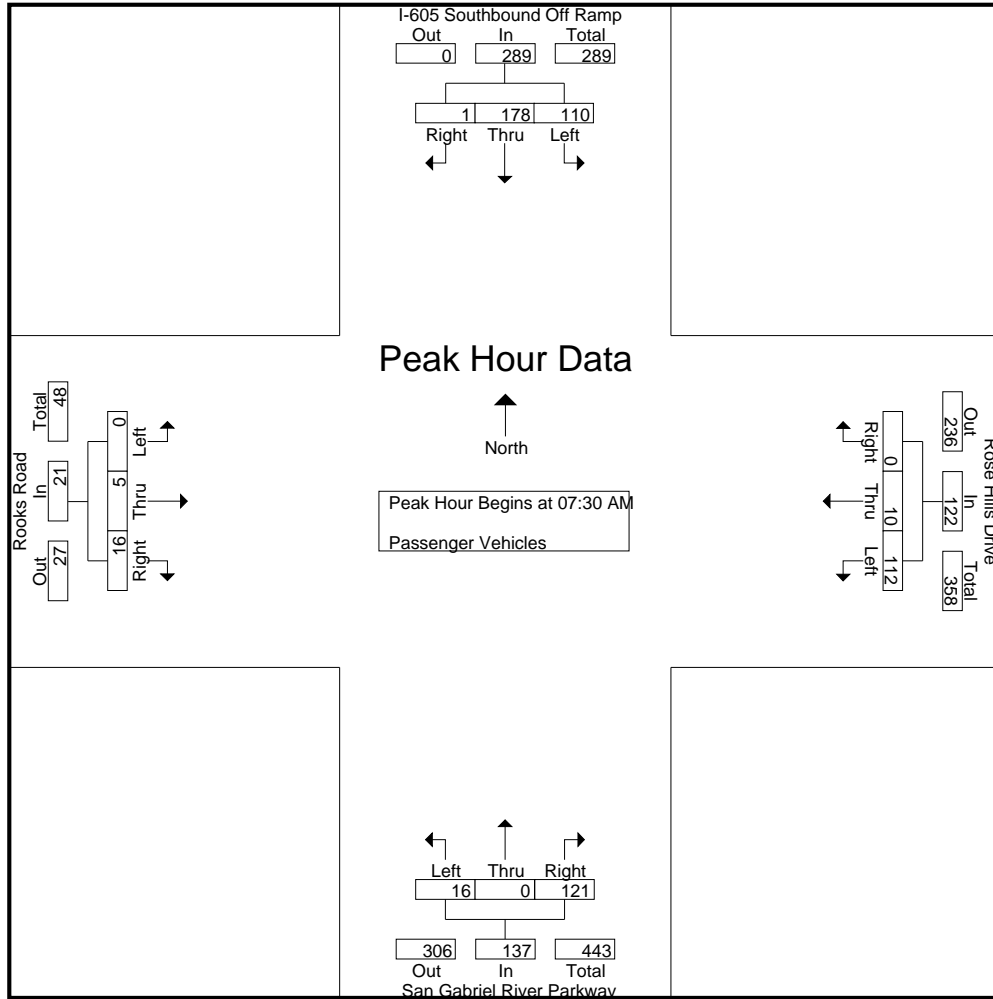
City of Pico Rivera
 N/S: I-605 SB Ramps / San Gabriel Riv Rd
 E/W: Hose Hills Road / Rooks Road
 Weather: Clear

File Name : 06_PRV_605S_Rose Hills_AM
 Site Code : 12220296
 Start Date : 9/3/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	18	32	0	50	26	2	0	28	2	0	20	22	0	1	1	2	102
07:15 AM	29	35	0	64	22	2	0	24	1	0	25	26	0	0	4	4	118
07:30 AM	22	47	1	70	29	1	0	30	3	0	32	35	0	2	8	10	145
07:45 AM	32	44	0	76	36	4	0	40	3	0	29	32	0	2	5	7	155
Total	101	158	1	260	113	9	0	122	9	0	106	115	0	5	18	23	520
08:00 AM	30	42	0	72	21	1	0	22	6	0	30	36	0	1	1	2	132
08:15 AM	26	45	0	71	26	4	0	30	4	0	30	34	0	0	2	2	137
08:30 AM	31	45	0	76	26	4	0	30	1	0	32	33	0	0	0	0	139
08:45 AM	28	44	0	72	26	1	0	27	2	0	23	25	0	2	2	4	128
Total	115	176	0	291	99	10	0	109	13	0	115	128	0	3	5	8	536
Grand Total	216	334	1	551	212	19	0	231	22	0	221	243	0	8	23	31	1056
Apprch %	39.2	60.6	0.2		91.8	8.2	0		9.1	0	90.9		0	25.8	74.2		
Total %	20.5	31.6	0.1	52.2	20.1	1.8	0	21.9	2.1	0	20.9	23	0	0.8	2.2	2.9	

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	22	47	1	70	29	1	0	30	3	0	32	35	0	2	8	10	145
07:45 AM	32	44	0	76	36	4	0	40	3	0	29	32	0	2	5	7	155
08:00 AM	30	42	0	72	21	1	0	22	6	0	30	36	0	1	1	2	132
08:15 AM	26	45	0	71	26	4	0	30	4	0	30	34	0	0	2	2	137
Total Volume	110	178	1	289	112	10	0	122	16	0	121	137	0	5	16	21	569
% App. Total	38.1	61.6	0.3		91.8	8.2	0		11.7	0	88.3		0	23.8	76.2		
PHF	.859	.947	.250	.951	.778	.625	.000	.763	.667	.000	.945	.951	.000	.625	.500	.525	.918



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	22	47	1	70	29	1	0	30	3	0	32	35	0	2	8	10
+15 mins.	32	44	0	76	36	4	0	40	3	0	29	32	0	2	5	7
+30 mins.	30	42	0	72	21	1	0	22	6	0	30	36	0	1	1	2
+45 mins.	26	45	0	71	26	4	0	30	4	0	30	34	0	0	2	2
Total Volume	110	178	1	289	112	10	0	122	16	0	121	137	0	5	16	21
% App. Total	38.1	61.6	0.3		91.8	8.2	0		11.7	0	88.3		0	23.8	76.2	
PHF	.859	.947	.250	.951	.778	.625	.000	.763	.667	.000	.945	.951	.000	.625	.500	.525

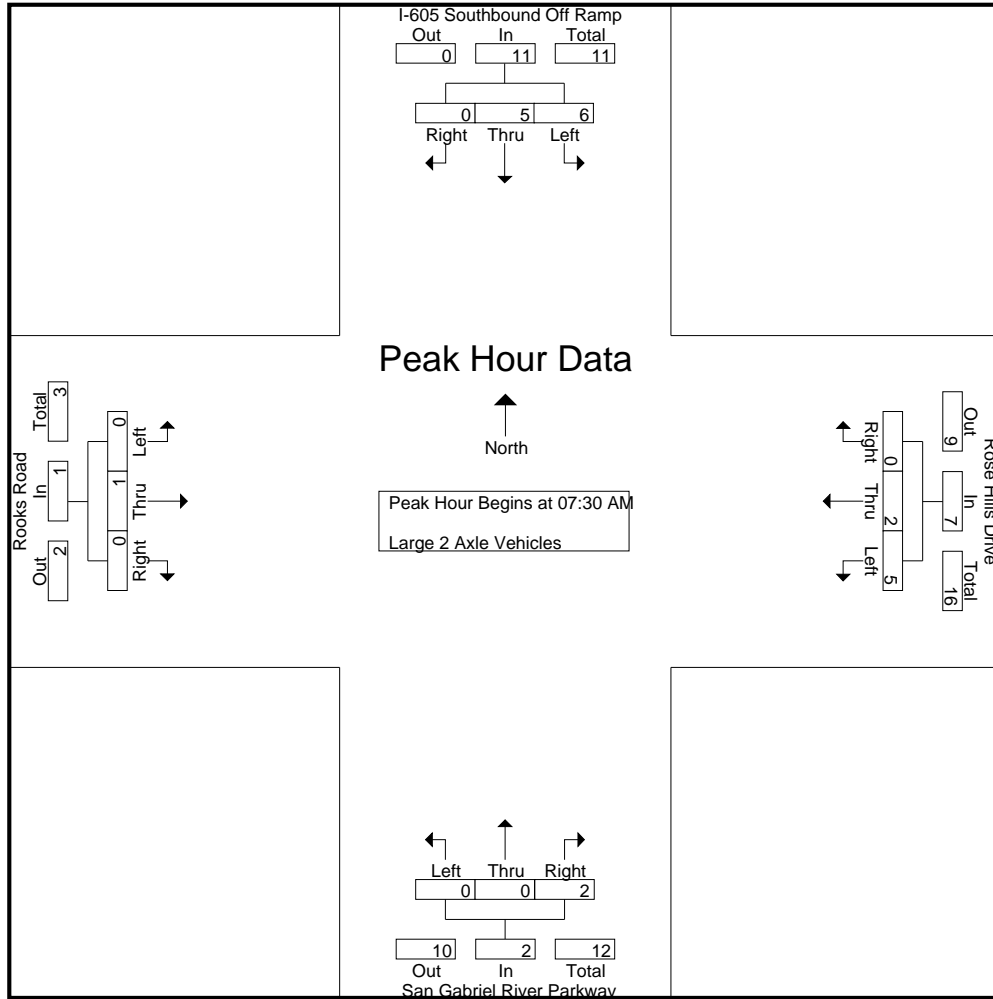
City of Pico Rivera
 N/S: I-605 SB Ramps / San Gabriel Riv Rd
 E/W: Hose Hills Road / Rooks Road
 Weather: Clear

File Name : 06_PRV_605S_Rose Hills_AM
 Site Code : 12220296
 Start Date : 9/3/2020
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	4	0	4	2	0	0	2	0	0	1	1	0	0	0	0	7
07:15 AM	1	3	0	4	3	0	0	3	0	0	0	0	0	0	0	0	7
07:30 AM	4	4	0	8	1	0	0	1	0	0	0	0	0	0	0	0	9
07:45 AM	0	1	0	1	2	1	0	3	0	0	0	0	0	0	0	0	4
Total	5	12	0	17	8	1	0	9	0	0	1	1	0	0	0	0	27
08:00 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0	3
08:15 AM	2	0	0	2	1	0	0	1	0	0	1	1	0	1	0	1	5
08:30 AM	0	0	0	0	2	0	0	2	0	0	2	2	0	0	0	0	4
08:45 AM	2	5	0	7	0	0	0	0	0	0	1	1	0	0	0	0	8
Total	4	5	0	9	4	1	0	5	0	0	5	5	0	1	0	1	20
Grand Total	9	17	0	26	12	2	0	14	0	0	6	6	0	1	0	1	47
Apprch %	34.6	65.4	0		85.7	14.3	0		0	0	100		0	100	0		
Total %	19.1	36.2	0	55.3	25.5	4.3	0	29.8	0	0	12.8	12.8	0	2.1	0	2.1	

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	4	0	8	1	0	0	1	0	0	0	0	0	0	0	0	9
07:45 AM	0	1	0	1	2	1	0	3	0	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0	3
08:15 AM	2	0	0	2	1	0	0	1	0	0	1	1	0	1	0	1	5
Total Volume	6	5	0	11	5	2	0	7	0	0	2	2	0	1	0	1	21
% App. Total	54.5	45.5	0		71.4	28.6	0		0	0	100		0	100	0		
PHF	.375	.313	.000	.344	.625	.500	.000	.583	.000	.000	.500	.500	.000	.250	.000	.250	.583



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	4	4	0	8	1	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	2	1	0	3	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0
+45 mins.	2	0	0	2	1	0	0	1	0	0	1	1	0	1	0	1
Total Volume	6	5	0	11	5	2	0	7	0	0	2	2	0	1	0	1
% App. Total	54.5	45.5	0		71.4	28.6	0		0	0	100		0	100	0	
PHF	.375	.313	.000	.344	.625	.500	.000	.583	.000	.000	.500	.500	.000	.250	.000	.250

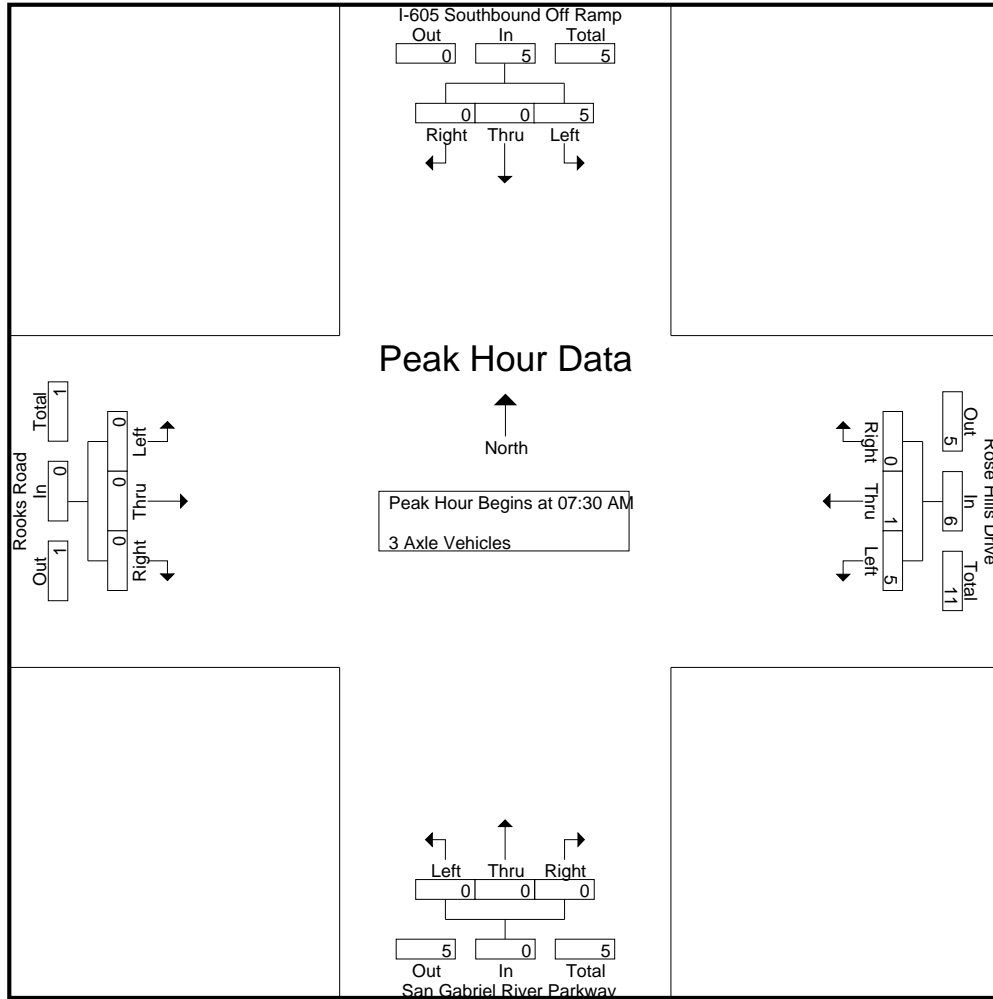
City of Pico Rivera
 N/S: I-605 SB Ramps / San Gabriel Riv Rd
 E/W: Hose Hills Road / Rooks Road
 Weather: Clear

File Name : 06_PRV_605S_Rose Hills_AM
 Site Code : 12220296
 Start Date : 9/3/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	2	0	0	2	2	0	0	2	0	0	0	0	0	0	0	0	0	4
07:30 AM	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	3
07:45 AM	3	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	4
Total	7	0	0	7	5	0	0	5	0	0	0	0	0	0	0	0	0	12
08:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	3
08:45 AM	1	2	0	3	1	0	0	1	0	0	1	1	0	0	0	0	0	5
Total	2	2	0	4	6	1	0	7	0	0	1	1	0	0	0	0	0	12
Grand Total	9	2	0	11	11	1	0	12	0	0	1	1	0	0	0	0	0	24
Apprch %	81.8	18.2	0		91.7	8.3	0		0	0	100		0	0	0			
Total %	37.5	8.3	0	45.8	45.8	4.2	0	50	0	0	4.2	4.2	0	0	0	0	0	

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:30 AM																		
07:30 AM	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	3
07:45 AM	3	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	4
08:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Total Volume	5	0	0	5	5	1	0	6	0	0	0	0	0	0	0	0	0	11
% App. Total	100	0	0		83.3	16.7	0		0	0	0		0	0	0			
PHF	.417	.000	.000	.417	.625	.250	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.688



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0
+15 mins.	3	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
Total Volume	5	0	0	5	5	1	0	6	0	0	0	0	0	0	0	0
% App. Total	100	0	0		83.3	16.7	0		0	0	0		0	0	0	
PHF	.417	.000	.000	.417	.625	.250	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000

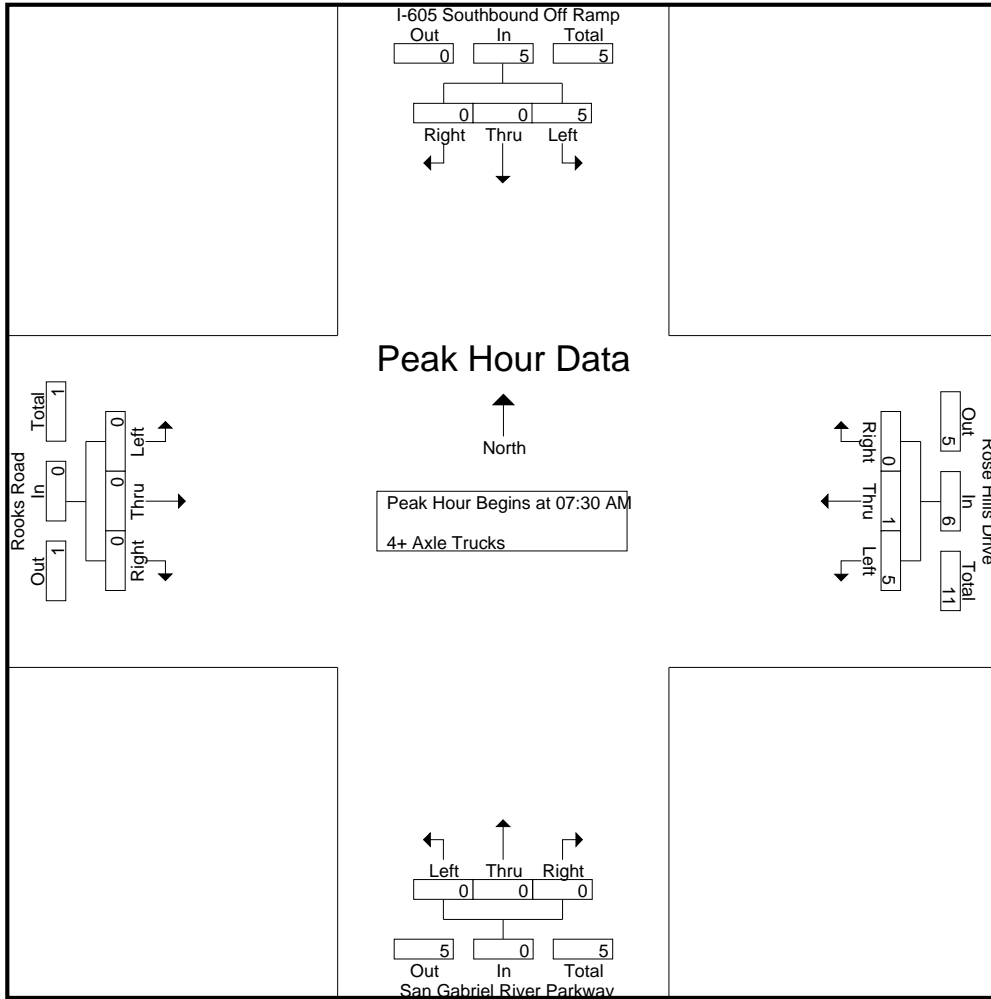
City of Pico Rivera
 N/S: I-605 SB Ramps / San Gabriel Riv Rd
 E/W: Hose Hills Road / Rooks Road
 Weather: Clear

File Name : 06_PRV_605S_Rose Hills_AM
 Site Code : 12220296
 Start Date : 9/3/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	2	0	0	2	2	0	0	2	0	0	0	0	0	0	0	0	0	4
07:30 AM	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	3
07:45 AM	3	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	4
Total	7	0	0	7	5	0	0	5	0	0	0	0	0	0	0	0	0	12
08:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	3
08:45 AM	1	2	0	3	1	0	0	1	0	0	1	1	0	0	0	0	0	5
Total	2	2	0	4	6	1	0	7	0	0	1	1	0	0	0	0	0	12
Grand Total	9	2	0	11	11	1	0	12	0	0	1	1	0	0	0	0	0	24
Apprch %	81.8	18.2	0		91.7	8.3	0		0	0	100		0	0	0			
Total %	37.5	8.3	0	45.8	45.8	4.2	0	50	0	0	4.2	4.2	0	0	0	0	0	

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:30 AM																		
07:30 AM	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	3
07:45 AM	3	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	4
08:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Total Volume	5	0	0	5	5	1	0	6	0	0	0	0	0	0	0	0	0	11
% App. Total	100	0	0		83.3	16.7	0		0	0	0		0	0	0			
PHF	.417	.000	.000	.417	.625	.250	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.688



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0
+15 mins.	3	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
Total Volume	5	0	0	5	5	1	0	6	0	0	0	0	0	0	0	0
% App. Total	100	0	0		83.3	16.7	0		0	0	0		0	0	0	
PHF	.417	.000	.000	.417	.625	.250	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000

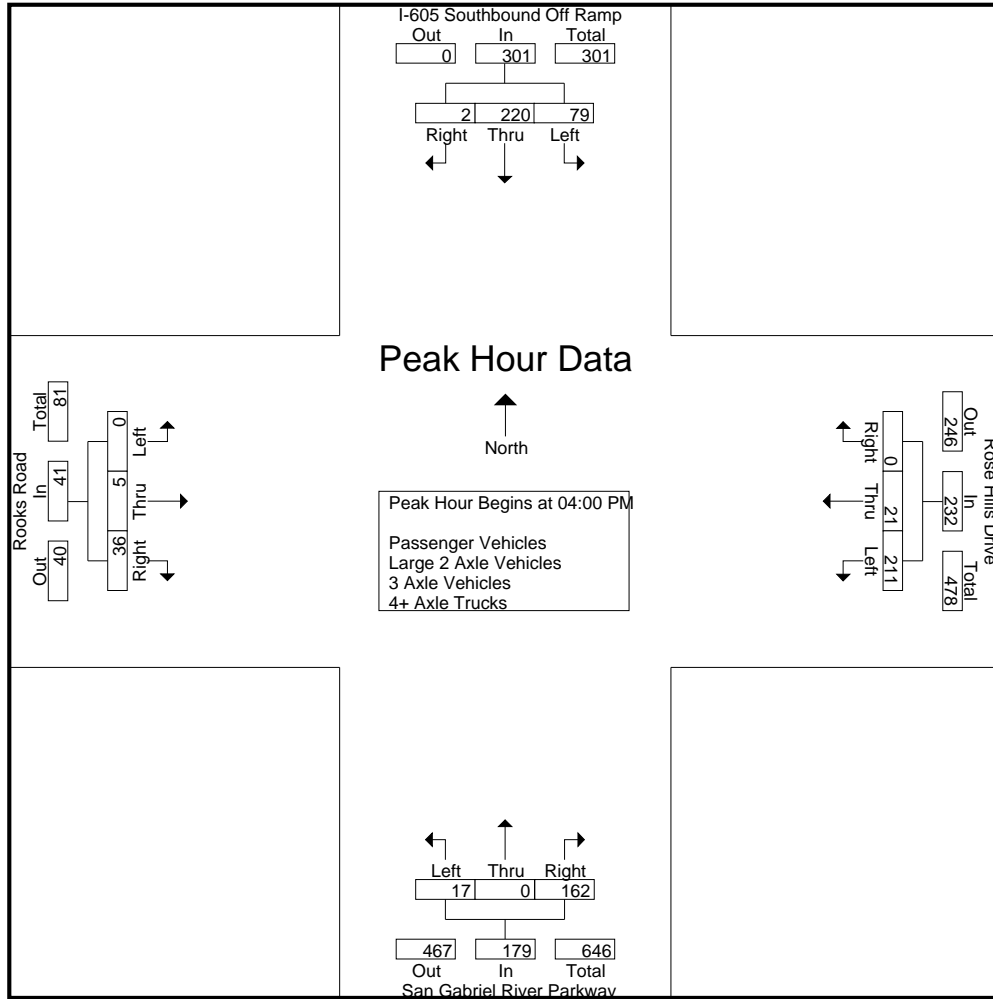
City of Pico Rivera
 N/S: I-605 SB Ramps / San Gabriel Riv Rd
 E/W: Hose Hills Road / Rooks Road
 Weather: Clear

File Name : 06_PRV_605S_Rose Hills_PM
 Site Code : 12220296
 Start Date : 9/3/2020
 Page No : 1

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

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	20	51	0	71	59	8	0	67	5	0	31	36	0	3	11	14	188
04:15 PM	24	60	1	85	55	7	0	62	2	0	38	40	0	1	8	9	196
04:30 PM	14	53	1	68	63	2	0	65	5	0	55	60	0	1	8	9	202
04:45 PM	21	56	0	77	34	4	0	38	5	0	38	43	0	0	9	9	167
Total	79	220	2	301	211	21	0	232	17	0	162	179	0	5	36	41	753
05:00 PM	17	52	0	69	58	3	0	61	4	0	47	51	0	1	5	6	187
05:15 PM	22	71	1	94	39	5	0	44	4	0	40	44	0	0	9	9	191
05:30 PM	21	60	0	81	49	3	0	52	1	0	28	29	0	0	3	3	165
05:45 PM	14	74	0	88	46	3	0	49	7	0	30	37	0	0	5	5	179
Total	74	257	1	332	192	14	0	206	16	0	145	161	0	1	22	23	722
Grand Total	153	477	3	633	403	35	0	438	33	0	307	340	0	6	58	64	1475
Apprch %	24.2	75.4	0.5		92	8	0		9.7	0	90.3		0	9.4	90.6		
Total %	10.4	32.3	0.2	42.9	27.3	2.4	0	29.7	2.2	0	20.8	23.1	0	0.4	3.9	4.3	
Passenger Vehicles	141	463	3	607	375	35	0	410	31	0	295	326	0	5	56	61	1404
% Passenger Vehicles	92.2	97.1	100	95.9	93.1	100	0	93.6	93.9	0	96.1	95.9	0	83.3	96.6	95.3	95.2
Large 2 Axle Vehicles	8	7	0	15	7	0	0	7	2	0	4	6	0	1	1	2	30
% Large 2 Axle Vehicles	5.2	1.5	0	2.4	1.7	0	0	1.6	6.1	0	1.3	1.8	0	16.7	1.7	3.1	2
3 Axle Vehicles	0	3	0	3	8	0	0	8	0	0	3	3	0	0	1	1	15
% 3 Axle Vehicles	0	0.6	0	0.5	2	0	0	1.8	0	0	1	0.9	0	0	1.7	1.6	1
4+ Axle Trucks	4	4	0	8	13	0	0	13	0	0	5	5	0	0	0	0	26
% 4+ Axle Trucks	2.6	0.8	0	1.3	3.2	0	0	3	0	0	1.6	1.5	0	0	0	0	1.8

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	20	51	0	71	59	8	0	67	5	0	31	36	0	3	11	14	188
04:15 PM	24	60	1	85	55	7	0	62	2	0	38	40	0	1	8	9	196
04:30 PM	14	53	1	68	63	2	0	65	5	0	55	60	0	1	8	9	202
04:45 PM	21	56	0	77	34	4	0	38	5	0	38	43	0	0	9	9	167
Total Volume	79	220	2	301	211	21	0	232	17	0	162	179	0	5	36	41	753
% App. Total	26.2	73.1	0.7		90.9	9.1	0		9.5	0	90.5		0	12.2	87.8		
PHF	.823	.917	.500	.885	.837	.656	.000	.866	.850	.000	.736	.746	.000	.417	.818	.732	.932



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

	05:00 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	17	52	0	69	59	8	0	67	5	0	55	60	0	3	11	14
+15 mins.	22	71	1	94	55	7	0	62	5	0	38	43	0	1	8	9
+30 mins.	21	60	0	81	63	2	0	65	4	0	47	51	0	1	8	9
+45 mins.	14	74	0	88	34	4	0	38	4	0	40	44	0	0	9	9
Total Volume	74	257	1	332	211	21	0	232	18	0	180	198	0	5	36	41
% App. Total	22.3	77.4	0.3		90.9	9.1	0		9.1	0	90.9		0	12.2	87.8	
PHF	.841	.868	.250	.883	.837	.656	.000	.866	.900	.000	.818	.825	.000	.417	.818	.732

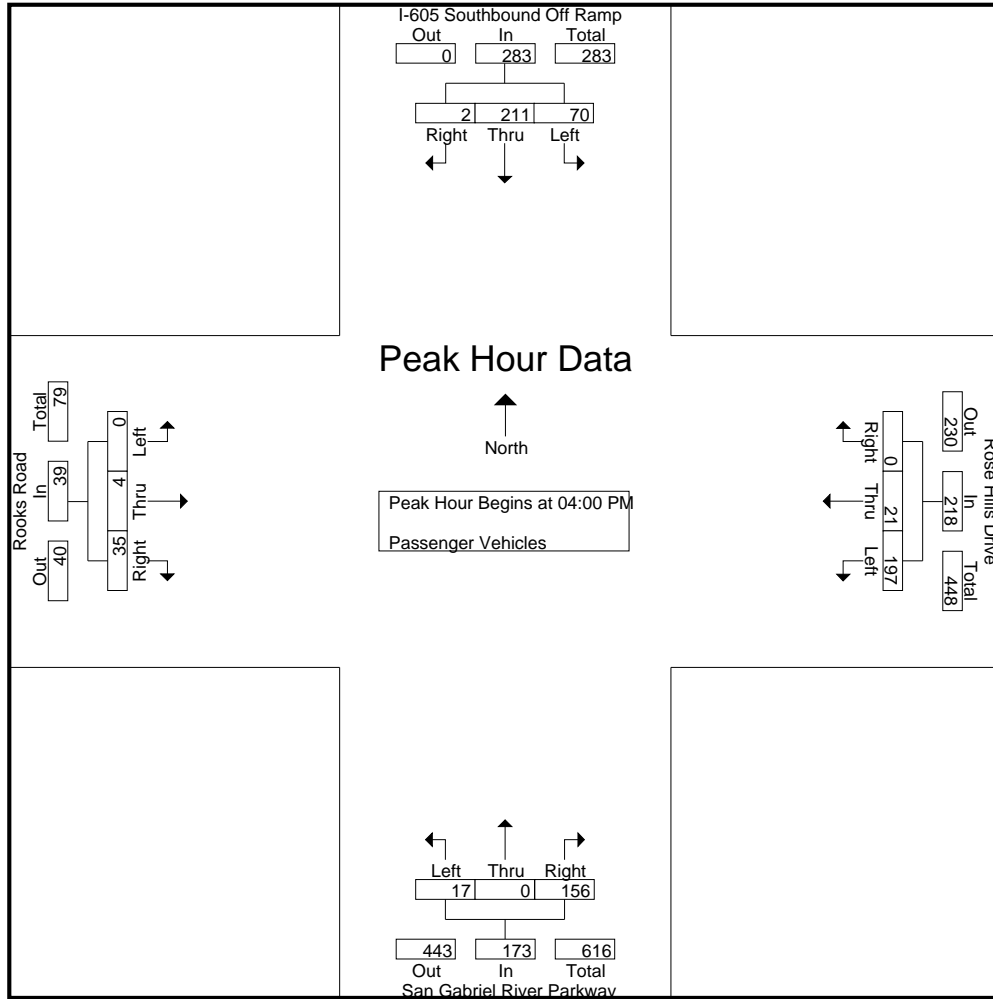
City of Pico Rivera
 N/S: I-605 SB Ramps / San Gabriel Riv Rd
 E/W: Hose Hills Road / Rooks Road
 Weather: Clear

File Name : 06_PRV_605S_Rose Hills_PM
 Site Code : 12220296
 Start Date : 9/3/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	19	50	0	69	55	8	0	63	5	0	31	36	0	2	11	13	181
04:15 PM	21	55	1	77	49	7	0	56	2	0	35	37	0	1	8	9	179
04:30 PM	13	51	1	65	60	2	0	62	5	0	54	59	0	1	8	9	195
04:45 PM	17	55	0	72	33	4	0	37	5	0	36	41	0	0	8	8	158
Total	70	211	2	283	197	21	0	218	17	0	156	173	0	4	35	39	713
05:00 PM	16	52	0	68	55	3	0	58	4	0	45	49	0	1	5	6	181
05:15 PM	22	69	1	92	35	5	0	40	2	0	38	40	0	0	9	9	181
05:30 PM	19	60	0	79	44	3	0	47	1	0	27	28	0	0	3	3	157
05:45 PM	14	71	0	85	44	3	0	47	7	0	29	36	0	0	4	4	172
Total	71	252	1	324	178	14	0	192	14	0	139	153	0	1	21	22	691
Grand Total	141	463	3	607	375	35	0	410	31	0	295	326	0	5	56	61	1404
Apprch %	23.2	76.3	0.5		91.5	8.5	0		9.5	0	90.5		0	8.2	91.8		
Total %	10	33	0.2	43.2	26.7	2.5	0	29.2	2.2	0	21	23.2	0	0.4	4	4.3	

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	19	50	0	69	55	8	0	63	5	0	31	36	0	2	11	13	181
04:15 PM	21	55	1	77	49	7	0	56	2	0	35	37	0	1	8	9	179
04:30 PM	13	51	1	65	60	2	0	62	5	0	54	59	0	1	8	9	195
04:45 PM	17	55	0	72	33	4	0	37	5	0	36	41	0	0	8	8	158
Total Volume	70	211	2	283	197	21	0	218	17	0	156	173	0	4	35	39	713
% App. Total	24.7	74.6	0.7		90.4	9.6	0		9.8	0	90.2		0	10.3	89.7		
PHF	.833	.959	.500	.919	.821	.656	.000	.865	.850	.000	.722	.733	.000	.500	.795	.750	.914



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	19	50	0	69	55	8	0	63	5	0	31	36	0	2	11	13
+15 mins.	21	55	1	77	49	7	0	56	2	0	35	37	0	1	8	9
+30 mins.	13	51	1	65	60	2	0	62	5	0	54	59	0	1	8	9
+45 mins.	17	55	0	72	33	4	0	37	5	0	36	41	0	0	8	8
Total Volume	70	211	2	283	197	21	0	218	17	0	156	173	0	4	35	39
% App. Total	24.7	74.6	0.7		90.4	9.6	0		9.8	0	90.2		0	10.3	89.7	
PHF	.833	.959	.500	.919	.821	.656	.000	.865	.850	.000	.722	.733	.000	.500	.795	.750

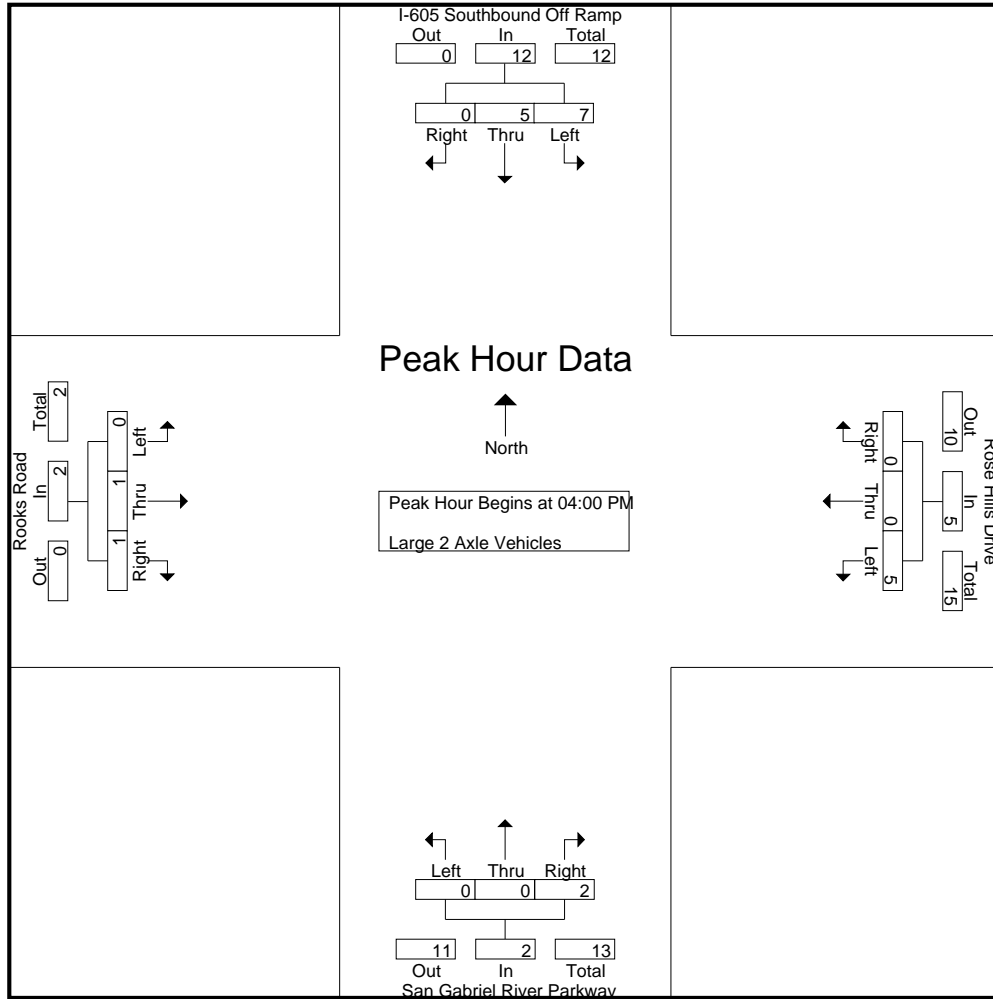
City of Pico Rivera
 N/S: I-605 SB Ramps / San Gabriel Riv Rd
 E/W: Hose Hills Road / Rooks Road
 Weather: Clear

File Name : 06_PRV_605S_Rose Hills_PM
 Site Code : 12220296
 Start Date : 9/3/2020
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	0	1	2	0	0	2	0	0	0	0	0	1	0	1	4
04:15 PM	2	2	0	4	1	0	0	1	0	0	1	1	0	0	0	0	6
04:30 PM	1	2	0	3	1	0	0	1	0	0	1	1	0	0	0	0	5
04:45 PM	3	1	0	4	1	0	0	1	0	0	0	0	0	0	1	1	6
Total	7	5	0	12	5	0	0	5	0	0	2	2	0	1	1	2	21
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	1	0	0	1	2	0	1	3	0	0	0	0	5
05:30 PM	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	3	2	0	0	2	2	0	2	4	0	0	0	0	9
Grand Total	8	7	0	15	7	0	0	7	2	0	4	6	0	1	1	2	30
Apprch %	53.3	46.7	0		100	0	0		33.3	0	66.7		0	50	50		
Total %	26.7	23.3	0	50	23.3	0	0	23.3	6.7	0	13.3	20	0	3.3	3.3	6.7	

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	0	0	1	2	0	0	2	0	0	0	0	0	1	0	1	4
04:15 PM	2	2	0	4	1	0	0	1	0	0	1	1	0	0	0	0	6
04:30 PM	1	2	0	3	1	0	0	1	0	0	1	1	0	0	0	0	5
04:45 PM	3	1	0	4	1	0	0	1	0	0	0	0	0	0	1	1	6
Total Volume	7	5	0	12	5	0	0	5	0	0	2	2	0	1	1	2	21
% App. Total	58.3	41.7	0		100	0	0		0	0	100		0	50	50		
PHF	.583	.625	.000	.750	.625	.000	.000	.625	.000	.000	.500	.500	.000	.250	.250	.500	.875



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	0	0	1	2	0	0	2	0	0	0	0	0	1	0	1
+15 mins.	2	2	0	4	1	0	0	1	0	0	1	1	0	0	0	0
+30 mins.	1	2	0	3	1	0	0	1	0	0	1	1	0	0	0	0
+45 mins.	3	1	0	4	1	0	0	1	0	0	0	0	0	0	1	1
Total Volume	7	5	0	12	5	0	0	5	0	0	2	2	0	1	1	2
% App. Total	58.3	41.7	0		100	0	0		0	0	100		0	50	50	
PHF	.583	.625	.000	.750	.625	.000	.000	.625	.000	.000	.500	.500	.000	.250	.250	.500

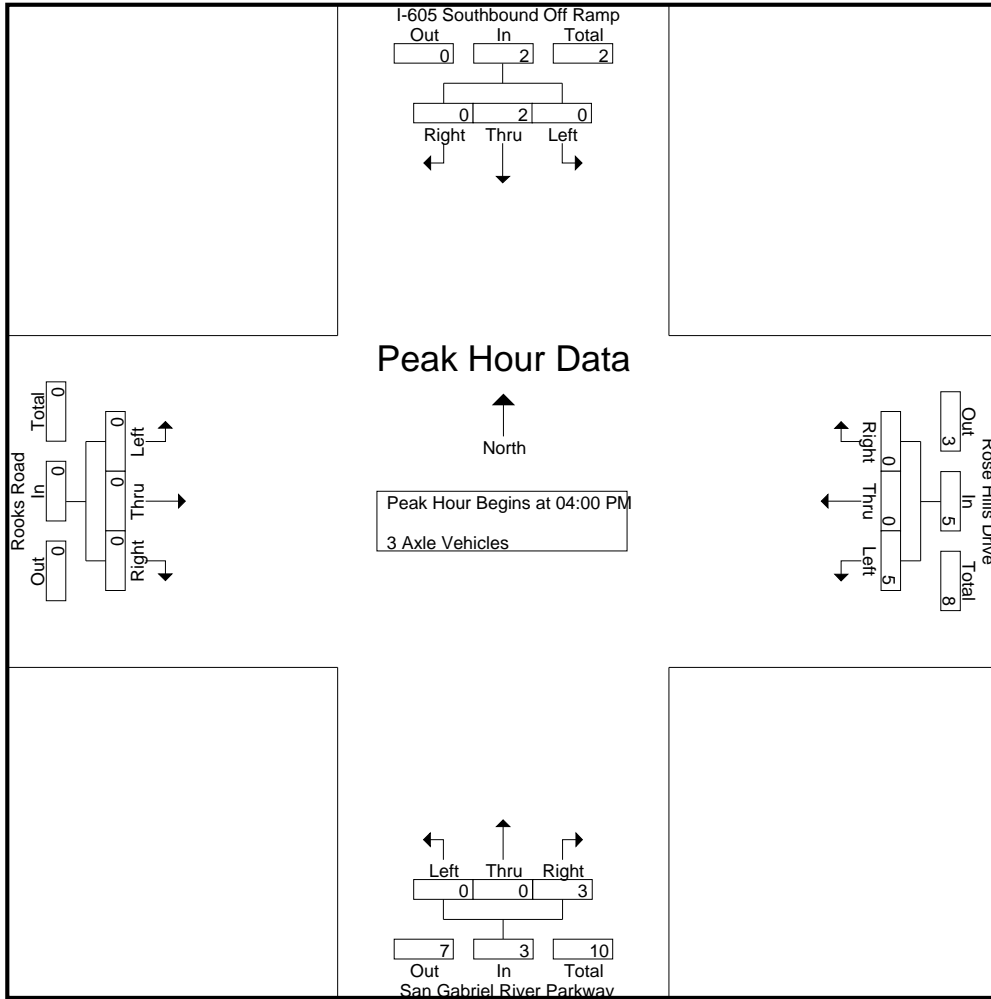
City of Pico Rivera
 N/S: I-605 SB Ramps / San Gabriel Riv Rd
 E/W: Hose Hills Road / Rooks Road
 Weather: Clear

File Name : 06_PRV_605S_Rose Hills_PM
 Site Code : 12220296
 Start Date : 9/3/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	1	2	0	0	2	0	0	2	2	0	0	0	0	0	5
04:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	2	0	2	5	0	0	5	0	0	3	3	0	0	0	0	0	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	2
Total	0	1	0	1	3	0	0	3	0	0	0	0	0	0	1	1	1	5
Grand Total	0	3	0	3	8	0	0	8	0	0	3	3	0	0	1	1	1	15
Apprch %	0	100	0		100	0	0		0	0	100		0	0	100			
Total %	0	20	0	20	53.3	0	0	53.3	0	0	20	20	0	0	6.7	6.7		

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	1	2	0	0	2	0	0	2	2	0	0	0	0	0	5
04:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total Volume	0	2	0	2	5	0	0	5	0	0	3	3	0	0	0	0	0	10
% App. Total	0	100	0		100	0	0		0	0	100		0	0	0			
PHF	.000	.500	.000	.500	.625	.000	.000	.625	.000	.000	.375	.375	.000	.000	.000	.000	.000	.500



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	2	0	0	2	0	0	2	2	0	0	0	0
+30 mins.	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	0	2	0	2	5	0	0	5	0	0	3	3	0	0	0	0
% App. Total	0	100	0	0	100	0	0	0	0	0	100	0	0	0	0	0
PHF	.000	.500	.000	.500	.625	.000	.000	.625	.000	.000	.375	.375	.000	.000	.000	.000

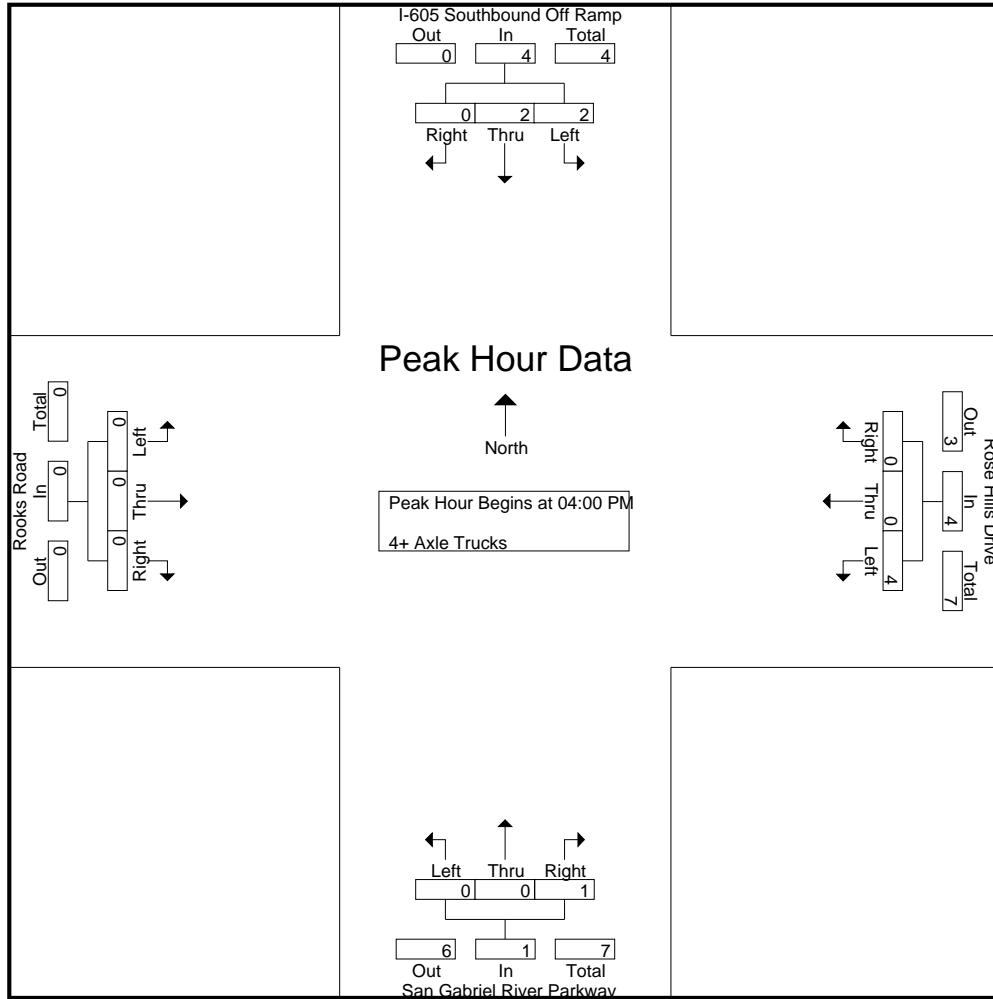
City of Pico Rivera
 N/S: I-605 SB Ramps / San Gabriel Riv Rd
 E/W: Hose Hills Road / Rooks Road
 Weather: Clear

File Name : 06_PRV_605S_Rose Hills_PM
 Site Code : 12220296
 Start Date : 9/3/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
04:15 PM	1	2	0	3	3	0	0	3	0	0	0	0	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	2	2	0	4	4	0	0	4	0	0	1	1	0	0	0	0	0	9
05:00 PM	1	0	0	1	2	0	0	2	0	0	2	2	0	0	0	0	0	5
05:15 PM	0	1	0	1	2	0	0	2	0	0	1	1	0	0	0	0	0	4
05:30 PM	1	0	0	1	3	0	0	3	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	1	0	1	2	0	0	2	0	0	1	1	0	0	0	0	0	4
Total	2	2	0	4	9	0	0	9	0	0	4	4	0	0	0	0	0	17
Grand Total	4	4	0	8	13	0	0	13	0	0	5	5	0	0	0	0	0	26
Apprch %	50	50	0		100	0	0		0	0	100		0	0	0			
Total %	15.4	15.4	0	30.8	50	0	0	50	0	0	19.2	19.2	0	0	0	0	0	

Start Time	I-605 Southbound Off Ramp Southbound				Rose Hills Drive Westbound				San Gabriel River Parkway Northbound				Rooks Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
04:15 PM	1	2	0	3	3	0	0	3	0	0	0	0	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total Volume	2	2	0	4	4	0	0	4	0	0	1	1	0	0	0	0	0	9
% App. Total	50	50	0		100	0	0		0	0	100		0	0	0			
PHF	.500	.250	.000	.333	.333	.000	.000	.333	.000	.000	.250	.250	.000	.000	.000	.000	.000	.375



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	1	2	0	3	3	0	0	3	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	2	2	0	4	4	0	0	4	0	0	1	1	0	0	0	0
% App. Total	50	50	0	100	100	0	0	100	0	0	100	100	0	0	0	0
PHF	.500	.250	.000	.333	.333	.000	.000	.333	.000	.000	.250	.250	.000	.000	.000	.000

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

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

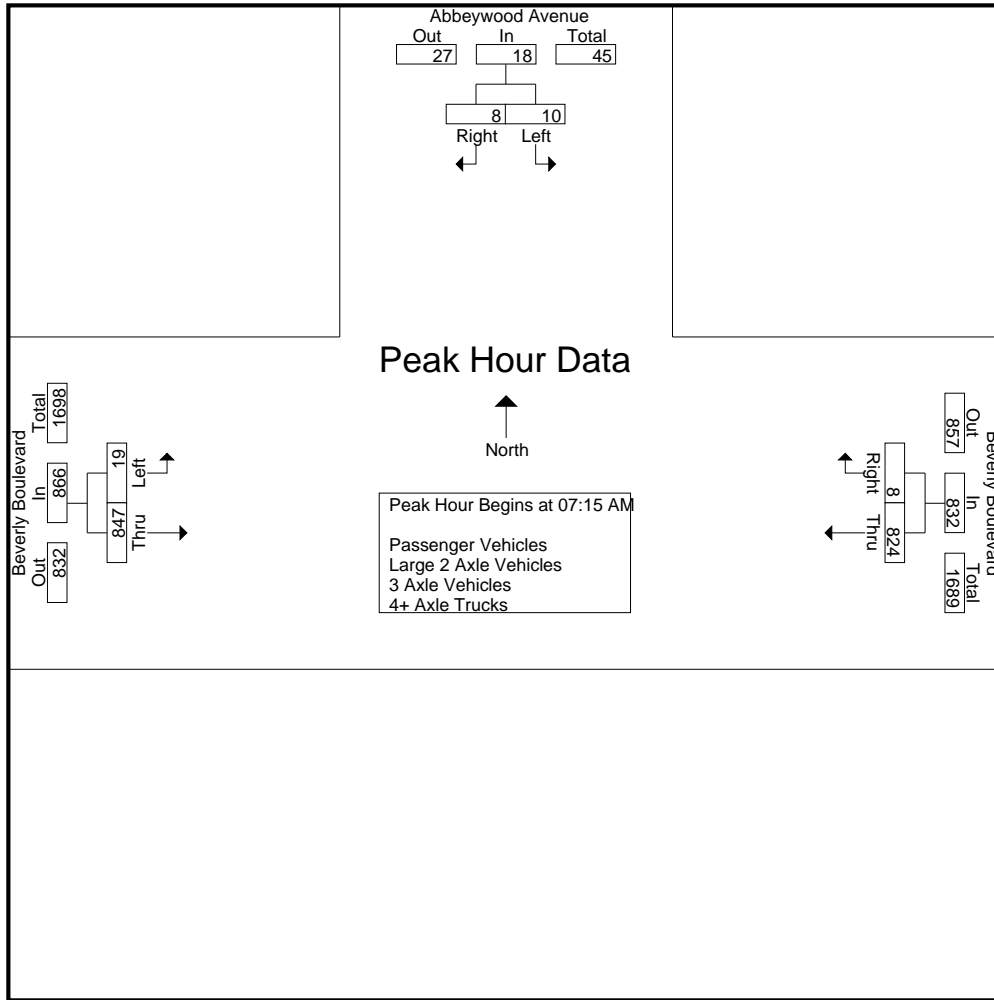
Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	2	2	167	2	169	5	175	180	351
07:15 AM	2	2	4	191	0	191	4	218	222	417
07:30 AM	3	4	7	210	2	212	1	249	250	469
07:45 AM	2	2	4	225	6	231	12	194	206	441
Total	7	10	17	793	10	803	22	836	858	1678
08:00 AM	3	0	3	198	0	198	2	186	188	389
08:15 AM	1	1	2	191	1	192	4	168	172	366
08:30 AM	1	1	2	186	8	194	6	179	185	381
08:45 AM	0	1	1	186	4	190	4	203	207	398
Total	5	3	8	761	13	774	16	736	752	1534
Grand Total	12	13	25	1554	23	1577	38	1572	1610	3212
Apprch %	48	52		98.5	1.5		2.4	97.6		
Total %	0.4	0.4	0.8	48.4	0.7	49.1	1.2	48.9	50.1	
Passenger Vehicles	2	6	8	1488	23	1511	30	1505	1535	3054
% Passenger Vehicles	16.7	46.2	32	95.8	100	95.8	78.9	95.7	95.3	95.1
Large 2 Axle Vehicles	3	0	3	37	0	37	3	37	40	80
% Large 2 Axle Vehicles	25	0	12	2.4	0	2.3	7.9	2.4	2.5	2.5
3 Axle Vehicles	2	2	4	22	0	22	4	22	26	52
% 3 Axle Vehicles	16.7	15.4	16	1.4	0	1.4	10.5	1.4	1.6	1.6
4+ Axle Trucks	5	5	10	7	0	7	1	8	9	26
% 4+ Axle Trucks	41.7	38.5	40	0.5	0	0.4	2.6	0.5	0.6	0.8

Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	2	2	4	191	0	191	4	218	222	417
07:30 AM	3	4	7	210	2	212	1	249	250	469
07:45 AM	2	2	4	225	6	231	12	194	206	441
08:00 AM	3	0	3	198	0	198	2	186	188	389
Total Volume	10	8	18	824	8	832	19	847	866	1716
% App. Total	55.6	44.4		99	1		2.2	97.8		
PHF	.833	.500	.643	.916	.333	.900	.396	.850	.866	.915

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

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



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

	07:15 AM			07:30 AM			07:15 AM		
+0 mins.	2	2	4	210	2	212	4	218	222
+15 mins.	3	4	7	225	6	231	1	249	250
+30 mins.	2	2	4	198	0	198	12	194	206
+45 mins.	3	0	3	191	1	192	2	186	188
Total Volume	10	8	18	824	9	833	19	847	866
% App. Total	55.6	44.4		98.9	1.1		2.2	97.8	
PHF	.833	.500	.643	.916	.375	.902	.396	.850	.866

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	1	1	157	2	159	4	168	172	332
07:15 AM	0	1	1	185	0	185	2	211	213	399
07:30 AM	0	3	3	201	2	203	1	241	242	448
07:45 AM	1	1	2	219	6	225	12	185	197	424
Total	1	6	7	762	10	772	19	805	824	1603
08:00 AM	1	0	1	184	0	184	2	178	180	365
08:15 AM	0	0	0	181	1	182	2	158	160	342
08:30 AM	0	0	0	184	8	192	4	166	170	362
08:45 AM	0	0	0	177	4	181	3	198	201	382
Total	1	0	1	726	13	739	11	700	711	1451
Grand Total	2	6	8	1488	23	1511	30	1505	1535	3054
Apprch %	25	75		98.5	1.5		2	98		
Total %	0.1	0.2	0.3	48.7	0.8	49.5	1	49.3	50.3	

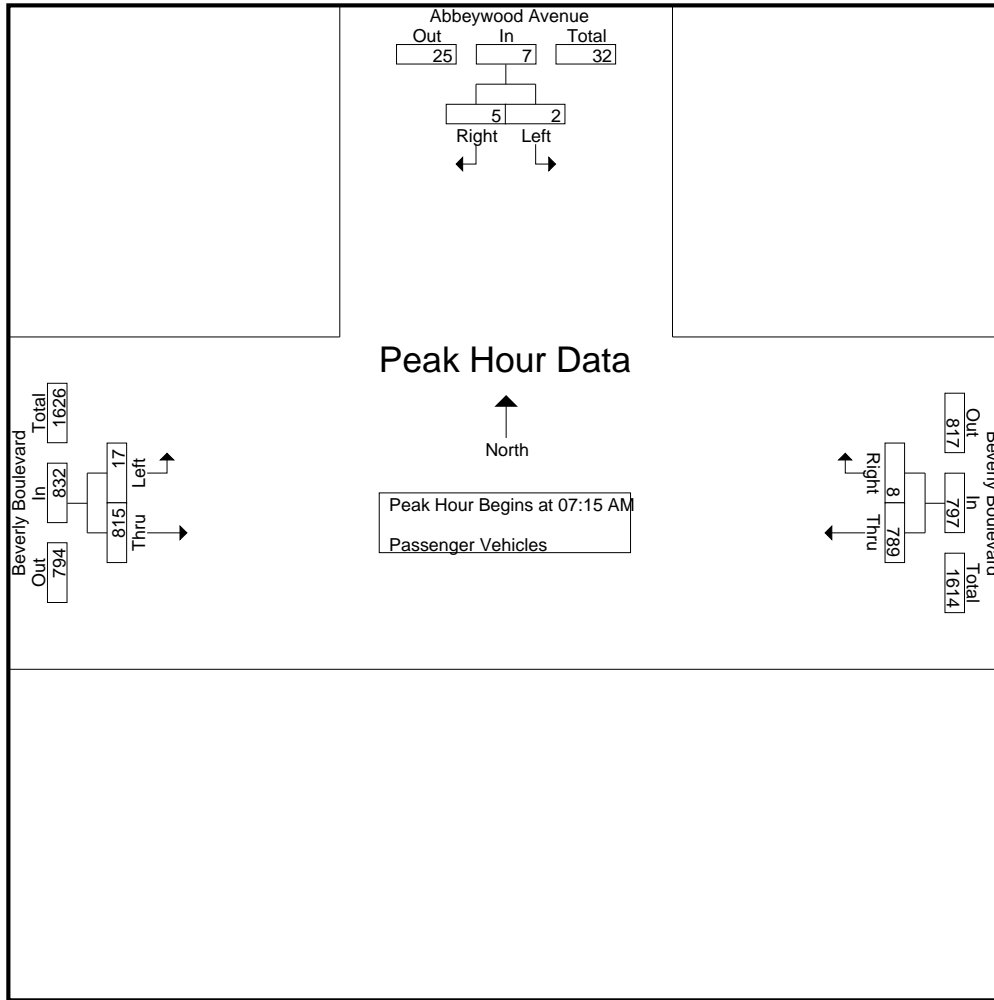
Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	0	1	1	185	0	185	2	211	213	399
07:30 AM	0	3	3	201	2	203	1	241	242	448
07:45 AM	1	1	2	219	6	225	12	185	197	424
08:00 AM	1	0	1	184	0	184	2	178	180	365
Total Volume	2	5	7	789	8	797	17	815	832	1636
% App. Total	28.6	71.4		99	1		2	98		
PHF	.500	.417	.583	.901	.333	.886	.354	.845	.860	.913

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	185	0	185	2	211	213
+15 mins.	0	3	3	201	2	203	1	241	242
+30 mins.	1	1	2	219	6	225	12	185	197
+45 mins.	1	0	1	184	0	184	2	178	180
Total Volume	2	5	7	789	8	797	17	815	832
% App. Total	28.6	71.4		99	1		2	98	
PHF	.500	.417	.583	.901	.333	.886	.354	.845	.860

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

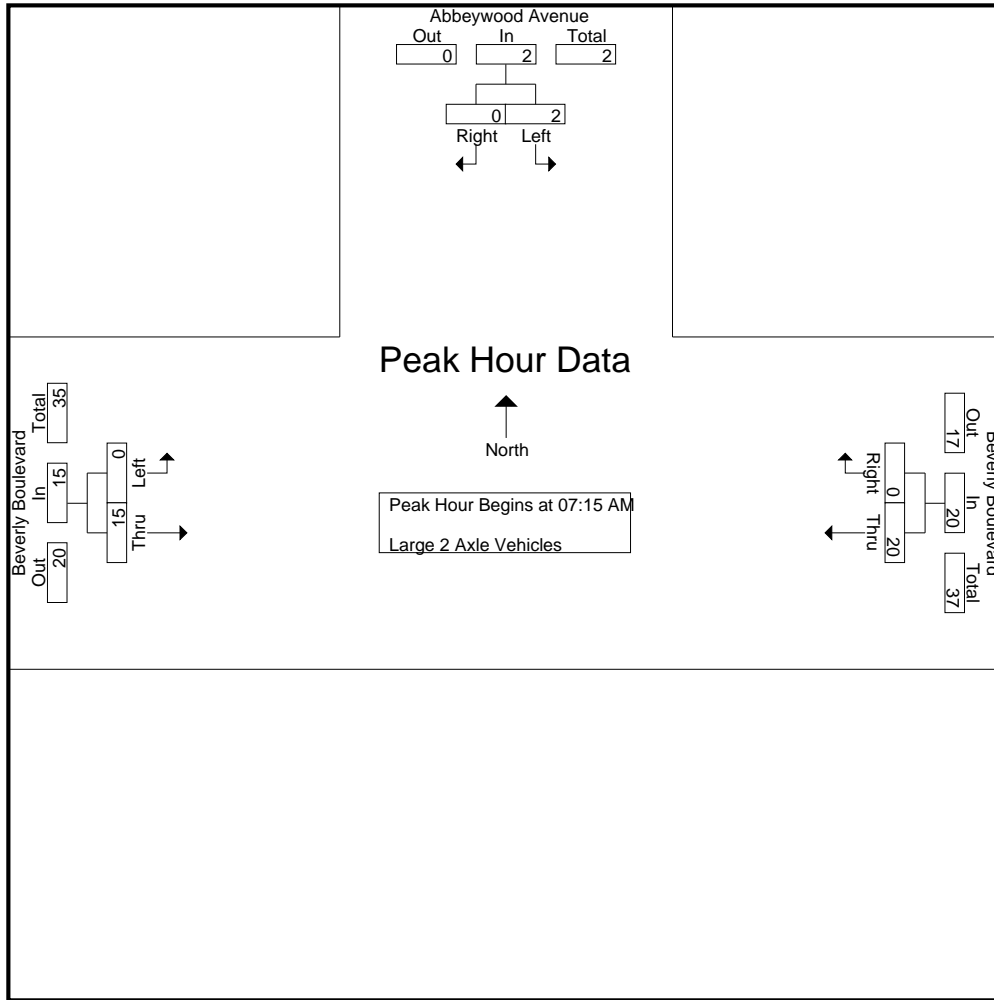
Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	6	0	6	0	7	7	13
07:15 AM	0	0	0	3	0	3	0	5	5	8
07:30 AM	2	0	2	6	0	6	0	3	3	11
07:45 AM	0	0	0	2	0	2	0	4	4	6
Total	2	0	2	17	0	17	0	19	19	38
08:00 AM	0	0	0	9	0	9	0	3	3	12
08:15 AM	0	0	0	7	0	7	2	5	7	14
08:30 AM	1	0	1	1	0	1	1	8	9	11
08:45 AM	0	0	0	3	0	3	0	2	2	5
Total	1	0	1	20	0	20	3	18	21	42
Grand Total	3	0	3	37	0	37	3	37	40	80
Apprch %	100	0		100	0		7.5	92.5		
Total %	3.8	0	3.8	46.2	0	46.2	3.8	46.2	50	

Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	0	0	0	3	0	3	0	5	5	8
07:30 AM	2	0	2	6	0	6	0	3	3	11
07:45 AM	0	0	0	2	0	2	0	4	4	6
08:00 AM	0	0	0	9	0	9	0	3	3	12
Total Volume	2	0	2	20	0	20	0	15	15	37
% App. Total	100	0		100	0		0	100		
PHF	.250	.000	.250	.556	.000	.556	.000	.750	.750	.771

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

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	3	0	3	0	5	5
+15 mins.	2	0	2	6	0	6	0	3	3
+30 mins.	0	0	0	2	0	2	0	4	4
+45 mins.	0	0	0	9	0	9	0	3	3
Total Volume	2	0	2	20	0	20	0	15	15
% App. Total	100	0		100	0		0	100	
PHF	.250	.000	.250	.556	.000	.556	.000	.750	.750

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	3	0	3	0	0	0	3
07:15 AM	1	0	1	1	0	1	2	1	3	5
07:30 AM	0	1	1	3	0	3	0	4	4	8
07:45 AM	0	1	1	3	0	3	0	3	3	7
Total	1	2	3	10	0	10	2	8	10	23
08:00 AM	1	0	1	4	0	4	0	3	3	8
08:15 AM	0	0	0	3	0	3	0	4	4	7
08:30 AM	0	0	0	0	0	0	1	4	5	5
08:45 AM	0	0	0	5	0	5	1	3	4	9
Total	1	0	1	12	0	12	2	14	16	29
Grand Total	2	2	4	22	0	22	4	22	26	52
Apprch %	50	50		100	0		15.4	84.6		
Total %	3.8	3.8	7.7	42.3	0	42.3	7.7	42.3	50	

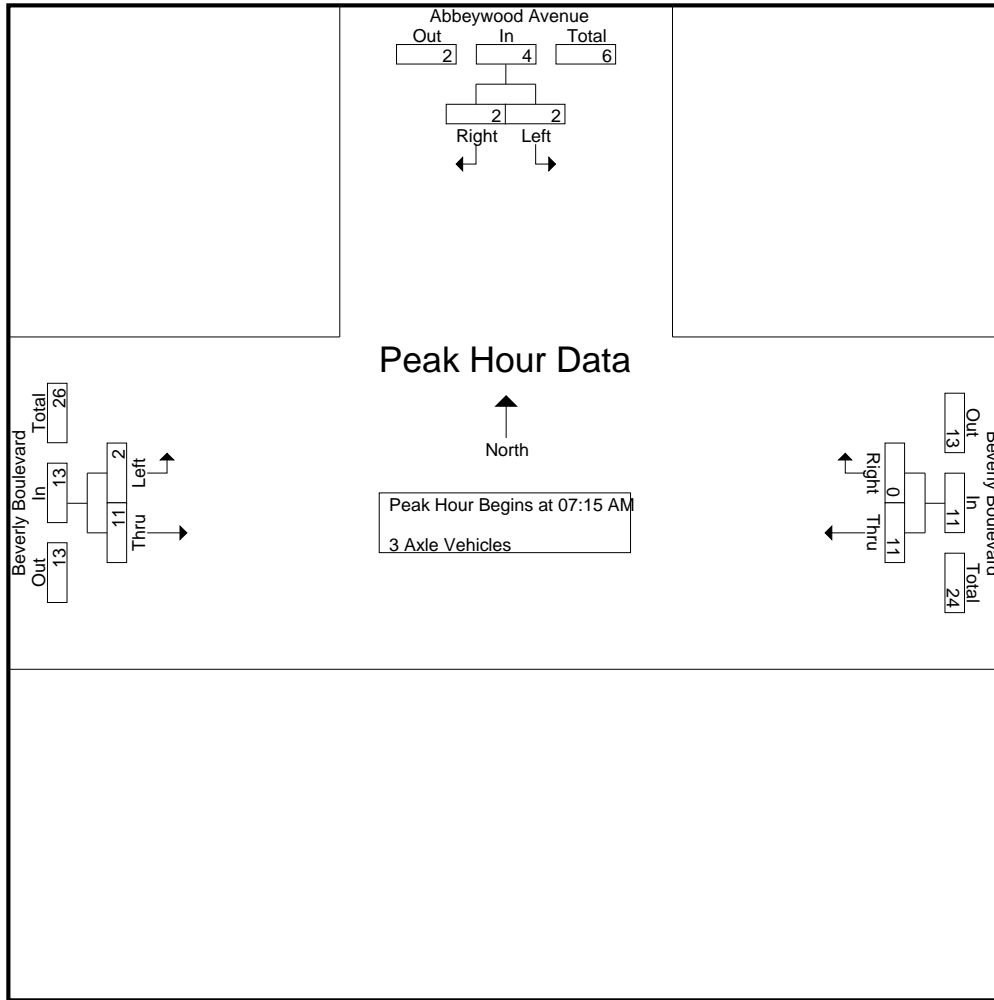
Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	1	0	1	1	0	1	2	1	3	5
07:30 AM	0	1	1	3	0	3	0	4	4	8
07:45 AM	0	1	1	3	0	3	0	3	3	7
08:00 AM	1	0	1	4	0	4	0	3	3	8
Total Volume	2	2	4	11	0	11	2	11	13	28
% App. Total	50	50		100	0		15.4	84.6		
PHF	.500	.500	1.00	.688	.000	.688	.250	.688	.813	.875

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	0	1	1	0	1	2	1	3
+15 mins.	0	1	1	3	0	3	0	4	4
+30 mins.	0	1	1	3	0	3	0	3	3
+45 mins.	1	0	1	4	0	4	0	3	3
Total Volume	2	2	4	11	0	11	2	11	13
% App. Total	50	50	1.000	100	0	.688	15.4	84.6	.813
PHF	.500	.500	1.000	.688	.000	.688	.250	.688	.813

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

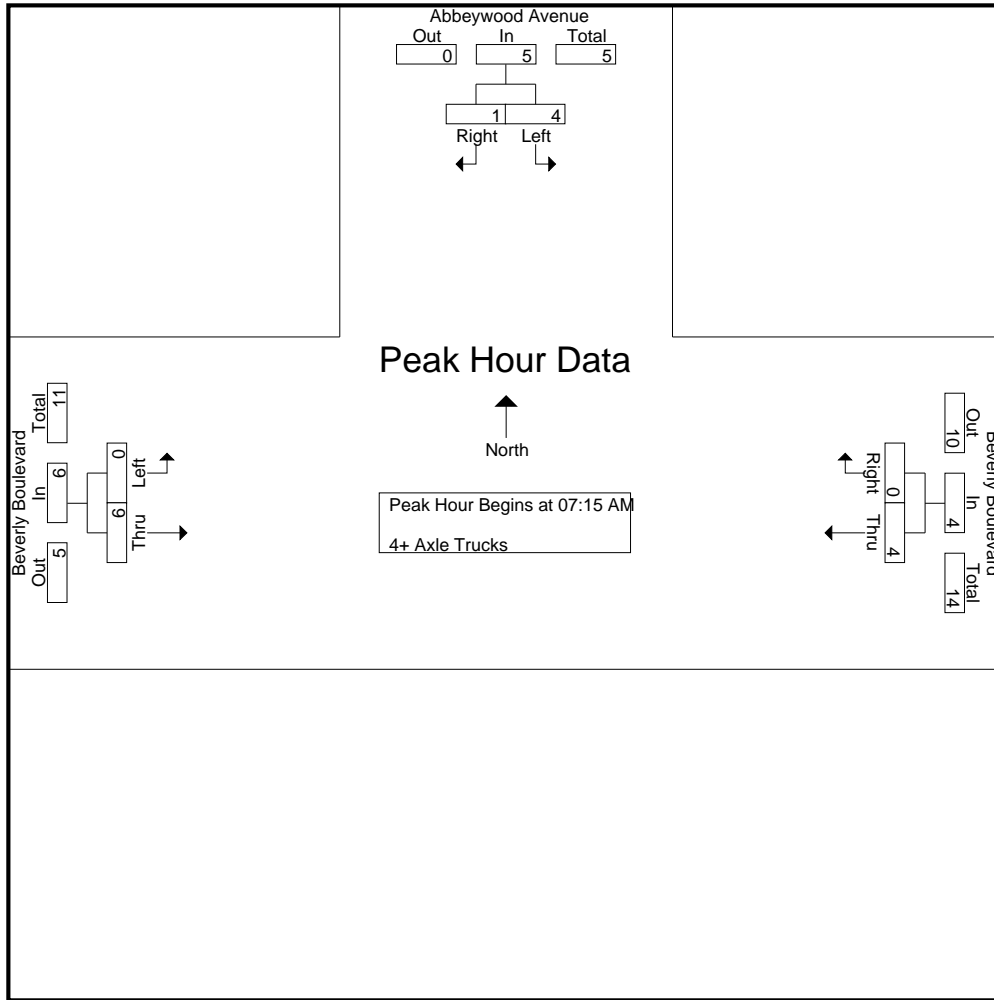
Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	1	1	1	0	1	1	0	1	3
07:15 AM	1	1	2	2	0	2	0	1	1	5
07:30 AM	1	0	1	0	0	0	0	1	1	2
07:45 AM	1	0	1	1	0	1	0	2	2	4
Total	3	2	5	4	0	4	1	4	5	14
08:00 AM	1	0	1	1	0	1	0	2	2	4
08:15 AM	1	1	2	0	0	0	0	1	1	3
08:30 AM	0	1	1	1	0	1	0	1	1	3
08:45 AM	0	1	1	1	0	1	0	0	0	2
Total	2	3	5	3	0	3	0	4	4	12
Grand Total	5	5	10	7	0	7	1	8	9	26
Apprch %	50	50		100	0		11.1	88.9		
Total %	19.2	19.2	38.5	26.9	0	26.9	3.8	30.8	34.6	

Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	1	1	2	2	0	2	0	1	1	5
07:30 AM	1	0	1	0	0	0	0	1	1	2
07:45 AM	1	0	1	1	0	1	0	2	2	4
08:00 AM	1	0	1	1	0	1	0	2	2	4
Total Volume	4	1	5	4	0	4	0	6	6	15
% App. Total	80	20		100	0		0	100		
PHF	1.00	.250	.625	.500	.000	.500	.000	.750	.750	.750

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

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	1	2	2	0	2	0	1	1
+15 mins.	1	0	1	0	0	0	0	1	1
+30 mins.	1	0	1	1	0	1	0	2	2
+45 mins.	1	0	1	1	0	1	0	2	2
Total Volume	4	1	5	4	0	4	0	6	6
% App. Total	80	20		100	0		0	100	
PHF	1.000	.250	.625	.500	.000	.500	.000	.750	.750

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

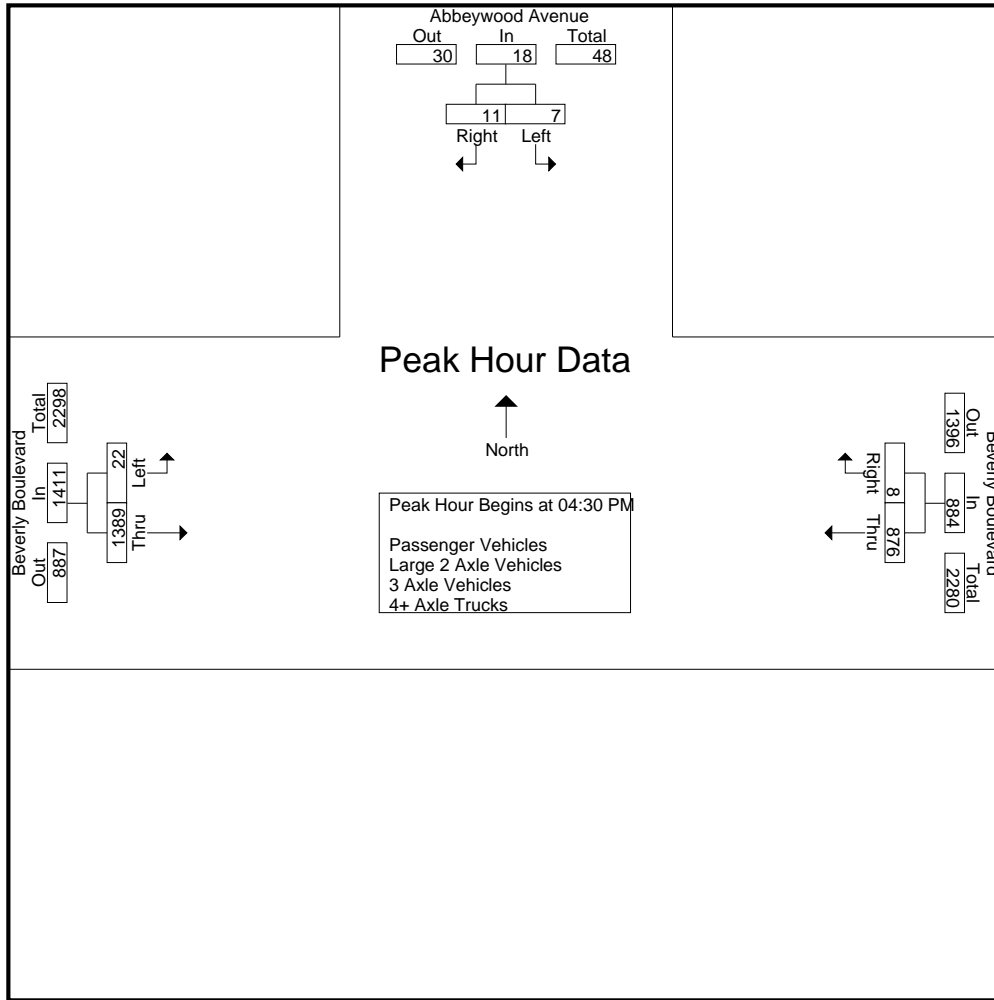
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	1	2	3	195	2	197	2	304	306	506
04:15 PM	3	0	3	187	3	190	3	342	345	538
04:30 PM	2	4	6	217	2	219	3	348	351	576
04:45 PM	2	3	5	196	2	198	5	325	330	533
Total	8	9	17	795	9	804	13	1319	1332	2153
05:00 PM	2	1	3	215	4	219	9	369	378	600
05:15 PM	1	3	4	248	0	248	5	347	352	604
05:30 PM	4	3	7	224	3	227	1	328	329	563
05:45 PM	3	5	8	204	0	204	2	319	321	533
Total	10	12	22	891	7	898	17	1363	1380	2300
Grand Total	18	21	39	1686	16	1702	30	2682	2712	4453
Apprch %	46.2	53.8		99.1	0.9		1.1	98.9		
Total %	0.4	0.5	0.9	37.9	0.4	38.2	0.7	60.2	60.9	
Passenger Vehicles	17	17	34	1654	9	1663	16	2651	2667	4364
% Passenger Vehicles	94.4	81	87.2	98.1	56.2	97.7	53.3	98.8	98.3	98
Large 2 Axle Vehicles	0	1	1	24	0	24	4	28	32	57
% Large 2 Axle Vehicles	0	4.8	2.6	1.4	0	1.4	13.3	1	1.2	1.3
3 Axle Vehicles	1	2	3	1	2	3	5	1	6	12
% 3 Axle Vehicles	5.6	9.5	7.7	0.1	12.5	0.2	16.7	0	0.2	0.3
4+ Axle Trucks	0	1	1	7	5	12	5	2	7	20
% 4+ Axle Trucks	0	4.8	2.6	0.4	31.2	0.7	16.7	0.1	0.3	0.4

Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	2	4	6	217	2	219	3	348	351	576
04:45 PM	2	3	5	196	2	198	5	325	330	533
05:00 PM	2	1	3	215	4	219	9	369	378	600
05:15 PM	1	3	4	248	0	248	5	347	352	604
Total Volume	7	11	18	876	8	884	22	1389	1411	2313
% App. Total	38.9	61.1		99.1	0.9		1.6	98.4		
PHF	.875	.688	.750	.883	.500	.891	.611	.941	.933	.957

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



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

	05:00 PM			05:00 PM			04:30 PM		
+0 mins.	2	1	3	215	4	219	3	348	351
+15 mins.	1	3	4	248	0	248	5	325	330
+30 mins.	4	3	7	224	3	227	9	369	378
+45 mins.	3	5	8	204	0	204	5	347	352
Total Volume	10	12	22	891	7	898	22	1389	1411
% App. Total	45.5	54.5		99.2	0.8		1.6	98.4	
PHF	.625	.600	.688	.898	.438	.905	.611	.941	.933

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
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Groups Printed- Passenger Vehicles

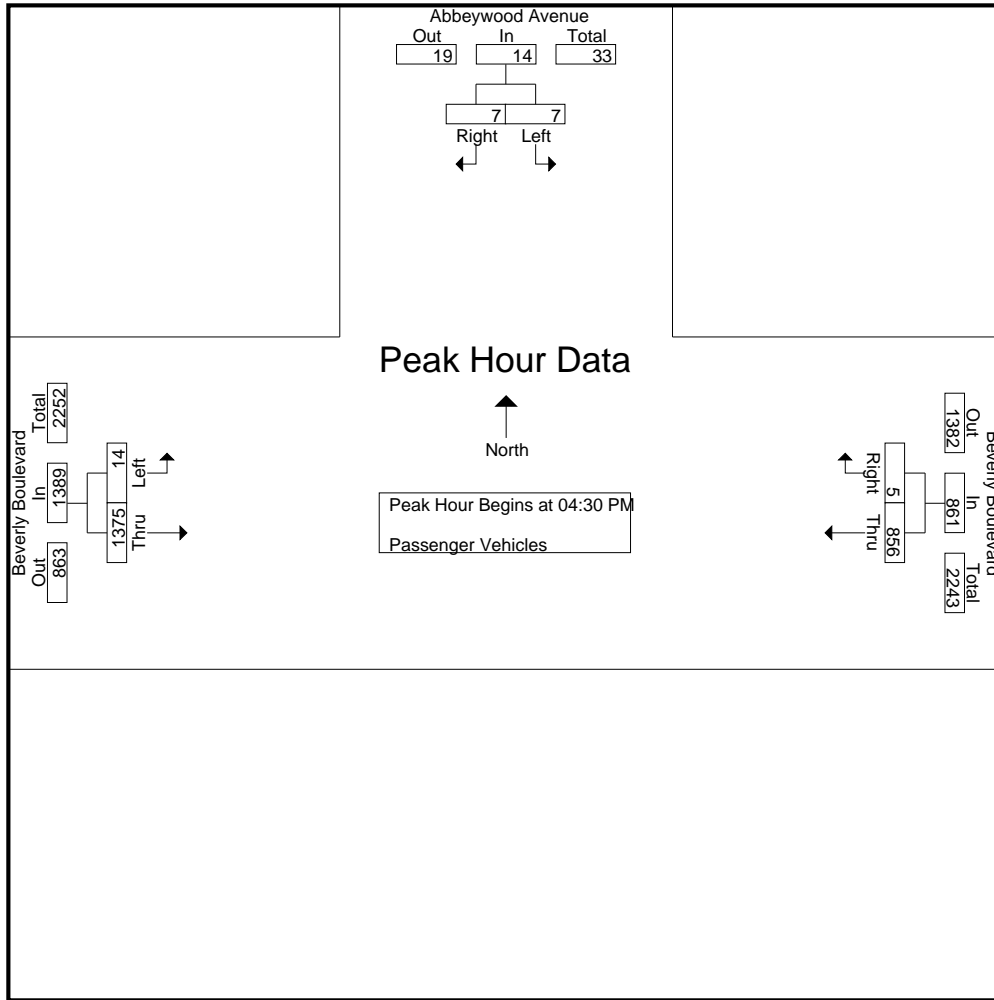
Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	2	2	192	2	194	0	301	301	497
04:15 PM	3	0	3	184	1	185	2	335	337	525
04:30 PM	2	3	5	214	1	215	2	345	347	567
04:45 PM	2	2	4	192	1	193	3	320	323	520
Total	7	7	14	782	5	787	7	1301	1308	2109
05:00 PM	2	0	2	208	3	211	5	366	371	584
05:15 PM	1	2	3	242	0	242	4	344	348	593
05:30 PM	4	3	7	222	1	223	0	323	323	553
05:45 PM	3	5	8	200	0	200	0	317	317	525
Total	10	10	20	872	4	876	9	1350	1359	2255
Grand Total	17	17	34	1654	9	1663	16	2651	2667	4364
Apprch %	50	50		99.5	0.5		0.6	99.4		
Total %	0.4	0.4	0.8	37.9	0.2	38.1	0.4	60.7	61.1	

Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	2	3	5	214	1	215	2	345	347	567
04:45 PM	2	2	4	192	1	193	3	320	323	520
05:00 PM	2	0	2	208	3	211	5	366	371	584
05:15 PM	1	2	3	242	0	242	4	344	348	593
Total Volume	7	7	14	856	5	861	14	1375	1389	2264
% App. Total	50	50		99.4	0.6		1	99		
PHF	.875	.583	.700	.884	.417	.889	.700	.939	.936	.954

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	2	3	5	214	1	215	2	345	347
+15 mins.	2	2	4	192	1	193	3	320	323
+30 mins.	2	0	2	208	3	211	5	366	371
+45 mins.	1	2	3	242	0	242	4	344	348
Total Volume	7	7	14	856	5	861	14	1375	1389
% App. Total	50	50		99.4	0.6		1	99	
PHF	.875	.583	.700	.884	.417	.889	.700	.939	.936

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

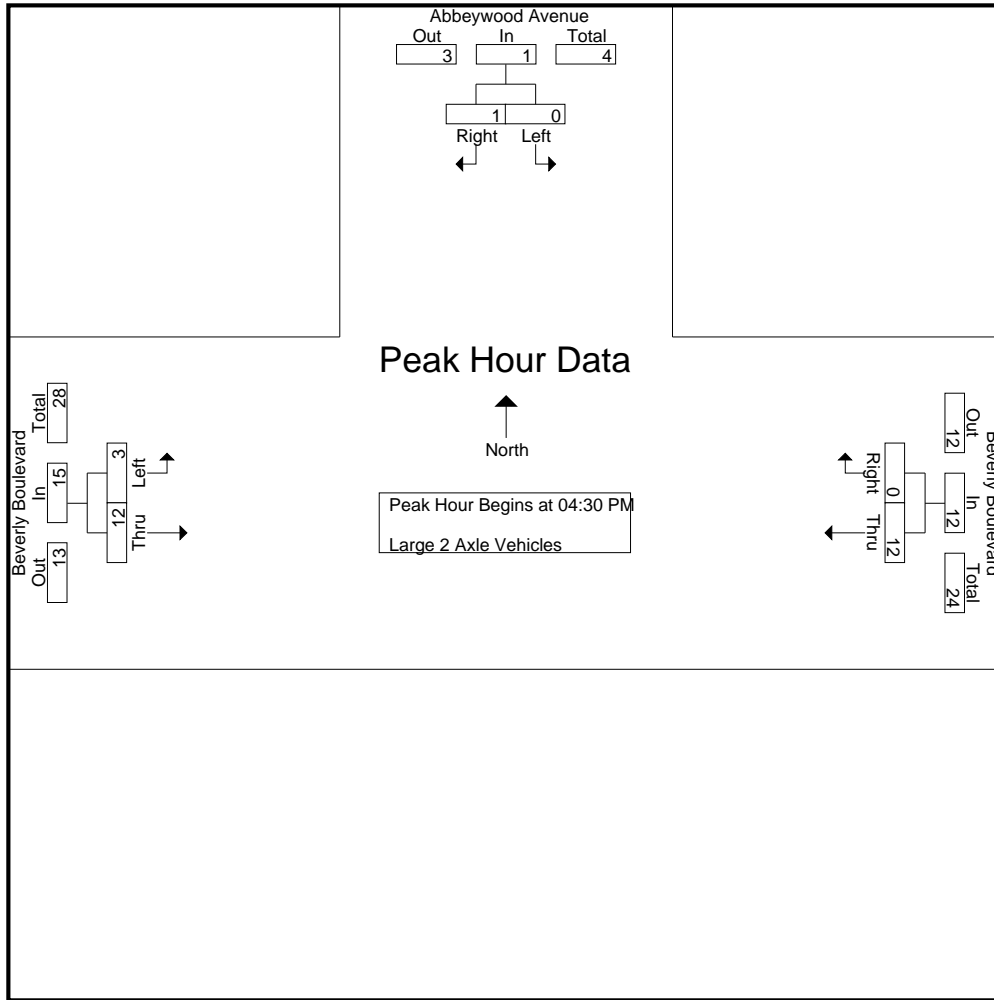
Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	3	0	3	0	3	3	6
04:15 PM	0	0	0	3	0	3	0	7	7	10
04:30 PM	0	1	1	2	0	2	1	2	3	6
04:45 PM	0	0	0	3	0	3	1	4	5	8
Total	0	1	1	11	0	11	2	16	18	30
05:00 PM	0	0	0	4	0	4	1	3	4	8
05:15 PM	0	0	0	3	0	3	0	3	3	6
05:30 PM	0	0	0	2	0	2	1	5	6	8
05:45 PM	0	0	0	4	0	4	0	1	1	5
Total	0	0	0	13	0	13	2	12	14	27
Grand Total	0	1	1	24	0	24	4	28	32	57
Apprch %	0	100		100	0		12.5	87.5		
Total %	0	1.8	1.8	42.1	0	42.1	7	49.1	56.1	

Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	0	1	1	2	0	2	1	2	3	6
04:45 PM	0	0	0	3	0	3	1	4	5	8
05:00 PM	0	0	0	4	0	4	1	3	4	8
05:15 PM	0	0	0	3	0	3	0	3	3	6
Total Volume	0	1	1	12	0	12	3	12	15	28
% App. Total	0	100		100	0		20	80		
PHF	.000	.250	.250	.750	.000	.750	.750	.750	.750	.875

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	1	1	2	0	2	1	2	3
+15 mins.	0	0	0	3	0	3	1	4	5
+30 mins.	0	0	0	4	0	4	1	3	4
+45 mins.	0	0	0	3	0	3	0	3	3
Total Volume	0	1	1	12	0	12	3	12	15
% App. Total	0	100		100	0		20	80	
PHF	.000	.250	.250	.750	.000	.750	.750	.750	.750

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	1	0	1	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total	1	1	2	0	1	1	1	1	2	5
05:00 PM	0	1	1	1	1	2	2	0	2	5
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	1	1	2	4	0	4	7
Grand Total	1	2	3	1	2	3	5	1	6	12
Apprch %	33.3	66.7		33.3	66.7		83.3	16.7		
Total %	8.3	16.7	25	8.3	16.7	25	41.7	8.3	50	

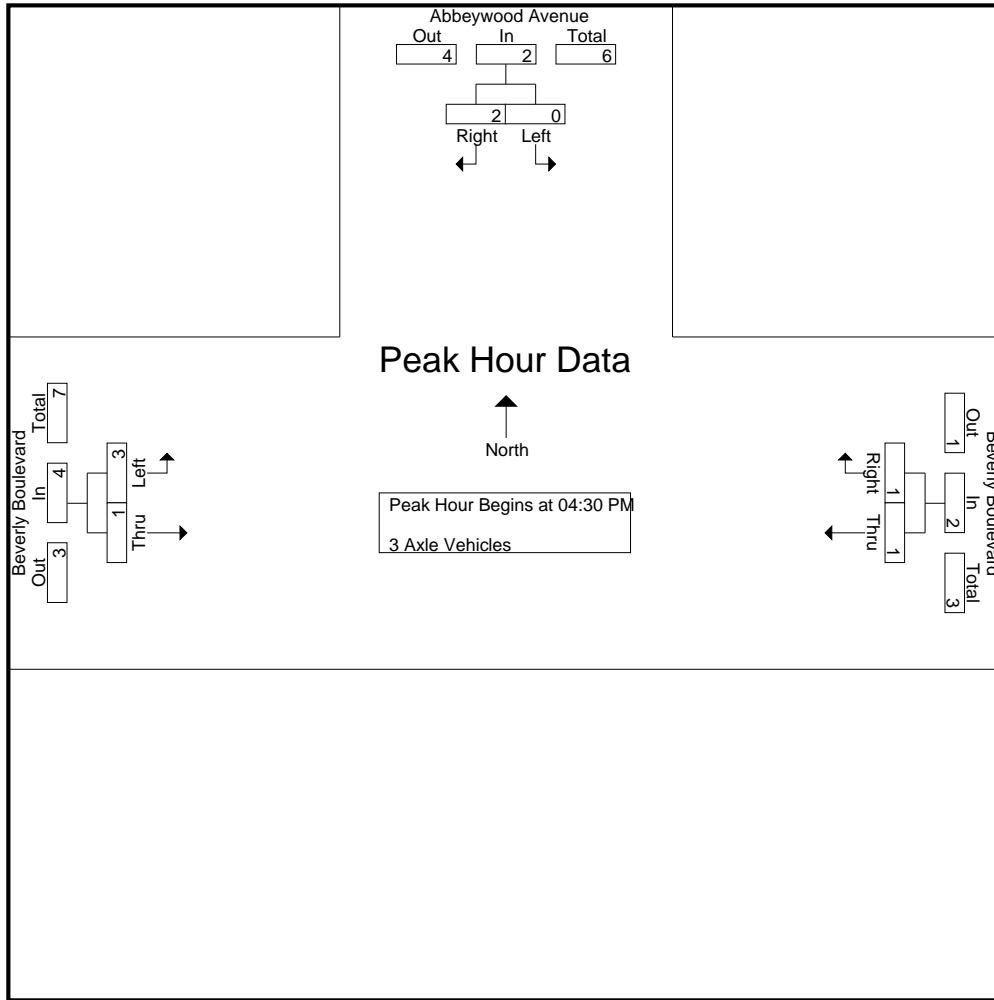
Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	1	1	0	0	0	0	0	0	1
05:00 PM	0	1	1	1	1	2	2	0	2	5
05:15 PM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	2	2	1	1	2	3	1	4	8
% App. Total	0	100		50	50		75	25		
PHF	.000	.500	.500	.250	.250	.250	.375	.250	.500	.400

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	1	1
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	0	1	1	1	1	2	2	0	2
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	2	2	1	1	2	3	1	4
% App. Total	0	100		50	50		75	25	
PHF	.000	.500	.500	.250	.250	.250	.375	.250	.500

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	1	1	1	0	1	2
04:30 PM	0	0	0	1	1	2	0	0	0	2
04:45 PM	0	0	0	1	1	2	1	1	2	4
Total	0	0	0	2	3	5	3	1	4	9
05:00 PM	0	0	0	2	0	2	1	0	1	3
05:15 PM	0	1	1	3	0	3	0	0	0	4
05:30 PM	0	0	0	0	2	2	0	0	0	2
05:45 PM	0	0	0	0	0	0	1	1	2	2
Total	0	1	1	5	2	7	2	1	3	11
Grand Total	0	1	1	7	5	12	5	2	7	20
Apprch %	0	100		58.3	41.7		71.4	28.6		
Total %	0	5	5	35	25	60	25	10	35	

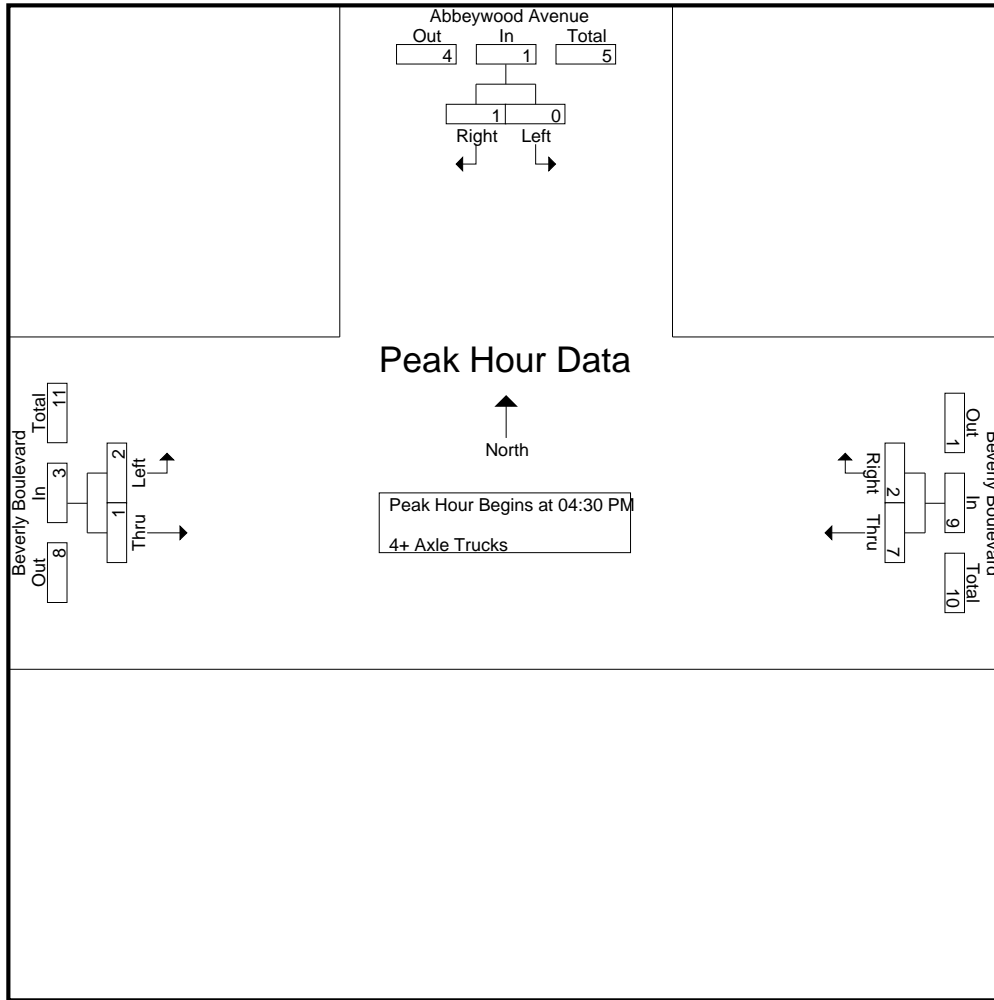
Start Time	Abbeywood Avenue Southbound			Beverly Boulevard Westbound			Beverly Boulevard Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	0	0	0	1	1	2	0	0	0	2
04:45 PM	0	0	0	1	1	2	1	1	2	4
05:00 PM	0	0	0	2	0	2	1	0	1	3
05:15 PM	0	1	1	3	0	3	0	0	0	4
Total Volume	0	1	1	7	2	9	2	1	3	13
% App. Total	0	100		77.8	22.2		66.7	33.3		
PHF	.000	.250	.250	.583	.500	.750	.500	.250	.375	.813

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Pico Rivera
 N/S: Abbeywood Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 07_PRV_Abbeywood_Beverly PM
 Site Code : 12220296
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	1	1	2	0	0	0
+15 mins.	0	0	0	1	1	2	1	1	2
+30 mins.	0	0	0	2	0	2	1	0	1
+45 mins.	0	1	1	3	0	3	0	0	0
Total Volume	0	1	1	7	2	9	2	1	3
% App. Total	0	100		77.8	22.2		66.7	33.3	
PHF	.000	.250	.250	.583	.500	.750	.500	.250	.375

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
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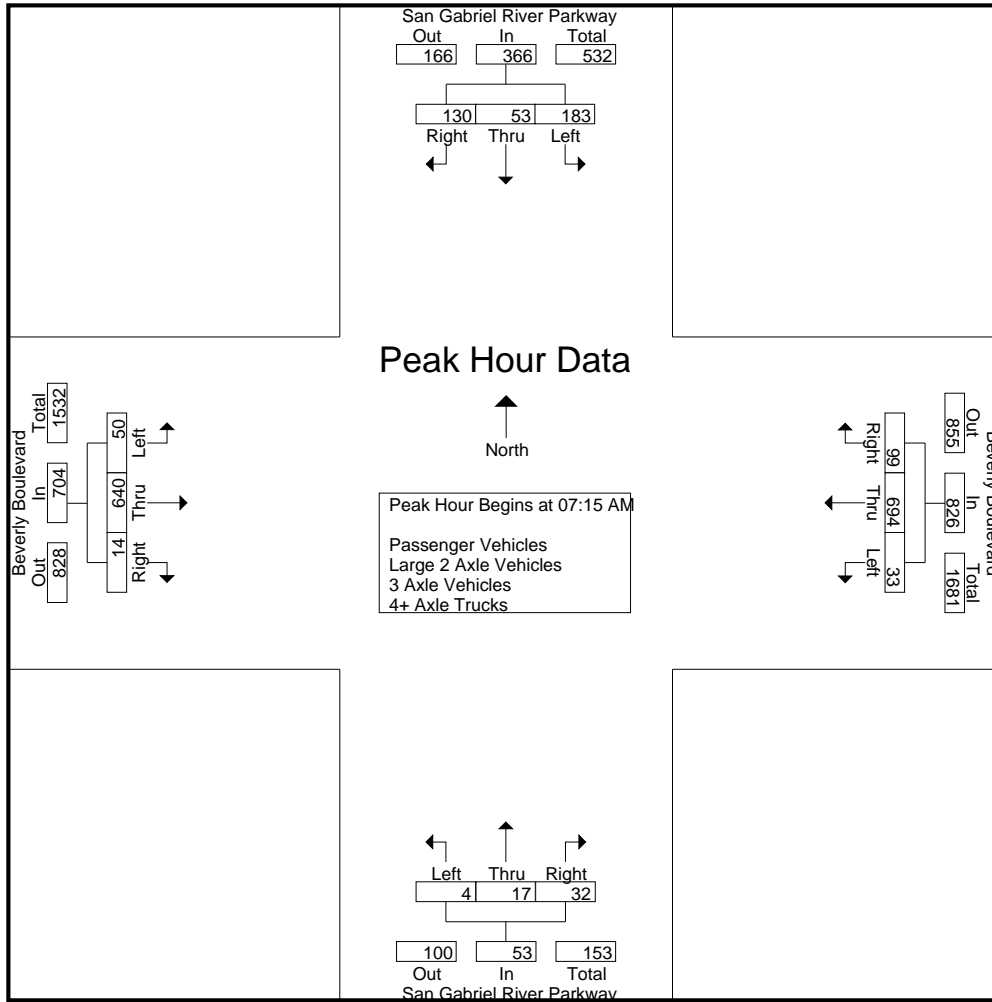
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	36	8	31	75	5	143	12	160	2	1	11	14	13	142	4	159	408
07:15 AM	41	13	35	89	8	172	20	200	1	3	7	11	16	176	4	196	496
07:30 AM	48	12	32	92	7	172	24	203	2	5	9	16	12	178	7	197	508
07:45 AM	60	16	31	107	14	185	25	224	0	3	8	11	13	138	0	151	493
Total	185	49	129	363	34	672	81	787	5	12	35	52	54	634	15	703	1905
08:00 AM	34	12	32	78	4	165	30	199	1	6	8	15	9	148	3	160	452
08:15 AM	31	10	20	61	7	155	27	189	2	4	6	12	6	135	2	143	405
08:30 AM	41	5	25	71	11	155	18	184	0	7	15	22	9	137	1	147	424
08:45 AM	43	9	35	87	9	141	30	180	2	2	10	14	9	142	1	152	433
Total	149	36	112	297	31	616	105	752	5	19	39	63	33	562	7	602	1714
Grand Total	334	85	241	660	65	1288	186	1539	10	31	74	115	87	1196	22	1305	3619
Apprch %	50.6	12.9	36.5		4.2	83.7	12.1		8.7	27	64.3		6.7	91.6	1.7		
Total %	9.2	2.3	6.7	18.2	1.8	35.6	5.1	42.5	0.3	0.9	2	3.2	2.4	33	0.6	36.1	
Passenger Vehicles	309	76	221	606	60	1245	166	1471	7	29	69	105	75	1142	21	1238	3420
% Passenger Vehicles	92.5	89.4	91.7	91.8	92.3	96.7	89.2	95.6	70	93.5	93.2	91.3	86.2	95.5	95.5	94.9	94.5
Large 2 Axle Vehicles	12	6	15	33	1	25	8	34	2	1	3	6	6	31	1	38	111
% Large 2 Axle Vehicles	3.6	7.1	6.2	5	1.5	1.9	4.3	2.2	20	3.2	4.1	5.2	6.9	2.6	4.5	2.9	3.1
3 Axle Vehicles	12	0	5	17	2	11	11	24	0	1	1	2	6	13	0	19	62
% 3 Axle Vehicles	3.6	0	2.1	2.6	3.1	0.9	5.9	1.6	0	3.2	1.4	1.7	6.9	1.1	0	1.5	1.7
4+ Axle Trucks	1	3	0	4	2	7	1	10	1	0	1	2	0	10	0	10	26
% 4+ Axle Trucks	0.3	3.5	0	0.6	3.1	0.5	0.5	0.6	10	0	1.4	1.7	0	0.8	0	0.8	0.7

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	41	13	35	89	8	172	20	200	1	3	7	11	16	176	4	196	496
07:30 AM	48	12	32	92	7	172	24	203	2	5	9	16	12	178	7	197	508
07:45 AM	60	16	31	107	14	185	25	224	0	3	8	11	13	138	0	151	493
08:00 AM	34	12	32	78	4	165	30	199	1	6	8	15	9	148	3	160	452
Total Volume	183	53	130	366	33	694	99	826	4	17	32	53	50	640	14	704	1949
% App. Total	50	14.5	35.5		4	84	12		7.5	32.1	60.4		7.1	90.9	2		
PHF	.763	.828	.929	.855	.589	.938	.825	.922	.500	.708	.889	.828	.781	.899	.500	.893	.959

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly AM
 Site Code : 12220296
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				08:00 AM				07:15 AM			
+0 mins.	41	13	35	89	8	172	20	200	1	6	8	15	16	176	4	196
+15 mins.	48	12	32	92	7	172	24	203	2	4	6	12	12	178	7	197
+30 mins.	60	16	31	107	14	185	25	224	0	7	15	22	13	138	0	151
+45 mins.	34	12	32	78	4	165	30	199	2	2	10	14	9	148	3	160
Total Volume	183	53	130	366	33	694	99	826	5	19	39	63	50	640	14	704
% App. Total	50	14.5	35.5		4	84	12		7.9	30.2	61.9		7.1	90.9	2	
PHF	.763	.828	.929	.855	.589	.938	.825	.922	.625	.679	.650	.716	.781	.899	.500	.893

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

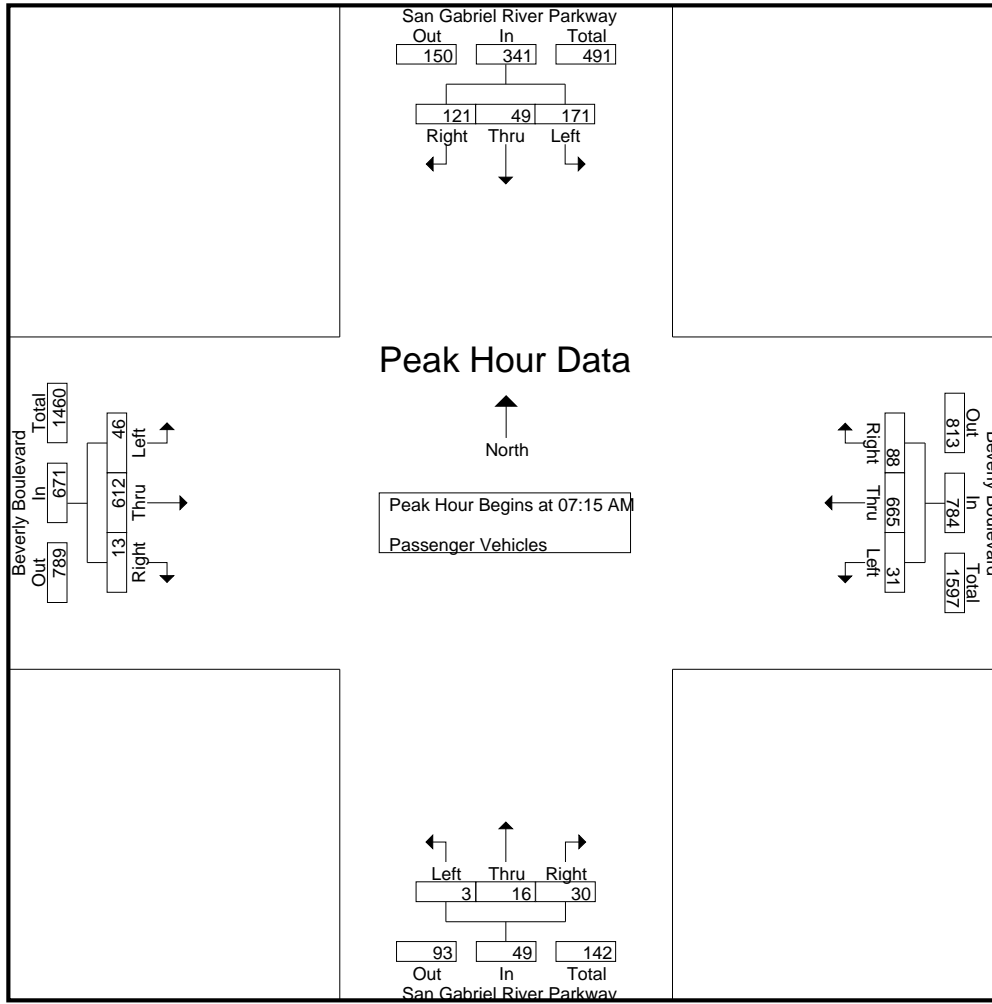
Groups Printed- Passenger Vehicles

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	33	7	26	66	5	138	11	154	2	1	11	14	10	136	4	150	384
07:15 AM	38	10	32	80	8	163	19	190	1	3	7	11	14	168	4	186	467
07:30 AM	46	12	29	87	7	166	21	194	1	4	9	14	11	172	7	190	485
07:45 AM	56	16	29	101	13	182	21	216	0	3	6	9	13	133	0	146	472
Total	173	45	116	334	33	649	72	754	4	11	33	48	48	609	15	672	1808
08:00 AM	31	11	31	73	3	154	27	184	1	6	8	15	8	139	2	149	421
08:15 AM	26	7	19	52	7	150	23	180	1	4	5	10	3	129	2	134	376
08:30 AM	39	5	22	66	11	153	18	182	0	6	14	20	8	127	1	136	404
08:45 AM	40	8	33	81	6	139	26	171	1	2	9	12	8	138	1	147	411
Total	136	31	105	272	27	596	94	717	3	18	36	57	27	533	6	566	1612
Grand Total	309	76	221	606	60	1245	166	1471	7	29	69	105	75	1142	21	1238	3420
Apprch %	51	12.5	36.5		4.1	84.6	11.3		6.7	27.6	65.7		6.1	92.2	1.7		
Total %	9	2.2	6.5	17.7	1.8	36.4	4.9	43	0.2	0.8	2	3.1	2.2	33.4	0.6	36.2	

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	38	10	32	80	8	163	19	190	1	3	7	11	14	168	4	186	467
07:30 AM	46	12	29	87	7	166	21	194	1	4	9	14	11	172	7	190	485
07:45 AM	56	16	29	101	13	182	21	216	0	3	6	9	13	133	0	146	472
08:00 AM	31	11	31	73	3	154	27	184	1	6	8	15	8	139	2	149	421
Total Volume	171	49	121	341	31	665	88	784	3	16	30	49	46	612	13	671	1845
% App. Total	50.1	14.4	35.5		4	84.8	11.2		6.1	32.7	61.2		6.9	91.2	1.9		
PHF	.763	.766	.945	.844	.596	.913	.815	.907	.750	.667	.833	.817	.821	.890	.464	.883	.951

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	38	10	32	80	8	163	19	190	1	3	7	11	14	168	4	186
+15 mins.	46	12	29	87	7	166	21	194	1	4	9	14	11	172	7	190
+30 mins.	56	16	29	101	13	182	21	216	0	3	6	9	13	133	0	146
+45 mins.	31	11	31	73	3	154	27	184	1	6	8	15	8	139	2	149
Total Volume	171	49	121	341	31	665	88	784	3	16	30	49	46	612	13	671
% App. Total	50.1	14.4	35.5		4	84.8	11.2		6.1	32.7	61.2		6.9	91.2	1.9	
PHF	.763	.766	.945	.844	.596	.913	.815	.907	.750	.667	.833	.817	.821	.890	.464	.883

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

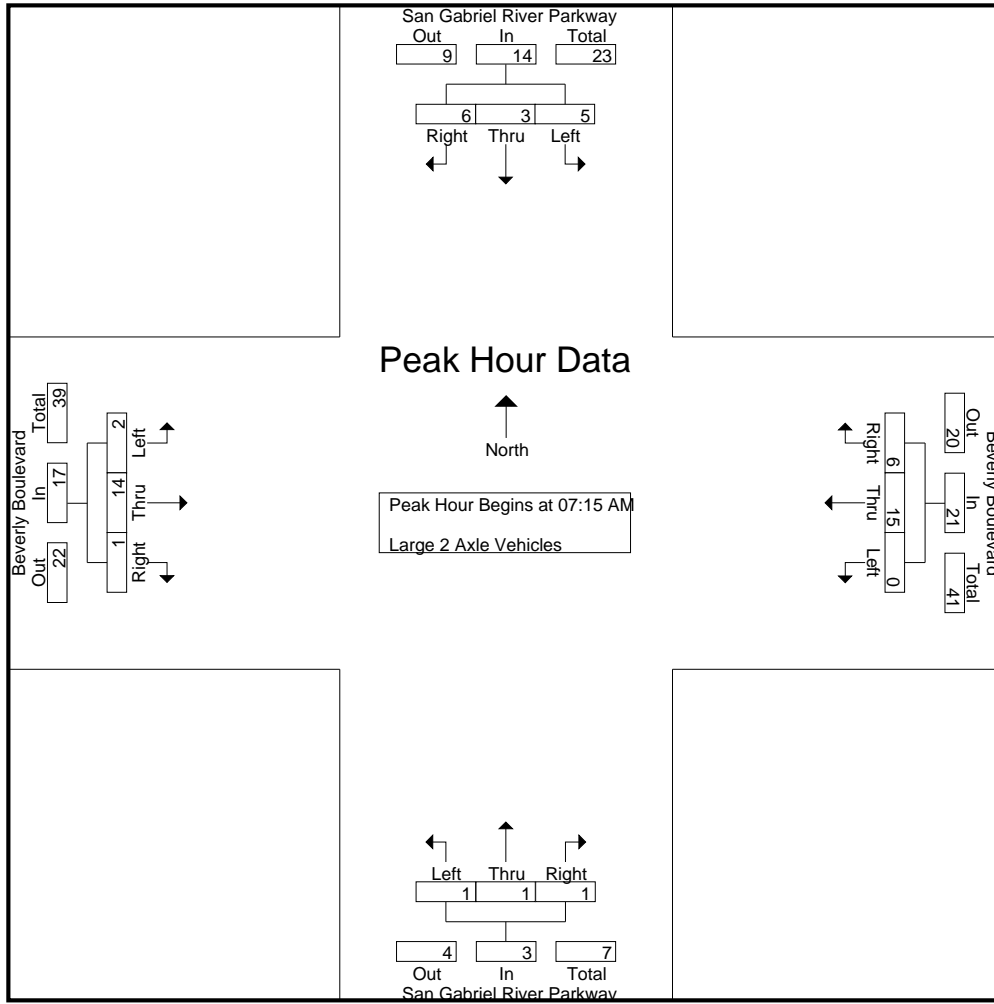
Groups Printed- Large 2 Axle Vehicles

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	1	4	7	0	3	1	4	0	0	0	0	1	6	0	7	18
07:15 AM	3	2	3	8	0	3	1	4	0	0	0	0	1	4	0	5	17
07:30 AM	0	0	2	2	0	4	1	5	1	1	0	2	1	2	0	3	12
07:45 AM	1	0	1	2	0	0	2	2	0	0	1	1	0	3	0	3	8
Total	6	3	10	19	0	10	5	15	1	1	1	3	3	15	0	18	55
08:00 AM	1	1	0	2	0	8	2	10	0	0	0	0	0	5	1	6	18
08:15 AM	4	2	1	7	0	4	1	5	1	0	0	1	1	3	0	4	17
08:30 AM	0	0	2	2	0	1	0	1	0	0	1	1	1	6	0	7	11
08:45 AM	1	0	2	3	1	2	0	3	0	0	1	1	1	2	0	3	10
Total	6	3	5	14	1	15	3	19	1	0	2	3	3	16	1	20	56
Grand Total	12	6	15	33	1	25	8	34	2	1	3	6	6	31	1	38	111
Apprch %	36.4	18.2	45.5		2.9	73.5	23.5		33.3	16.7	50		15.8	81.6	2.6		
Total %	10.8	5.4	13.5	29.7	0.9	22.5	7.2	30.6	1.8	0.9	2.7	5.4	5.4	27.9	0.9	34.2	

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	2	3	8	0	3	1	4	0	0	0	0	1	4	0	5	17
07:30 AM	0	0	2	2	0	4	1	5	1	1	0	2	1	2	0	3	12
07:45 AM	1	0	1	2	0	0	2	2	0	0	1	1	0	3	0	3	8
08:00 AM	1	1	0	2	0	8	2	10	0	0	0	0	0	5	1	6	18
Total Volume	5	3	6	14	0	15	6	21	1	1	1	3	2	14	1	17	55
% App. Total	35.7	21.4	42.9		0	71.4	28.6		33.3	33.3	33.3		11.8	82.4	5.9		
PHF	.417	.375	.500	.438	.000	.469	.750	.525	.250	.250	.250	.375	.500	.700	.250	.708	.764

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	3	2	3	8	0	3	1	4	0	0	0	0	1	4	0	5
+15 mins.	0	0	2	2	0	4	1	5	1	1	0	2	1	2	0	3
+30 mins.	1	0	1	2	0	0	2	2	0	0	1	1	0	3	0	3
+45 mins.	1	1	0	2	0	8	2	10	0	0	0	0	0	5	1	6
Total Volume	5	3	6	14	0	15	6	21	1	1	1	3	2	14	1	17
% App. Total	35.7	21.4	42.9		0	71.4	28.6		33.3	33.3	33.3		11.8	82.4	5.9	
PHF	.417	.375	.500	.438	.000	.469	.750	.525	.250	.250	.250	.375	.500	.700	.250	.708

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

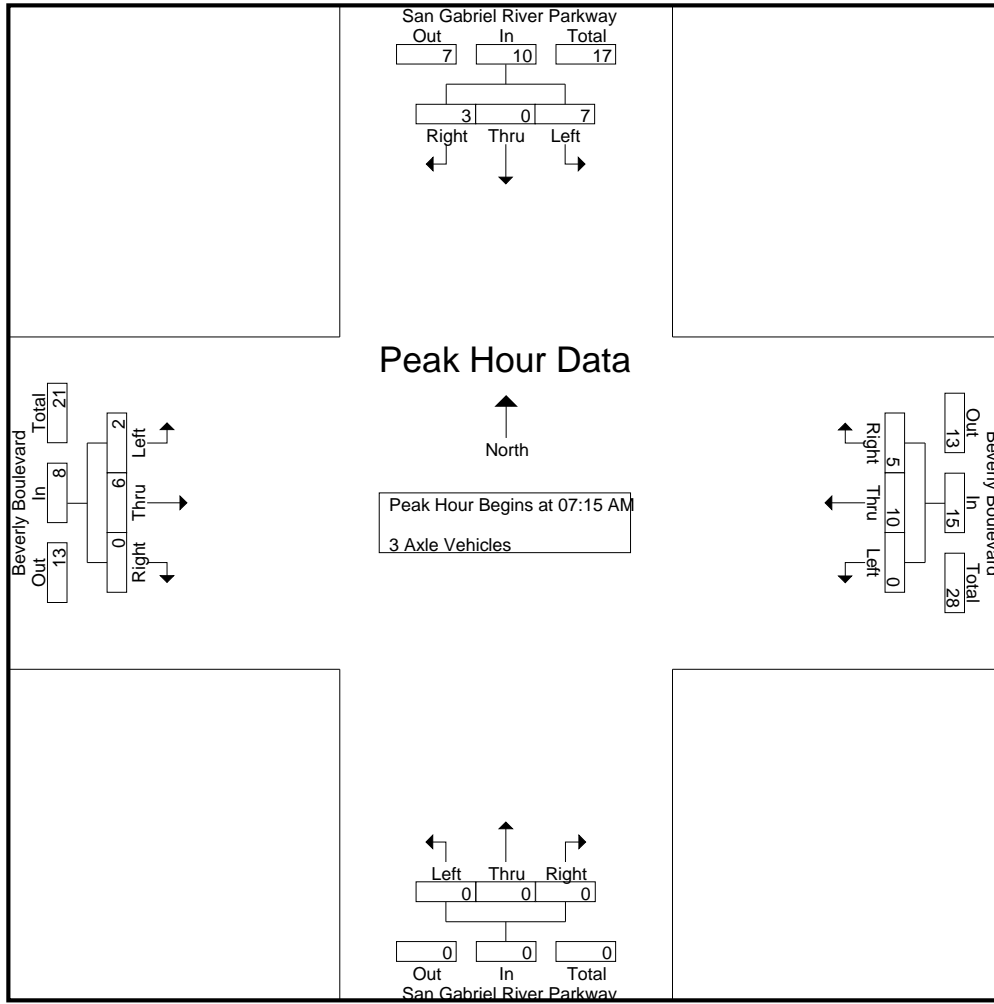
Groups Printed- 3 Axle Vehicles

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	2	0	0	2	4
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4	7
07:30 AM	2	0	1	3	0	1	2	3	0	0	0	0	0	2	0	2	8
07:45 AM	3	0	1	4	0	3	2	5	0	0	0	0	0	0	0	0	9
Total	5	0	3	8	0	8	4	12	0	0	0	0	3	5	0	8	28
08:00 AM	2	0	1	3	0	3	1	4	0	0	0	0	1	1	0	2	9
08:15 AM	1	0	0	1	0	0	3	3	0	0	1	1	2	2	0	4	9
08:30 AM	2	0	1	3	0	0	0	0	0	1	0	1	0	3	0	3	7
08:45 AM	2	0	0	2	2	0	3	5	0	0	0	0	0	2	0	2	9
Total	7	0	2	9	2	3	7	12	0	1	1	2	3	8	0	11	34
Grand Total	12	0	5	17	2	11	11	24	0	1	1	2	6	13	0	19	62
Apprch %	70.6	0	29.4		8.3	45.8	45.8		0	50	50		31.6	68.4	0		
Total %	19.4	0	8.1	27.4	3.2	17.7	17.7	38.7	0	1.6	1.6	3.2	9.7	21	0	30.6	

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4	7
07:30 AM	2	0	1	3	0	1	2	3	0	0	0	0	0	2	0	2	8
07:45 AM	3	0	1	4	0	3	2	5	0	0	0	0	0	0	0	0	9
08:00 AM	2	0	1	3	0	3	1	4	0	0	0	0	1	1	0	2	9
Total Volume	7	0	3	10	0	10	5	15	0	0	0	0	2	6	0	8	33
% App. Total	70	0	30		0	66.7	33.3		0	0	0		25	75	0		
PHF	.583	.000	.750	.625	.000	.833	.625	.750	.000	.000	.000	.000	.500	.500	.000	.500	.917

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4
+15 mins.	2	0	1	3	0	1	2	3	0	0	0	0	0	2	0	2
+30 mins.	3	0	1	4	0	3	2	5	0	0	0	0	0	0	0	0
+45 mins.	2	0	1	3	0	3	1	4	0	0	0	0	1	1	0	2
Total Volume	7	0	3	10	0	10	5	15	0	0	0	0	2	6	0	8
% App. Total	70	0	30		0	66.7	33.3		0	0	0		25	75	0	
PHF	.583	.000	.750	.625	.000	.833	.625	.750	.000	.000	.000	.000	.500	.500	.000	.500

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

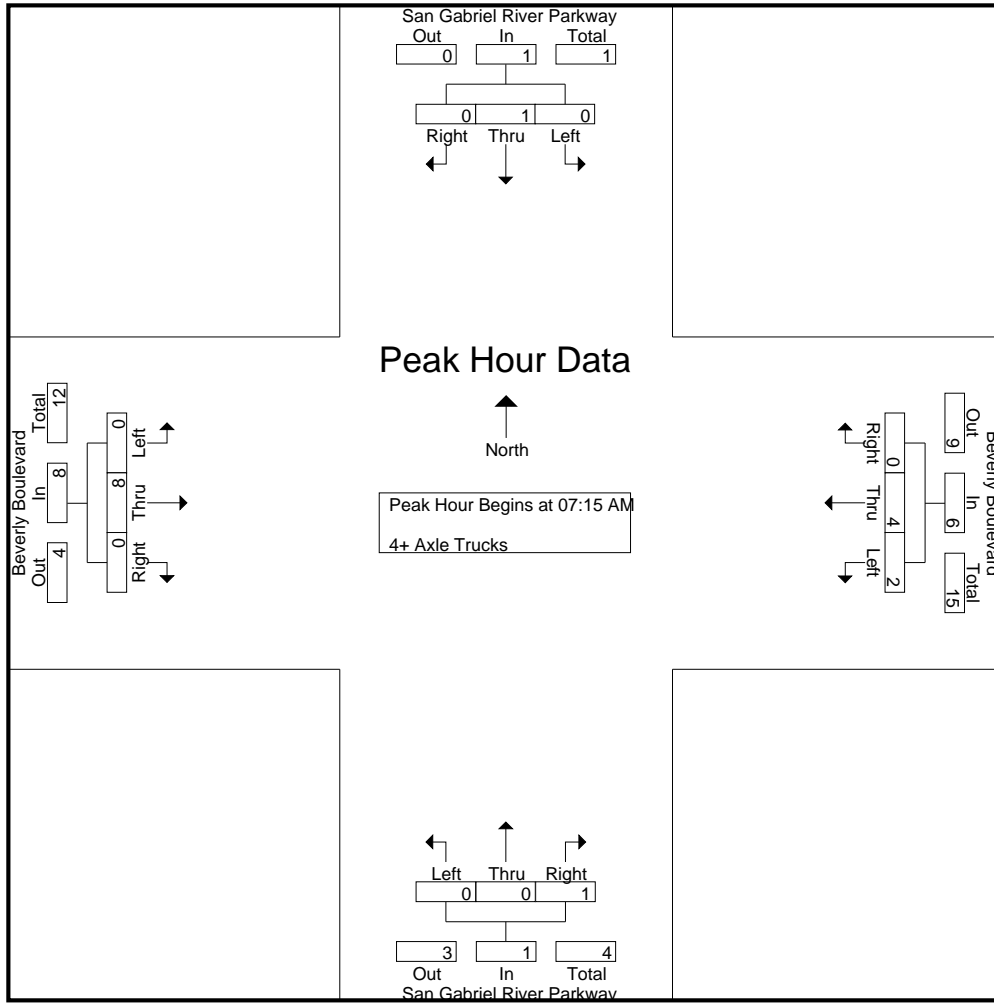
Groups Printed- 4+ Axle Trucks

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	1	0	1	0	3	0	3	0	0	0	0	0	1	0	0	1	5
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	2	3
07:45 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	2	0	0	2	4
Total	1	1	0	2	1	5	0	6	0	0	1	1	0	5	0	0	5	14
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	3	4
08:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	0	1	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1	2
08:45 AM	0	1	0	1	0	0	1	1	1	0	0	1	0	0	0	0	0	3
Total	0	2	0	2	1	2	1	4	1	0	0	1	0	5	0	0	5	12
Grand Total	1	3	0	4	2	7	1	10	1	0	1	2	0	10	0	0	10	26
Apprch %	25	75	0		20	70	10		50	0	50		0	100	0			
Total %	3.8	11.5	0	15.4	7.7	26.9	3.8	38.5	3.8	0	3.8	7.7	0	38.5	0	38.5		

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	0	1	0	1	0	3	0	3	0	0	0	0	0	1	0	0	1	5
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	2	3
07:45 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	2	0	0	2	4
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	3	4
Total Volume	0	1	0	1	2	4	0	6	0	0	1	1	0	8	0	0	8	16
% App. Total	0	100	0		33.3	66.7	0		0	0	100		0	100	0			
PHF	.000	.250	.000	.250	.500	.333	.000	.500	.000	.000	.250	.250	.000	.667	.000	.667	.800	

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	0	3	0	3	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	2	0	2
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	3
Total Volume	0	1	0	1	2	4	0	6	0	0	1	1	0	8	0	8
% App. Total	0	100	0	0	33.3	66.7	0	0	0	0	100	0	0	100	0	0
PHF	.000	.250	.000	.250	.500	.333	.000	.500	.000	.000	.250	.250	.000	.667	.000	.667

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
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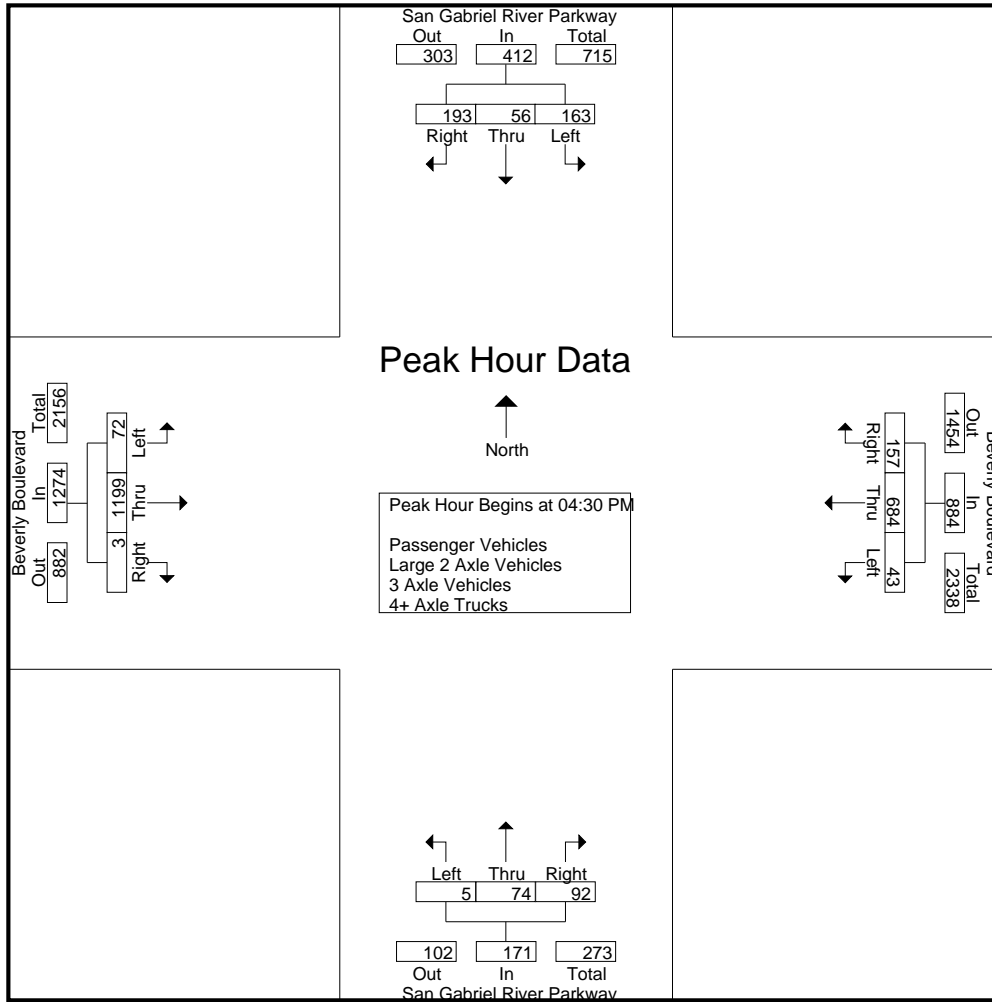
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	33	9	39	81	13	152	28	193	6	18	24	48	17	244	0	261	583
04:15 PM	36	5	36	77	8	165	30	203	1	9	23	33	14	296	1	311	624
04:30 PM	48	17	51	116	4	172	40	216	4	19	24	47	14	291	0	305	684
04:45 PM	42	7	28	77	16	157	37	210	1	18	21	40	23	291	1	315	642
Total	159	38	154	351	41	646	135	822	12	64	92	168	68	1122	2	1192	2533
05:00 PM	32	8	58	98	11	149	40	200	0	16	23	39	17	303	1	321	658
05:15 PM	41	24	56	121	12	206	40	258	0	21	24	45	18	314	1	333	757
05:30 PM	47	13	57	117	8	162	37	207	0	15	24	39	37	259	0	296	659
05:45 PM	34	10	32	76	7	162	48	217	0	9	14	23	20	258	1	279	595
Total	154	55	203	412	38	679	165	882	0	61	85	146	92	1134	3	1229	2669
Grand Total	313	93	357	763	79	1325	300	1704	12	125	177	314	160	2256	5	2421	5202
Apprch %	41	12.2	46.8		4.6	77.8	17.6		3.8	39.8	56.4		6.6	93.2	0.2		
Total %	6	1.8	6.9	14.7	1.5	25.5	5.8	32.8	0.2	2.4	3.4	6	3.1	43.4	0.1	46.5	
Passenger Vehicles	299	82	349	730	74	1305	293	1672	11	123	175	309	151	2226	4	2381	5092
% Passenger Vehicles	95.5	88.2	97.8	95.7	93.7	98.5	97.7	98.1	91.7	98.4	98.9	98.4	94.4	98.7	80	98.3	97.9
Large 2 Axle Vehicles	9	6	4	19	3	15	4	22	1	1	1	3	7	24	1	32	76
% Large 2 Axle Vehicles	2.9	6.5	1.1	2.5	3.8	1.1	1.3	1.3	8.3	0.8	0.6	1	4.4	1.1	20	1.3	1.5
3 Axle Vehicles	2	1	1	4	0	2	1	3	0	0	1	1	0	3	0	3	11
% 3 Axle Vehicles	0.6	1.1	0.3	0.5	0	0.2	0.3	0.2	0	0	0.6	0.3	0	0.1	0	0.1	0.2
4+ Axle Trucks	3	4	3	10	2	3	2	7	0	1	0	1	2	3	0	5	23
% 4+ Axle Trucks	1	4.3	0.8	1.3	2.5	0.2	0.7	0.4	0	0.8	0	0.3	1.2	0.1	0	0.2	0.4

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	48	17	51	116	4	172	40	216	4	19	24	47	14	291	0	305	684
04:45 PM	42	7	28	77	16	157	37	210	1	18	21	40	23	291	1	315	642
05:00 PM	32	8	58	98	11	149	40	200	0	16	23	39	17	303	1	321	658
05:15 PM	41	24	56	121	12	206	40	258	0	21	24	45	18	314	1	333	757
Total Volume	163	56	193	412	43	684	157	884	5	74	92	171	72	1199	3	1274	2741
% App. Total	39.6	13.6	46.8		4.9	77.4	17.8		2.9	43.3	53.8		5.7	94.1	0.2		
PHF	.849	.583	.832	.851	.672	.830	.981	.857	.313	.881	.958	.910	.783	.955	.750	.956	.905

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

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

	04:45 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	42	7	28	77	4	172	40	216	4	19	24	47	14	291	0	305
+15 mins.	32	8	58	98	16	157	37	210	1	18	21	40	23	291	1	315
+30 mins.	41	24	56	121	11	149	40	200	0	16	23	39	17	303	1	321
+45 mins.	47	13	57	117	12	206	40	258	0	21	24	45	18	314	1	333
Total Volume	162	52	199	413	43	684	157	884	5	74	92	171	72	1199	3	1274
% App. Total	39.2	12.6	48.2		4.9	77.4	17.8		2.9	43.3	53.8		5.7	94.1	0.2	
PHF	.862	.542	.858	.853	.672	.830	.981	.857	.313	.881	.958	.910	.783	.955	.750	.956

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
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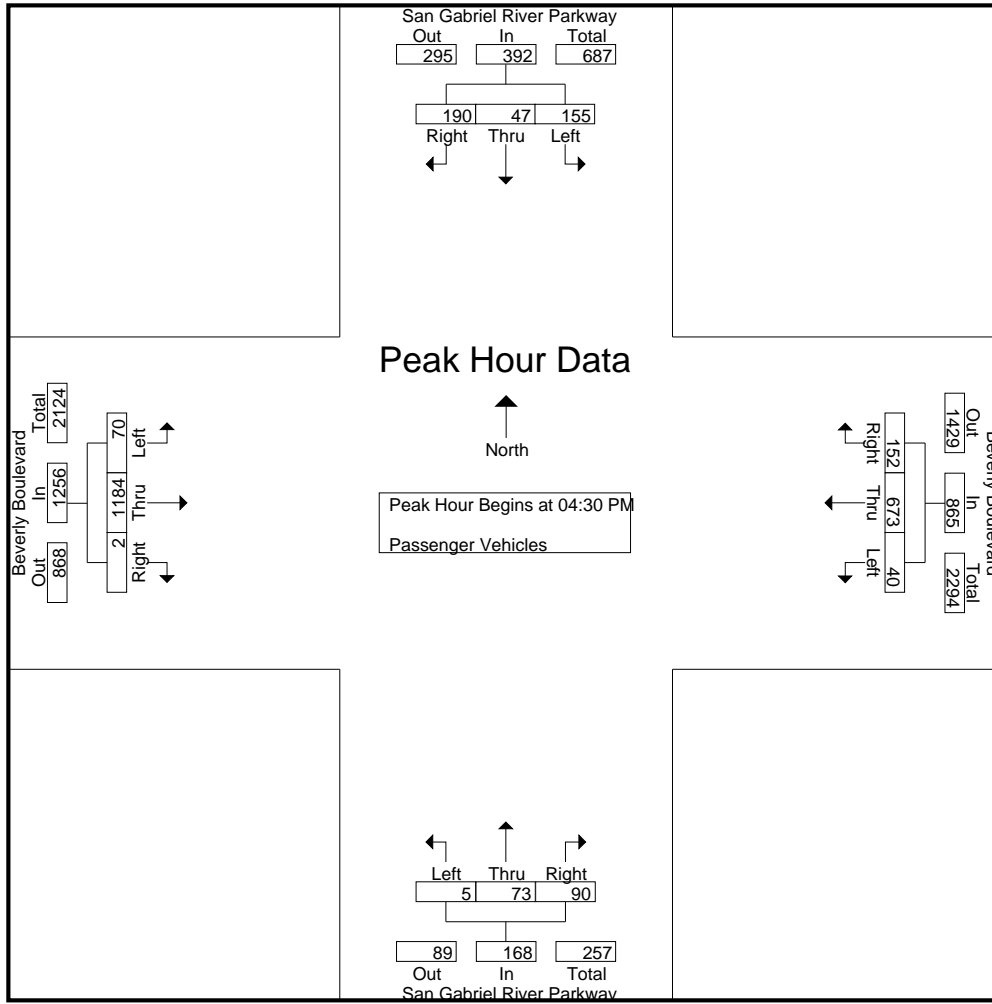
Groups Printed- Passenger Vehicles

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	32	8	39	79	13	150	27	190	6	17	24	47	15	241	0	256	572
04:15 PM	34	4	35	73	6	164	30	200	0	9	23	32	12	290	1	303	608
04:30 PM	47	13	51	111	3	171	39	213	4	19	23	46	13	289	0	302	672
04:45 PM	39	7	27	73	16	152	37	205	1	18	21	40	22	286	0	308	626
Total	152	32	152	336	38	637	133	808	11	63	91	165	62	1106	1	1169	2478
05:00 PM	31	7	56	94	10	146	39	195	0	15	22	37	17	298	1	316	642
05:15 PM	38	20	56	114	11	204	37	252	0	21	24	45	18	311	1	330	741
05:30 PM	46	13	54	113	8	159	37	204	0	15	24	39	34	254	0	288	644
05:45 PM	32	10	31	73	7	159	47	213	0	9	14	23	20	257	1	278	587
Total	147	50	197	394	36	668	160	864	0	60	84	144	89	1120	3	1212	2614
Grand Total	299	82	349	730	74	1305	293	1672	11	123	175	309	151	2226	4	2381	5092
Apprch %	41	11.2	47.8		4.4	78.1	17.5		3.6	39.8	56.6		6.3	93.5	0.2		
Total %	5.9	1.6	6.9	14.3	1.5	25.6	5.8	32.8	0.2	2.4	3.4	6.1	3	43.7	0.1	46.8	

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	47	13	51	111	3	171	39	213	4	19	23	46	13	289	0	302	672
04:45 PM	39	7	27	73	16	152	37	205	1	18	21	40	22	286	0	308	626
05:00 PM	31	7	56	94	10	146	39	195	0	15	22	37	17	298	1	316	642
05:15 PM	38	20	56	114	11	204	37	252	0	21	24	45	18	311	1	330	741
Total Volume	155	47	190	392	40	673	152	865	5	73	90	168	70	1184	2	1256	2681
% App. Total	39.5	12	48.5		4.6	77.8	17.6		3	43.5	53.6		5.6	94.3	0.2		
PHF	.824	.588	.848	.860	.625	.825	.974	.858	.313	.869	.938	.913	.795	.952	.500	.952	.905

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly PM
 Site Code : 12220296
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	47	13	51	111	3	171	39	213	4	19	23	46	13	289	0	302
+15 mins.	39	7	27	73	16	152	37	205	1	18	21	40	22	286	0	308
+30 mins.	31	7	56	94	10	146	39	195	0	15	22	37	17	298	1	316
+45 mins.	38	20	56	114	11	204	37	252	0	21	24	45	18	311	1	330
Total Volume	155	47	190	392	40	673	152	865	5	73	90	168	70	1184	2	1256
% App. Total	39.5	12	48.5		4.6	77.8	17.6		3	43.5	53.6		5.6	94.3	0.2	
PHF	.824	.588	.848	.860	.625	.825	.974	.858	.313	.869	.938	.913	.795	.952	.500	.952

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
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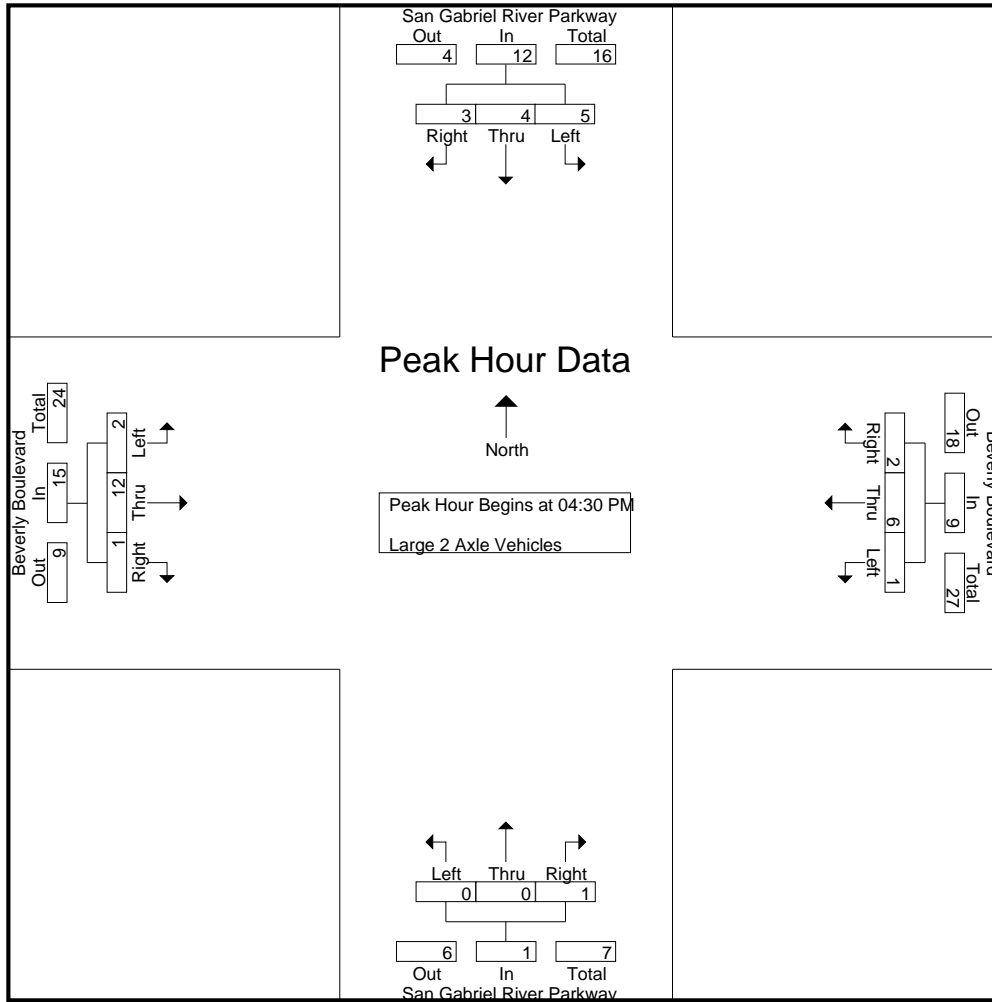
Groups Printed- Large 2 Axle Vehicles

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	1	0	2	0	2	1	3	0	1	0	1	2	2	0	4	10
04:15 PM	2	1	1	4	2	1	0	3	1	0	0	1	1	5	0	6	14
04:30 PM	1	1	0	2	1	1	0	2	0	0	1	1	1	1	0	2	7
04:45 PM	1	0	1	2	0	3	0	3	0	0	0	0	1	5	1	7	12
Total	5	3	2	10	3	7	1	11	1	1	1	3	5	13	1	19	43
05:00 PM	1	0	2	3	0	1	0	1	0	0	0	0	0	3	0	3	7
05:15 PM	2	3	0	5	0	1	2	3	0	0	0	0	0	3	0	3	11
05:30 PM	1	0	0	1	0	3	0	3	0	0	0	0	2	4	0	6	10
05:45 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	5
Total	4	3	2	9	0	8	3	11	0	0	0	0	2	11	0	13	33
Grand Total	9	6	4	19	3	15	4	22	1	1	1	3	7	24	1	32	76
Apprch %	47.4	31.6	21.1		13.6	68.2	18.2		33.3	33.3	33.3		21.9	75	3.1		
Total %	11.8	7.9	5.3	25	3.9	19.7	5.3	28.9	1.3	1.3	1.3	3.9	9.2	31.6	1.3	42.1	

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	1	0	2	1	1	0	2	0	0	1	1	1	1	0	2	7
04:45 PM	1	0	1	2	0	3	0	3	0	0	0	0	1	5	1	7	12
05:00 PM	1	0	2	3	0	1	0	1	0	0	0	0	0	3	0	3	7
05:15 PM	2	3	0	5	0	1	2	3	0	0	0	0	0	3	0	3	11
Total Volume	5	4	3	12	1	6	2	9	0	0	1	1	2	12	1	15	37
% App. Total	41.7	33.3	25		11.1	66.7	22.2		0	0	100		13.3	80	6.7		
PHF	.625	.333	.375	.600	.250	.500	.250	.750	.000	.000	.250	.250	.500	.600	.250	.536	.771

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly PM
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	1	0	2	1	1	0	2	0	0	1	1	1	1	0	2
+15 mins.	1	0	1	2	0	3	0	3	0	0	0	0	1	5	1	7
+30 mins.	1	0	2	3	0	1	0	1	0	0	0	0	0	3	0	3
+45 mins.	2	3	0	5	0	1	2	3	0	0	0	0	0	3	0	3
Total Volume	5	4	3	12	1	6	2	9	0	0	1	1	2	12	1	15
% App. Total	41.7	33.3	25		11.1	66.7	22.2		0	0	100		13.3	80	6.7	
PHF	.625	.333	.375	.600	.250	.500	.250	.750	.000	.000	.250	.250	.500	.600	.250	.536

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

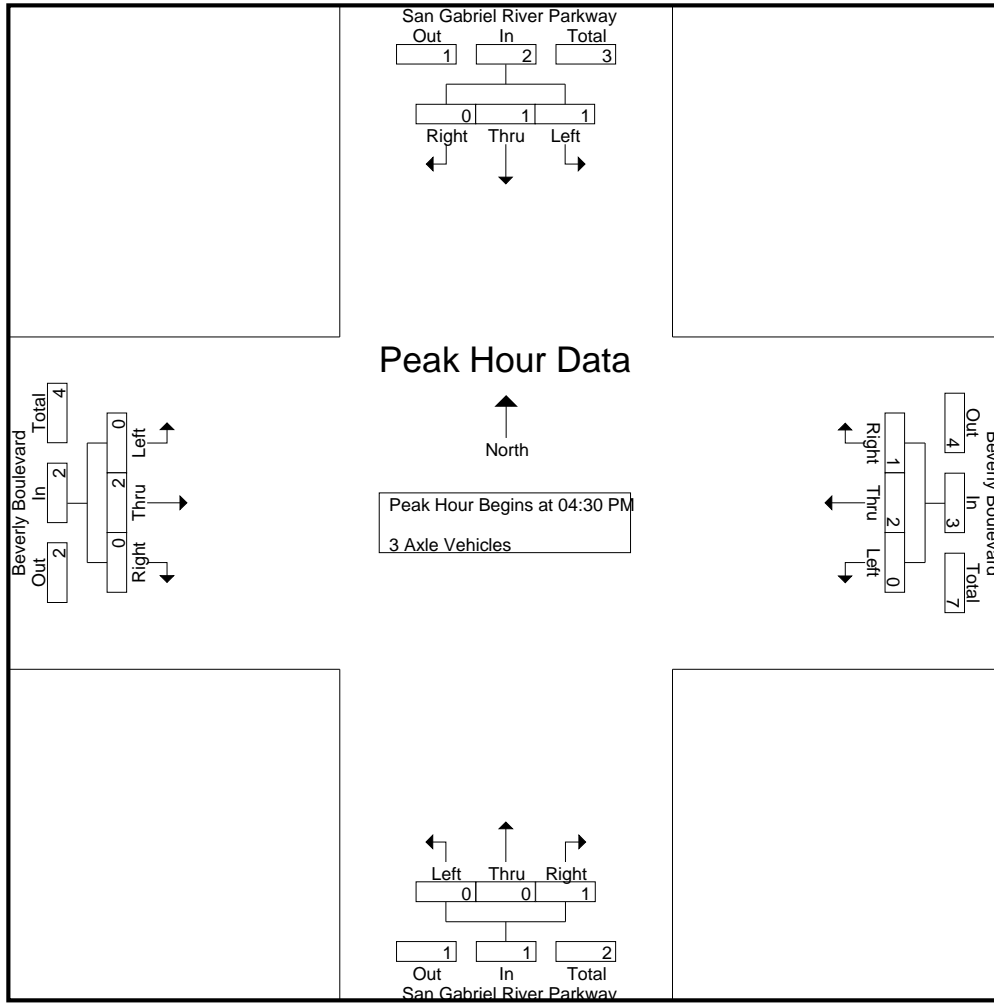
Groups Printed- 3 Axle Vehicles

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
05:00 PM	0	0	0	0	0	1	1	2	0	0	1	1	0	1	0	1	4
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	1	3	0	1	1	2	0	0	1	1	0	1	0	1	7
Grand Total	2	1	1	4	0	2	1	3	0	0	1	1	0	3	0	3	11
Apprch %	50	25	25		0	66.7	33.3		0	0	100		0	100	0		
Total %	18.2	9.1	9.1	36.4	0	18.2	9.1	27.3	0	0	9.1	9.1	0	27.3	0	27.3	

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	1	2	0	0	1	1	0	1	0	1	4
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	1	0	2	0	2	1	3	0	0	1	1	0	2	0	2	8
% App. Total	50	50	0		0	66.7	33.3		0	0	100		0	100	0		
PHF	.250	.250	.000	.500	.000	.500	.250	.375	.000	.000	.250	.250	.000	.500	.000	.500	.500

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly PM
 Site Code : 12220296
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	1	2	0	0	1	1	0	1	0	1
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	2	1	3	0	0	1	1	0	2	0	2
% App. Total	50	50	0		0	66.7	33.3		0	0	100		0	100	0	
PHF	.250	.250	.000	.500	.000	.500	.250	.375	.000	.000	.250	.250	.000	.500	.000	.500

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly PM
 Site Code : 12220296
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 Page No : 1

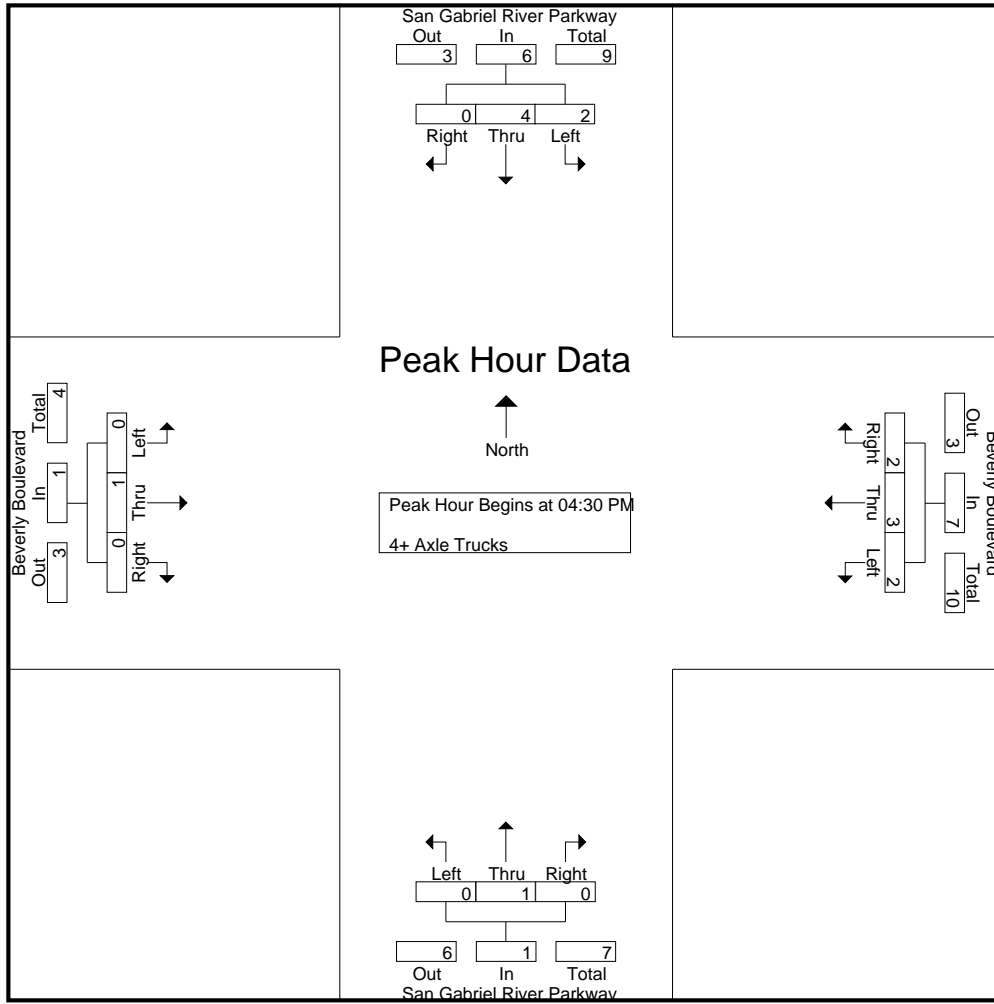
Groups Printed- 4+ Axle Trucks

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
04:30 PM	0	2	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
04:45 PM	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
Total	2	2	0	4	0	1	1	2	0	0	0	0	1	1	0	2	8
05:00 PM	0	1	0	1	1	1	0	2	0	1	0	1	0	1	0	1	5
05:15 PM	0	1	0	1	1	1	1	3	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	2	4
05:45 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	2	3	6	2	2	1	5	0	1	0	1	1	2	0	3	15
Grand Total	3	4	3	10	2	3	2	7	0	1	0	1	2	3	0	5	23
Apprch %	30	40	30		28.6	42.9	28.6		0	100	0		40	60	0		
Total %	13	17.4	13	43.5	8.7	13	8.7	30.4	0	4.3	0	4.3	8.7	13	0	21.7	

Start Time	San Gabriel River Parkway Southbound				Beverly Boulevard Westbound				San Gabriel River Parkway Northbound				Beverly Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:30 PM																		
04:30 PM	0	2	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	3
04:45 PM	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3	
05:00 PM	0	1	0	1	1	1	0	2	0	1	0	1	0	1	0	1	5	
05:15 PM	0	1	0	1	1	1	1	3	0	0	0	0	0	0	0	0	4	
Total Volume	2	4	0	6	2	3	2	7	0	1	0	1	0	1	0	1	15	
% App. Total	33.3	66.7	0		28.6	42.9	28.6		0	100	0		0	100	0			
PHF	.250	.500	.000	.750	.500	.750	.500	.583	.000	.250	.000	.250	.000	.250	.000	.250	.750	

City of Pico Rivera
 N/S: San Gabriel River Parkway
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 08_PRV_San G_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	2	0	2	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	1	1	0	2	0	1	0	1	0	1	0	1
+45 mins.	0	1	0	1	1	1	1	3	0	0	0	0	0	0	0	0
Total Volume	2	4	0	6	2	3	2	7	0	1	0	1	0	1	0	1
% App. Total	33.3	66.7	0		28.6	42.9	28.6		0	100	0		0	100	0	
PHF	.250	.500	.000	.750	.500	.750	.500	.583	.000	.250	.000	.250	.000	.250	.000	.250

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 09_PRV_Durfee_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

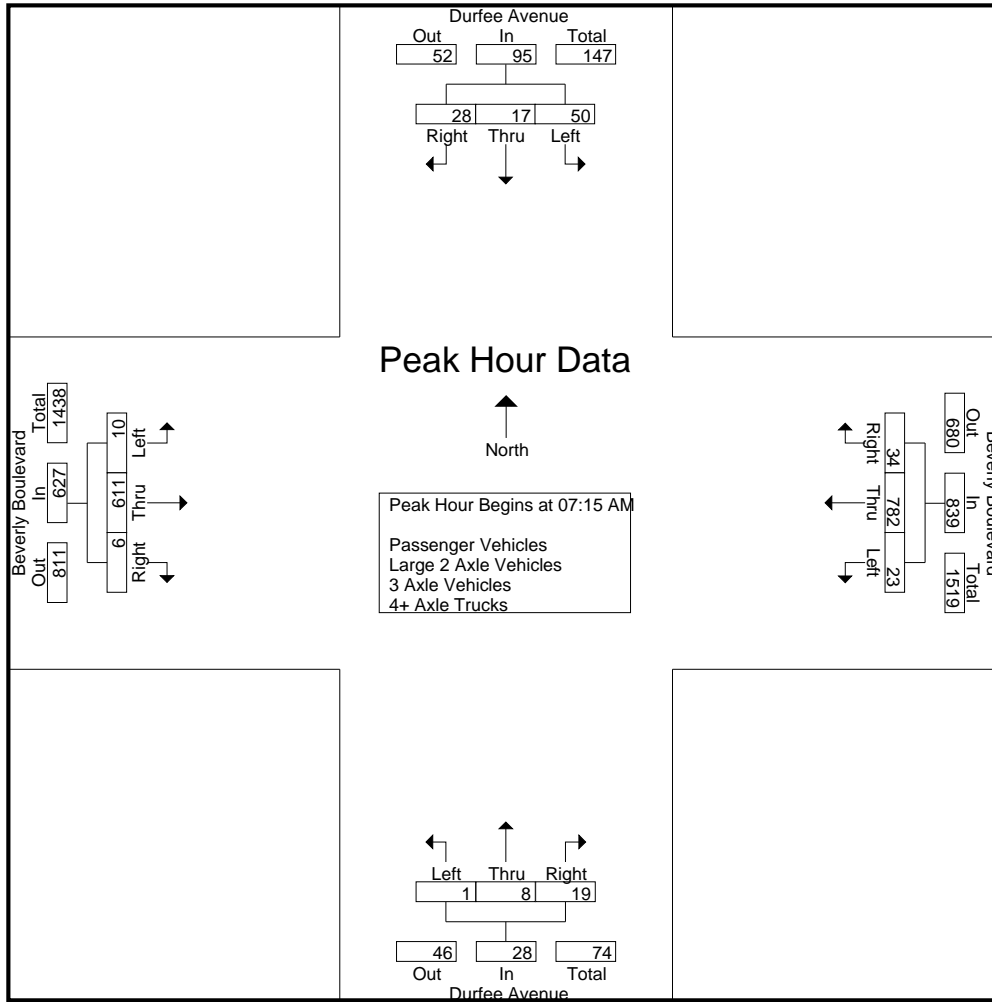
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	19	3	4	26	2	161	12	175	4	3	6	13	3	140	1	144	358
07:15 AM	13	2	8	23	6	196	7	209	0	1	9	10	1	157	0	158	400
07:30 AM	19	5	6	30	3	179	11	193	0	1	6	7	2	166	2	170	400
07:45 AM	3	3	9	15	6	213	8	227	0	3	2	5	2	148	3	153	400
Total	54	13	27	94	17	749	38	804	4	8	23	35	8	611	6	625	1558
08:00 AM	15	7	5	27	8	194	8	210	1	3	2	6	5	140	1	146	389
08:15 AM	15	7	3	25	3	164	6	173	3	0	5	8	3	121	2	126	332
08:30 AM	12	5	12	29	6	172	3	181	3	4	5	12	5	122	8	135	357
08:45 AM	15	5	14	34	3	177	6	186	2	8	9	19	9	139	4	152	391
Total	57	24	34	115	20	707	23	750	9	15	21	45	22	522	15	559	1469
Grand Total	111	37	61	209	37	1456	61	1554	13	23	44	80	30	1133	21	1184	3027
Apprch %	53.1	17.7	29.2		2.4	93.7	3.9		16.2	28.8	55		2.5	95.7	1.8		
Total %	3.7	1.2	2	6.9	1.2	48.1	2	51.3	0.4	0.8	1.5	2.6	1	37.4	0.7	39.1	
Passenger Vehicles	105	34	58	197	34	1388	57	1479	13	19	37	69	28	1079	20	1127	2872
% Passenger Vehicles	94.6	91.9	95.1	94.3	91.9	95.3	93.4	95.2	100	82.6	84.1	86.2	93.3	95.2	95.2	95.2	94.9
Large 2 Axle Vehicles	5	2	3	10	1	45	3	49	0	4	0	4	2	33	1	36	99
% Large 2 Axle Vehicles	4.5	5.4	4.9	4.8	2.7	3.1	4.9	3.2	0	17.4	0	5	6.7	2.9	4.8	3	3.3
3 Axle Vehicles	0	0	0	0	1	14	1	16	0	0	2	2	0	17	0	17	35
% 3 Axle Vehicles	0	0	0	0	2.7	1	1.6	1	0	0	4.5	2.5	0	1.5	0	1.4	1.2
4+ Axle Trucks	1	1	0	2	1	9	0	10	0	0	5	5	0	4	0	4	21
% 4+ Axle Trucks	0.9	2.7	0	1	2.7	0.6	0	0.6	0	0	11.4	6.2	0	0.4	0	0.3	0.7

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	13	2	8	23	6	196	7	209	0	1	9	10	1	157	0	158	400
07:30 AM	19	5	6	30	3	179	11	193	0	1	6	7	2	166	2	170	400
07:45 AM	3	3	9	15	6	213	8	227	0	3	2	5	2	148	3	153	400
08:00 AM	15	7	5	27	8	194	8	210	1	3	2	6	5	140	1	146	389
Total Volume	50	17	28	95	23	782	34	839	1	8	19	28	10	611	6	627	1589
% App. Total	52.6	17.9	29.5		2.7	93.2	4.1		3.6	28.6	67.9		1.6	97.4	1		
PHF	.658	.607	.778	.792	.719	.918	.773	.924	.250	.667	.528	.700	.500	.920	.500	.922	.993

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 09_PRV_Durfee_Beverly AM
 Site Code : 12220296
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				07:15 AM				08:00 AM				07:15 AM			
+0 mins.	15	7	5	27	6	196	7	209	1	3	2	6	1	157	0	158
+15 mins.	15	7	3	25	3	179	11	193	3	0	5	8	2	166	2	170
+30 mins.	12	5	12	29	6	213	8	227	3	4	5	12	2	148	3	153
+45 mins.	15	5	14	34	8	194	8	210	2	8	9	19	5	140	1	146
Total Volume	57	24	34	115	23	782	34	839	9	15	21	45	10	611	6	627
% App. Total	49.6	20.9	29.6		2.7	93.2	4.1		20	33.3	46.7		1.6	97.4	1	
PHF	.950	.857	.607	.846	.719	.918	.773	.924	.750	.469	.583	.592	.500	.920	.500	.922

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 09_PRV_Durfee_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

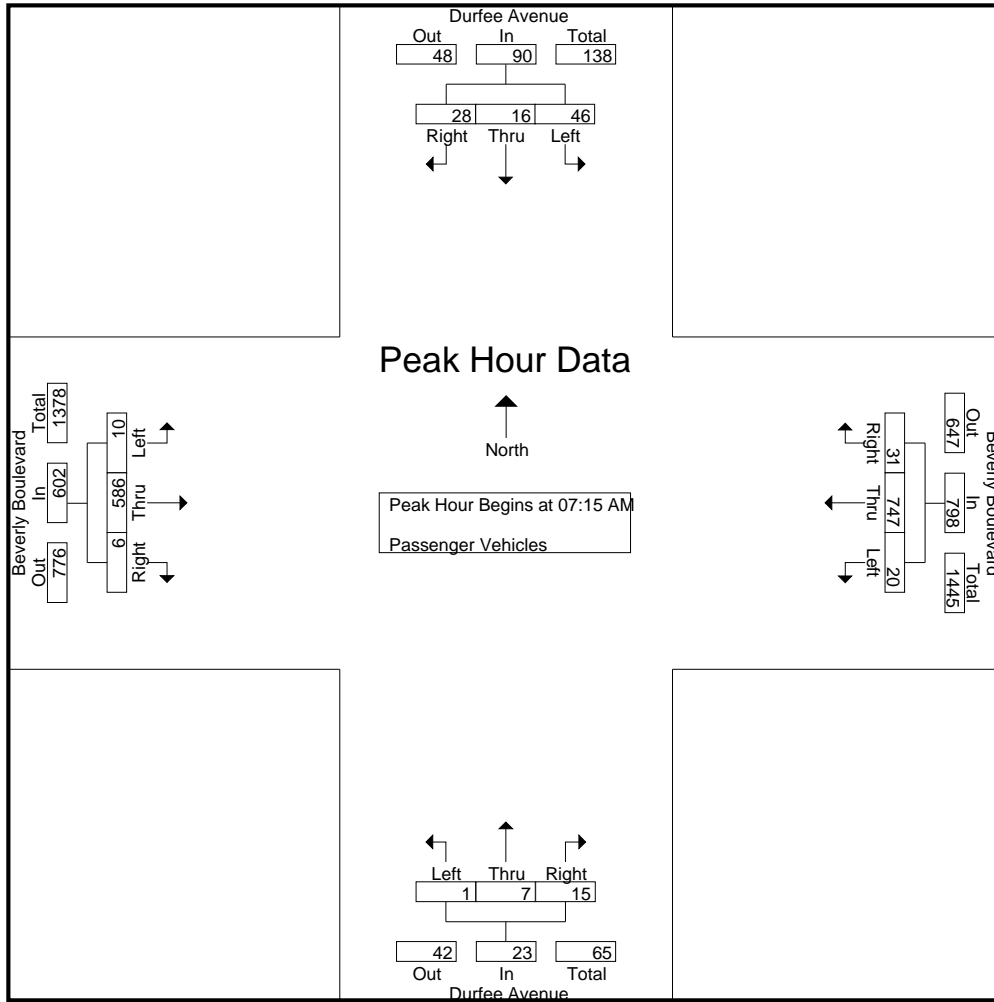
Groups Printed- Passenger Vehicles

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	19	3	4	26	2	150	11	163	4	2	5	11	3	131	1	135	335
07:15 AM	12	2	8	22	4	186	7	197	0	1	8	9	1	150	0	151	379
07:30 AM	19	5	6	30	2	172	9	183	0	1	5	6	2	159	2	163	382
07:45 AM	2	3	9	14	6	205	8	219	0	2	1	3	2	145	3	150	386
Total	52	13	27	92	14	713	35	762	4	6	19	29	8	585	6	599	1482
08:00 AM	13	6	5	24	8	184	7	199	1	3	1	5	5	132	1	138	366
08:15 AM	15	6	1	22	3	155	6	164	3	0	4	7	3	113	2	118	311
08:30 AM	10	4	12	26	6	166	3	175	3	4	4	11	3	114	7	124	336
08:45 AM	15	5	13	33	3	170	6	179	2	6	9	17	9	135	4	148	377
Total	53	21	31	105	20	675	22	717	9	13	18	40	20	494	14	528	1390
Grand Total	105	34	58	197	34	1388	57	1479	13	19	37	69	28	1079	20	1127	2872
Apprch %	53.3	17.3	29.4		2.3	93.8	3.9		18.8	27.5	53.6		2.5	95.7	1.8		
Total %	3.7	1.2	2	6.9	1.2	48.3	2	51.5	0.5	0.7	1.3	2.4	1	37.6	0.7	39.2	

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	12	2	8	22	4	186	7	197	0	1	8	9	1	150	0	151	379
07:30 AM	19	5	6	30	2	172	9	183	0	1	5	6	2	159	2	163	382
07:45 AM	2	3	9	14	6	205	8	219	0	2	1	3	2	145	3	150	386
08:00 AM	13	6	5	24	8	184	7	199	1	3	1	5	5	132	1	138	366
Total Volume	46	16	28	90	20	747	31	798	1	7	15	23	10	586	6	602	1513
% App. Total	51.1	17.8	31.1		2.5	93.6	3.9		4.3	30.4	65.2		1.7	97.3	1		
PHF	.605	.667	.778	.750	.625	.911	.861	.911	.250	.583	.469	.639	.500	.921	.500	.923	.980

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 09_PRV_Durfee_Beverly AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	12	2	8	22	4	186	7	197	0	1	8	9	1	150	0	151
+15 mins.	19	5	6	30	2	172	9	183	0	1	5	6	2	159	2	163
+30 mins.	2	3	9	14	6	205	8	219	0	2	1	3	2	145	3	150
+45 mins.	13	6	5	24	8	184	7	199	1	3	1	5	5	132	1	138
Total Volume	46	16	28	90	20	747	31	798	1	7	15	23	10	586	6	602
% App. Total	51.1	17.8	31.1		2.5	93.6	3.9		4.3	30.4	65.2		1.7	97.3	1	
PHF	.605	.667	.778	.750	.625	.911	.861	.911	.250	.583	.469	.639	.500	.921	.500	.923

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 09_PRV_Durfee_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
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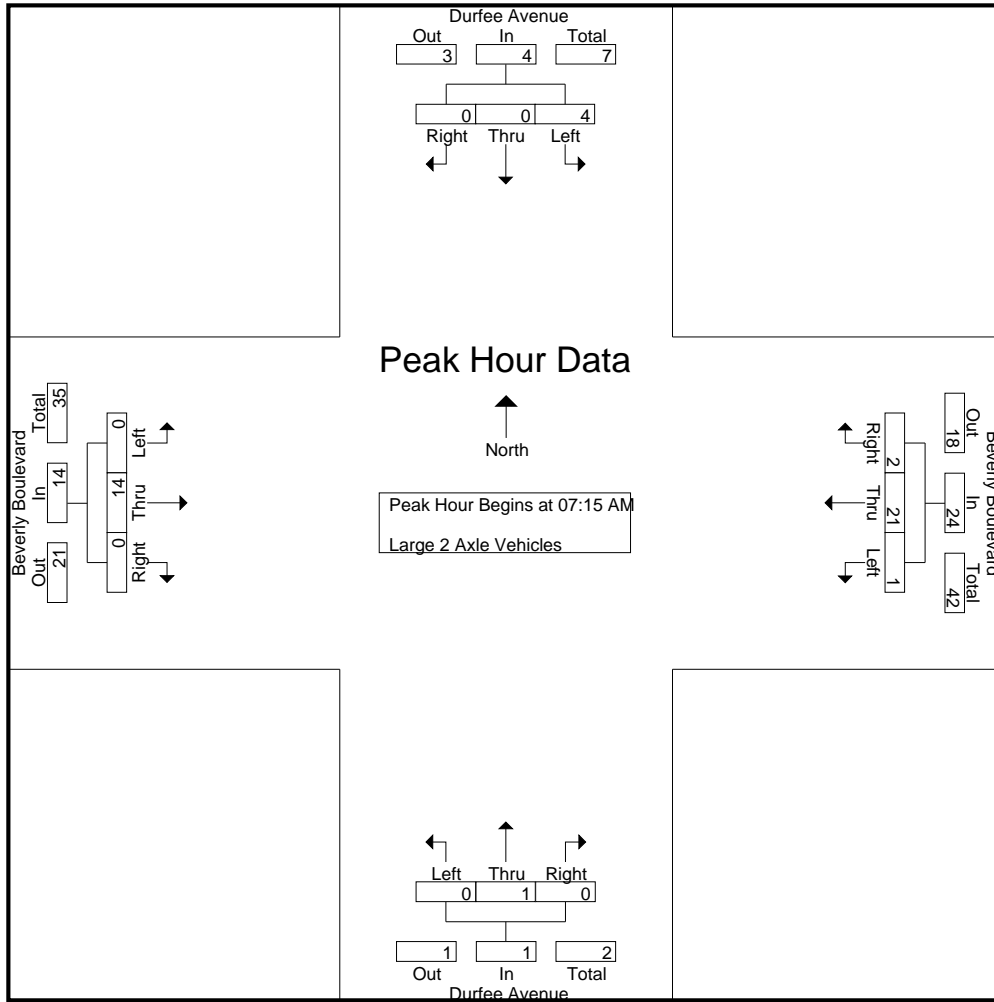
Groups Printed- Large 2 Axle Vehicles

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	8	1	9	0	1	0	1	0	7	0	7	17
07:15 AM	1	0	0	1	0	6	0	6	0	0	0	0	0	4	0	4	11
07:30 AM	0	0	0	0	1	4	2	7	0	0	0	0	0	3	0	3	10
07:45 AM	1	0	0	1	0	4	0	4	0	1	0	1	0	3	0	3	9
Total	2	0	0	2	1	22	3	26	0	2	0	2	0	17	0	17	47
08:00 AM	2	0	0	2	0	7	0	7	0	0	0	0	0	4	0	4	13
08:15 AM	0	1	2	3	0	8	0	8	0	0	0	0	0	4	0	4	15
08:30 AM	1	1	0	2	0	3	0	3	0	0	0	0	2	6	1	9	14
08:45 AM	0	0	1	1	0	5	0	5	0	2	0	2	0	2	0	2	10
Total	3	2	3	8	0	23	0	23	0	2	0	2	2	16	1	19	52
Grand Total	5	2	3	10	1	45	3	49	0	4	0	4	2	33	1	36	99
Apprch %	50	20	30		2	91.8	6.1		0	100	0		5.6	91.7	2.8		
Total %	5.1	2	3	10.1	1	45.5	3	49.5	0	4	0	4	2	33.3	1	36.4	

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	0	6	0	6	0	0	0	0	0	4	0	4	11
07:30 AM	0	0	0	0	1	4	2	7	0	0	0	0	0	3	0	3	10
07:45 AM	1	0	0	1	0	4	0	4	0	1	0	1	0	3	0	3	9
08:00 AM	2	0	0	2	0	7	0	7	0	0	0	0	0	4	0	4	13
Total Volume	4	0	0	4	1	21	2	24	0	1	0	1	0	14	0	14	43
% App. Total	100	0	0		4.2	87.5	8.3		0	100	0		0	100	0		
PHF	.500	.000	.000	.500	.250	.750	.250	.857	.000	.250	.000	.250	.000	.875	.000	.875	.827

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 09_PRV_Durfee_Beverly AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	6	0	6	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	1	4	2	7	0	0	0	0	0	3	0	3
+30 mins.	1	0	0	1	0	4	0	4	0	1	0	1	0	3	0	3
+45 mins.	2	0	0	2	0	7	0	7	0	0	0	0	0	4	0	4
Total Volume	4	0	0	4	1	21	2	24	0	1	0	1	0	14	0	14
% App. Total	100	0	0		4.2	87.5	8.3		0	100	0		0	100	0	
PHF	.500	.000	.000	.500	.250	.750	.250	.857	.000	.250	.000	.250	.000	.875	.000	.875

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 09_PRV_Durfee_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

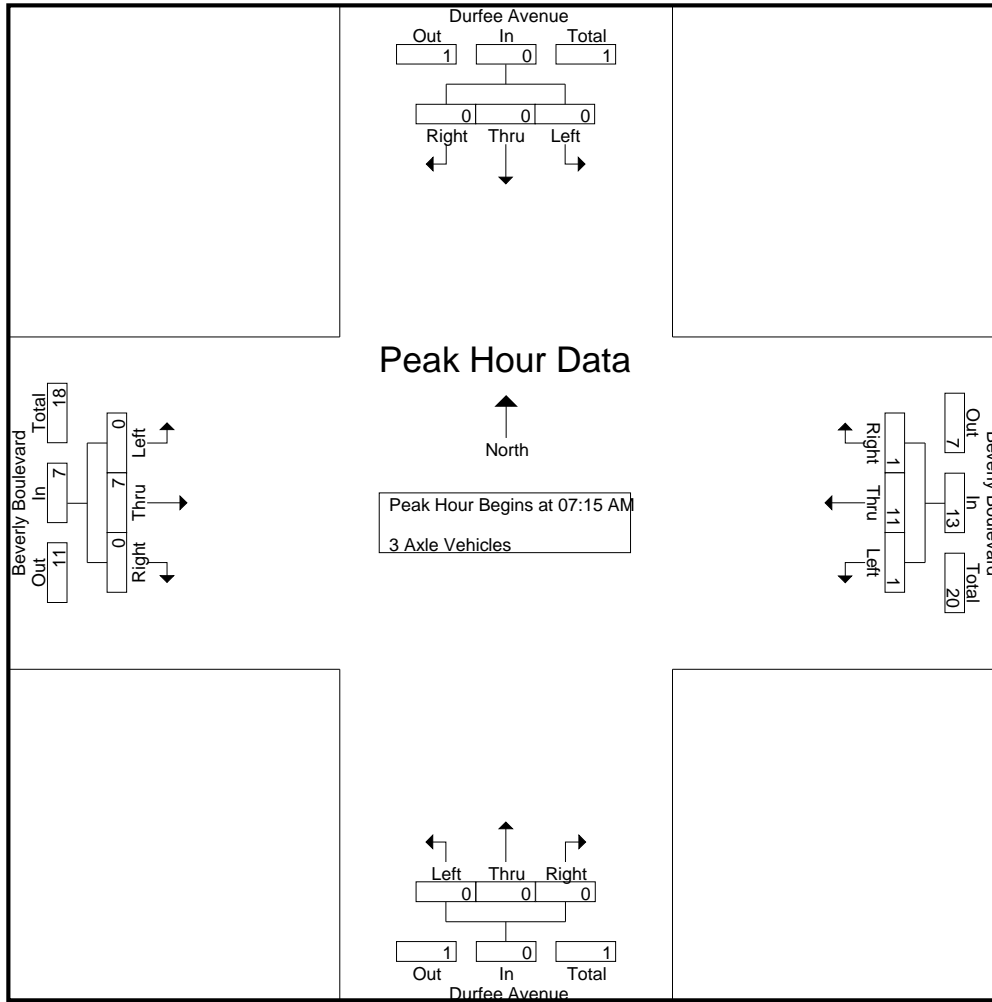
Groups Printed- 3 Axle Vehicles

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	2	0	2	5
07:15 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0	3	6
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	1	10	0	11	0	0	1	1	0	7	0	7	19
08:00 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	2	0	2	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
08:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	4	1	5	0	0	1	1	0	10	0	10	16
Grand Total	0	0	0	0	1	14	1	16	0	0	2	2	0	17	0	17	35
Apprch %	0	0	0		6.2	87.5	6.2		0	0	100		0	100	0		
Total %	0	0	0	0	2.9	40	2.9	45.7	0	0	5.7	5.7	0	48.6	0	48.6	

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0	3	6
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	2	0	2	6
Total Volume	0	0	0	0	1	11	1	13	0	0	0	0	0	7	0	7	20
% App. Total	0	0	0		7.7	84.6	7.7		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.688	.250	.813	.000	.000	.000	.000	.000	.583	.000	.583	.833

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 09_PRV_Durfee_Beverly AM
 Site Code : 12220296
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	3	1	4	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	1	11	1	13	0	0	0	0	0	7	0	7
% App. Total	0	0	0	0	7.7	84.6	7.7		0	0	0	0	0	100	0	
PHF	.000	.000	.000	.000	.250	.688	.250	.813	.000	.000	.000	.000	.000	.583	.000	.583

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 09_PRV_Durfee_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

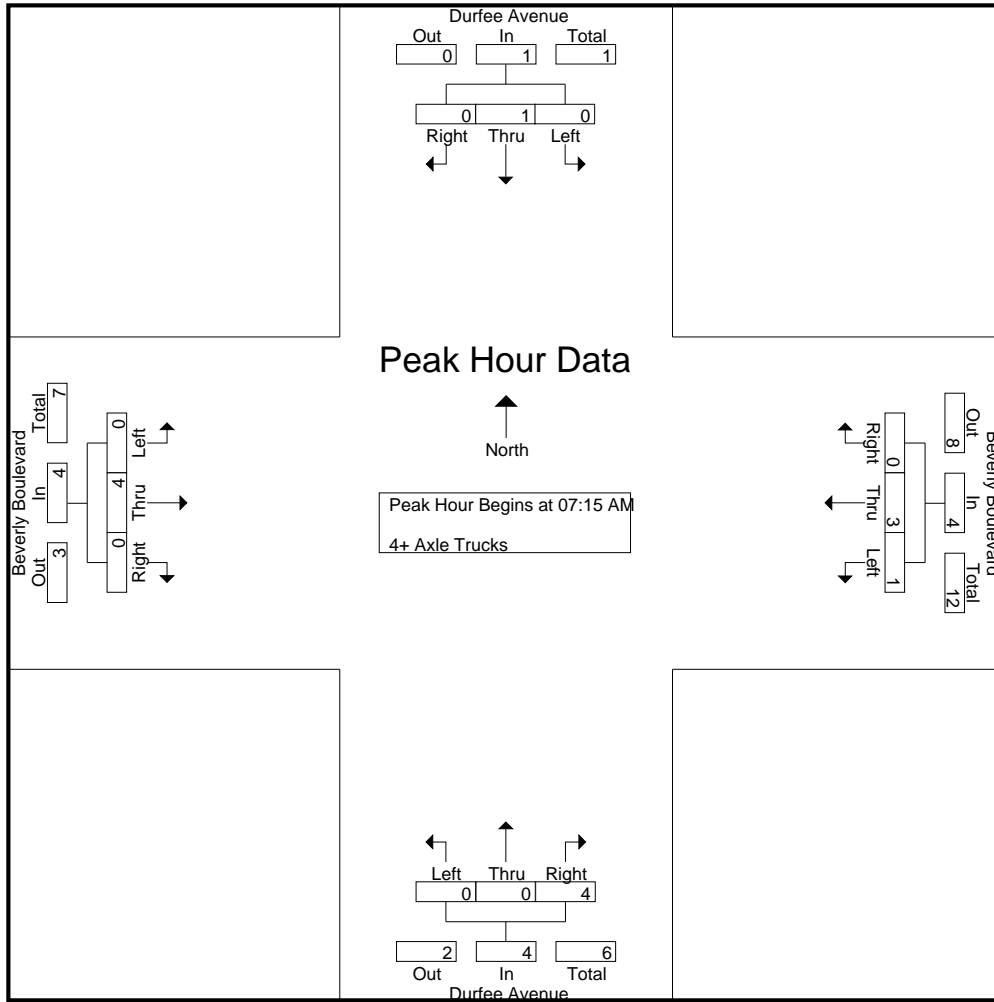
Groups Printed- 4+ Axle Trucks

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	1	4	0	5	0	0	3	3	0	2	0	2	10
08:00 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	2	0	2	4
08:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
08:30 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	1	1	0	2	0	5	0	5	0	0	2	2	0	2	0	2	11
Grand Total	1	1	0	2	1	9	0	10	0	0	5	5	0	4	0	4	21
Apprch %	50	50	0		10	90	0		0	0	100		0	100	0		
Total %	4.8	4.8	0	9.5	4.8	42.9	0	47.6	0	0	23.8	23.8	0	19	0	19	

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:00 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	2	0	2	4
Total Volume	0	1	0	1	1	3	0	4	0	0	4	4	0	4	0	4	13
% App. Total	0	100	0		25	75	0		0	0	100		0	100	0		
PHF	.000	.250	.000	.250	.250	.375	.000	.333	.000	.000	1.00	1.00	.000	.500	.000	.500	.813

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 09_PRV_Durfee_Beverly AM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM							
+0 mins.	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	1	1	0	2	0	2
Total Volume	0	1	0	1	1	3	0	4	0	0	4	4	0	4	0	4
% App. Total	0	100	0	0	25	75	0	0	0	0	100	0	0	100	0	0
PHF	.000	.250	.000	.250	.250	.375	.000	.333	.000	.000	1.000	1.000	.000	.500	.000	.500

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 09_PRV_Durfee_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
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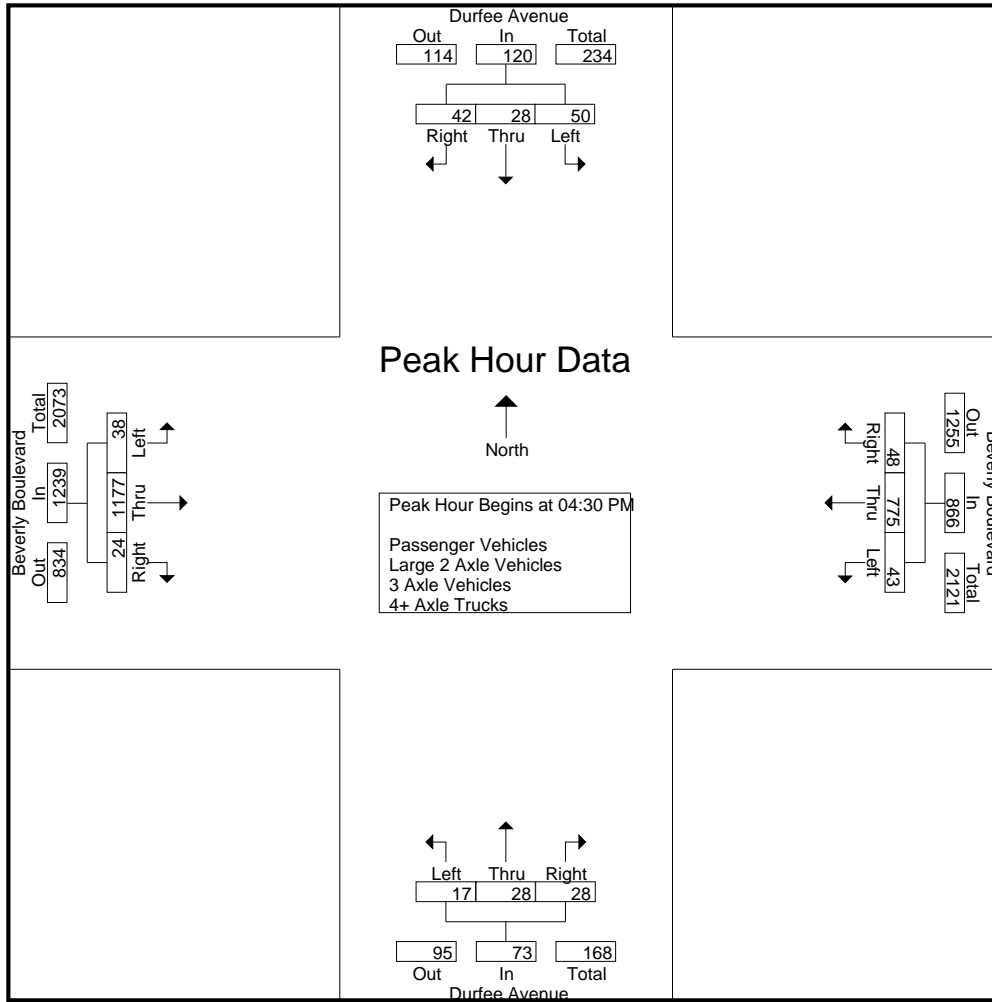
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	15	6	10	31	11	176	9	196	3	7	7	17	10	258	3	271	515
04:15 PM	15	5	6	26	13	177	8	198	5	11	8	24	9	242	6	257	505
04:30 PM	15	7	5	27	13	196	13	222	3	3	5	11	8	317	8	333	593
04:45 PM	10	5	13	28	10	156	13	179	4	8	6	18	10	287	7	304	529
Total	55	23	34	112	47	705	43	795	15	29	26	70	37	1104	24	1165	2142
05:00 PM	13	7	12	32	8	182	9	199	5	6	11	22	10	291	3	304	557
05:15 PM	12	9	12	33	12	241	13	266	5	11	6	22	10	282	6	298	619
05:30 PM	12	6	8	26	11	221	7	239	3	8	7	18	3	299	7	309	592
05:45 PM	8	5	10	23	4	156	5	165	4	10	6	20	8	245	8	261	469
Total	45	27	42	114	35	800	34	869	17	35	30	82	31	1117	24	1172	2237
Grand Total	100	50	76	226	82	1505	77	1664	32	64	56	152	68	2221	48	2337	4379
Apprch %	44.2	22.1	33.6		4.9	90.4	4.6		21.1	42.1	36.8		2.9	95	2.1		
Total %	2.3	1.1	1.7	5.2	1.9	34.4	1.8	38	0.7	1.5	1.3	3.5	1.6	50.7	1.1	53.4	
Passenger Vehicles	100	50	76	226	79	1475	77	1631	31	63	55	149	67	2180	47	2294	4300
% Passenger Vehicles	100	100	100	100	96.3	98	100	98	96.9	98.4	98.2	98	98.5	98.2	97.9	98.2	98.2
Large 2 Axle Vehicles	0	0	0	0	2	23	0	25	0	1	1	2	1	34	0	35	62
% Large 2 Axle Vehicles	0	0	0	0	2.4	1.5	0	1.5	0	1.6	1.8	1.3	1.5	1.5	0	1.5	1.4
3 Axle Vehicles	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2	4
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	3.1	0	0	0.7	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	1	6	0	7	0	0	0	0	0	5	1	6	13
% 4+ Axle Trucks	0	0	0	0	1.2	0.4	0	0.4	0	0	0	0	0	0.2	2.1	0.3	0.3

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	15	7	5	27	13	196	13	222	3	3	5	11	8	317	8	333	593
04:45 PM	10	5	13	28	10	156	13	179	4	8	6	18	10	287	7	304	529
05:00 PM	13	7	12	32	8	182	9	199	5	6	11	22	10	291	3	304	557
05:15 PM	12	9	12	33	12	241	13	266	5	11	6	22	10	282	6	298	619
Total Volume	50	28	42	120	43	775	48	866	17	28	28	73	38	1177	24	1239	2298
% App. Total	41.7	23.3	35		5	89.5	5.5		23.3	38.4	38.4		3.1	95	1.9		
PHF	.833	.778	.808	.909	.827	.804	.923	.814	.850	.636	.636	.830	.950	.928	.750	.930	.928

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

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

	04:30 PM				04:45 PM				05:00 PM				04:30 PM			
+0 mins.	15	7	5	27	10	156	13	179	5	6	11	22	8	317	8	333
+15 mins.	10	5	13	28	8	182	9	199	5	11	6	22	10	287	7	304
+30 mins.	13	7	12	32	12	241	13	266	3	8	7	18	10	291	3	304
+45 mins.	12	9	12	33	11	221	7	239	4	10	6	20	10	282	6	298
Total Volume	50	28	42	120	41	800	42	883	17	35	30	82	38	1177	24	1239
% App. Total	41.7	23.3	35		4.6	90.6	4.8		20.7	42.7	36.6		3.1	95	1.9	
PHF	.833	.778	.808	.909	.854	.830	.808	.830	.850	.795	.682	.932	.950	.928	.750	.930

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 09_PRV_Durfee_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

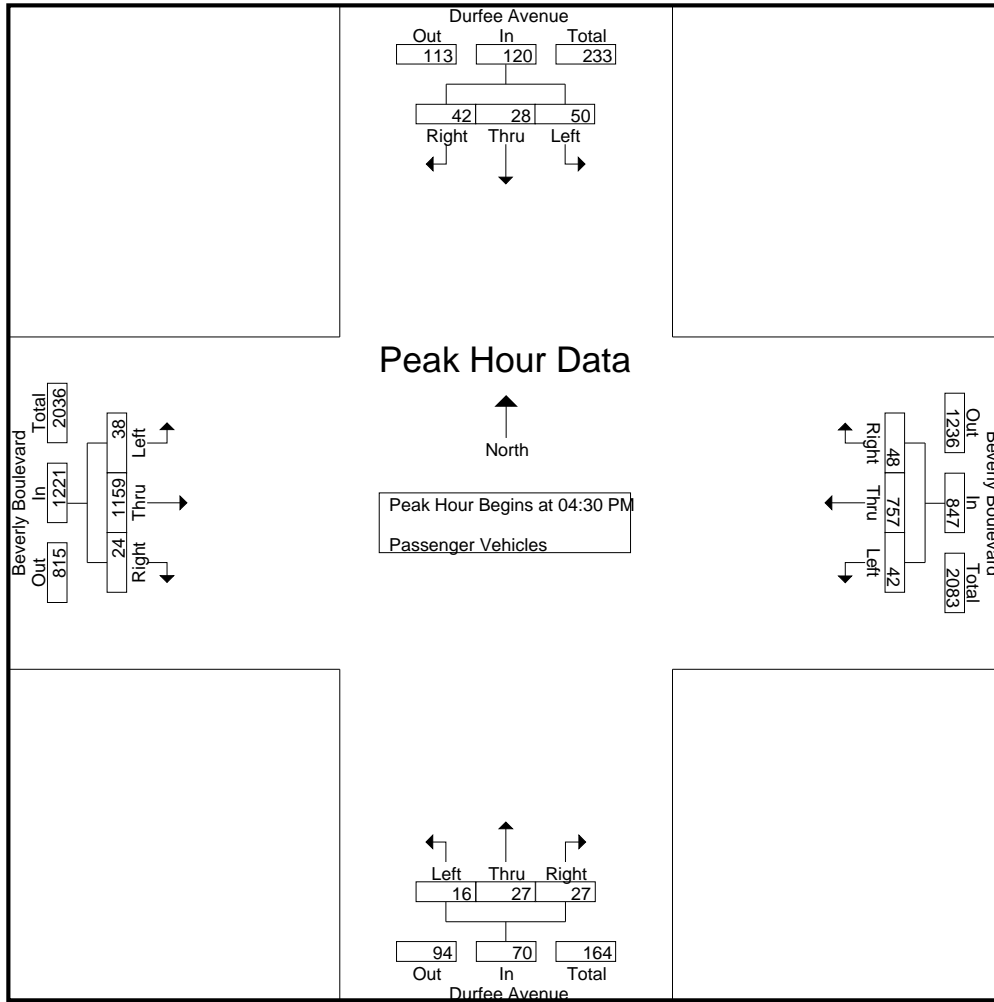
Groups Printed- Passenger Vehicles

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	15	6	10	31	10	175	9	194	3	7	7	17	10	253	3	266	508
04:15 PM	15	5	6	26	13	173	8	194	5	11	8	24	8	234	6	248	492
04:30 PM	15	7	5	27	13	194	13	220	3	3	5	11	8	313	8	329	587
04:45 PM	10	5	13	28	10	150	13	173	4	8	5	17	10	282	7	299	517
Total	55	23	34	112	46	692	43	781	15	29	25	69	36	1082	24	1142	2104
05:00 PM	13	7	12	32	7	177	9	193	5	5	11	21	10	287	3	300	546
05:15 PM	12	9	12	33	12	236	13	261	4	11	6	21	10	277	6	293	608
05:30 PM	12	6	8	26	11	218	7	236	3	8	7	18	3	289	6	298	578
05:45 PM	8	5	10	23	3	152	5	160	4	10	6	20	8	245	8	261	464
Total	45	27	42	114	33	783	34	850	16	34	30	80	31	1098	23	1152	2196
Grand Total	100	50	76	226	79	1475	77	1631	31	63	55	149	67	2180	47	2294	4300
Apprch %	44.2	22.1	33.6		4.8	90.4	4.7		20.8	42.3	36.9		2.9	95	2		
Total %	2.3	1.2	1.8	5.3	1.8	34.3	1.8	37.9	0.7	1.5	1.3	3.5	1.6	50.7	1.1	53.3	

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	15	7	5	27	13	194	13	220	3	3	5	11	8	313	8	329	587
04:45 PM	10	5	13	28	10	150	13	173	4	8	5	17	10	282	7	299	517
05:00 PM	13	7	12	32	7	177	9	193	5	5	11	21	10	287	3	300	546
05:15 PM	12	9	12	33	12	236	13	261	4	11	6	21	10	277	6	293	608
Total Volume	50	28	42	120	42	757	48	847	16	27	27	70	38	1159	24	1221	2258
% App. Total	41.7	23.3	35		5	89.4	5.7		22.9	38.6	38.6		3.1	94.9	2		
PHF	.833	.778	.808	.909	.808	.802	.923	.811	.800	.614	.614	.833	.950	.926	.750	.928	.928

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 09_PRV_Durfee_Beverly PM
 Site Code : 12220296
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	15	7	5	27	13	194	13	220	3	3	5	11	8	313	8	329
+15 mins.	10	5	13	28	10	150	13	173	4	8	5	17	10	282	7	299
+30 mins.	13	7	12	32	7	177	9	193	5	5	11	21	10	287	3	300
+45 mins.	12	9	12	33	12	236	13	261	4	11	6	21	10	277	6	293
Total Volume	50	28	42	120	42	757	48	847	16	27	27	70	38	1159	24	1221
% App. Total	41.7	23.3	35		5	89.4	5.7		22.9	38.6	38.6		3.1	94.9	2	
PHF	.833	.778	.808	.909	.808	.802	.923	.811	.800	.614	.614	.833	.950	.926	.750	.928

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 09_PRV_Durfee_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

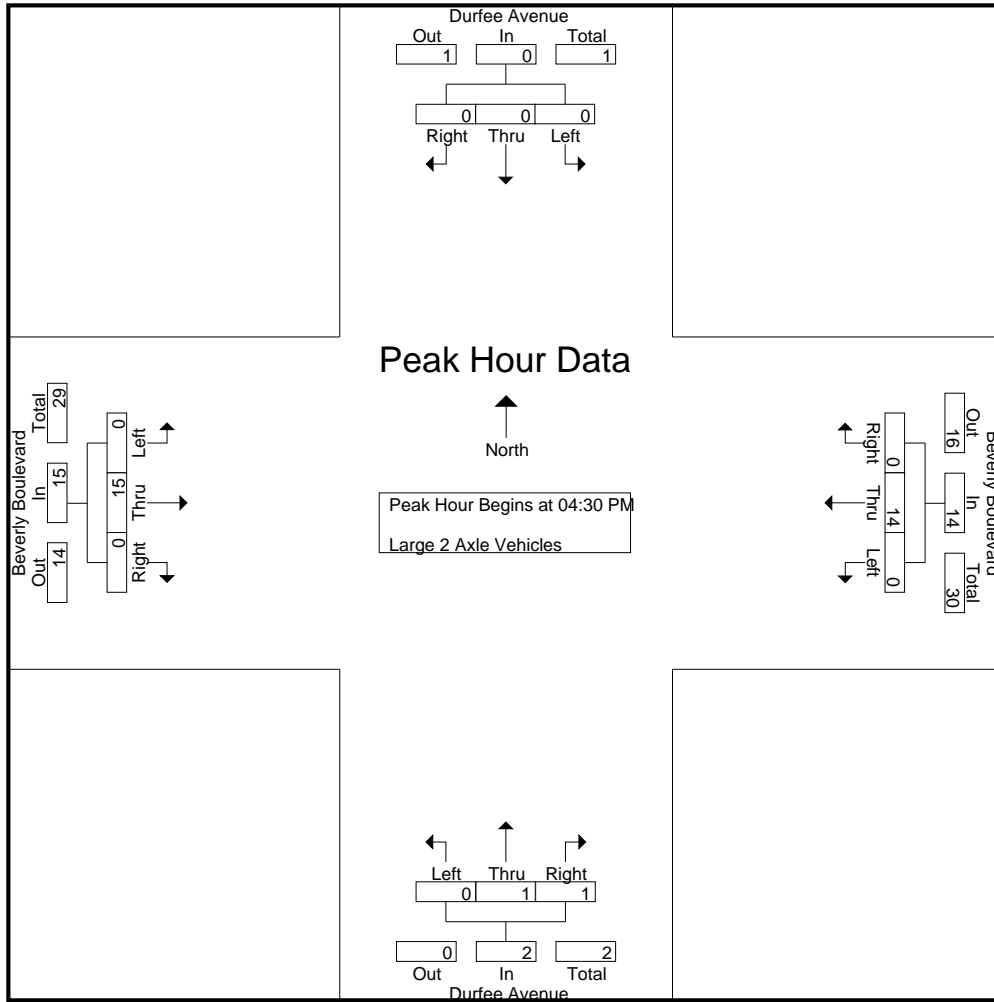
Groups Printed- Large 2 Axle Vehicles

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	5	0	5	7
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	1	6	0	7	11
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:45 PM	0	0	0	0	0	5	0	5	0	0	1	1	0	5	0	5	11
Total	0	0	0	0	1	12	0	13	0	0	1	1	1	19	0	20	34
05:00 PM	0	0	0	0	0	4	0	4	0	1	0	1	0	2	0	2	7
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	8	0	8	9
05:45 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	1	11	0	12	0	1	0	1	0	15	0	15	28
Grand Total	0	0	0	0	2	23	0	25	0	1	1	2	1	34	0	35	62
Apprch %	0	0	0		8	92	0		0	50	50		2.9	97.1	0		
Total %	0	0	0	0	3.2	37.1	0	40.3	0	1.6	1.6	3.2	1.6	54.8	0	56.5	

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:45 PM	0	0	0	0	0	5	0	5	0	0	1	1	0	5	0	5	11
05:00 PM	0	0	0	0	0	4	0	4	0	1	0	1	0	2	0	2	7
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
Total Volume	0	0	0	0	0	14	0	14	0	1	1	2	0	15	0	15	31
% App. Total	0	0	0		0	100	0		0	50	50		0	100	0		
PHF	.000	.000	.000	.000	.000	.700	.000	.700	.000	.250	.250	.500	.000	.750	.000	.750	.705

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	5	0	5	0	0	1	1	0	5	0	5
+30 mins.	0	0	0	0	0	4	0	4	0	1	0	1	0	2	0	2
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5
Total Volume	0	0	0	0	0	14	0	14	0	1	1	2	0	15	0	15
% App. Total	0	0	0	0	0	100	0	100	0	50	50	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.700	.000	.700	.000	.250	.250	.500	.000	.750	.000	.750

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 09_PRV_Durfee_Beverly PM
 Site Code : 12220296
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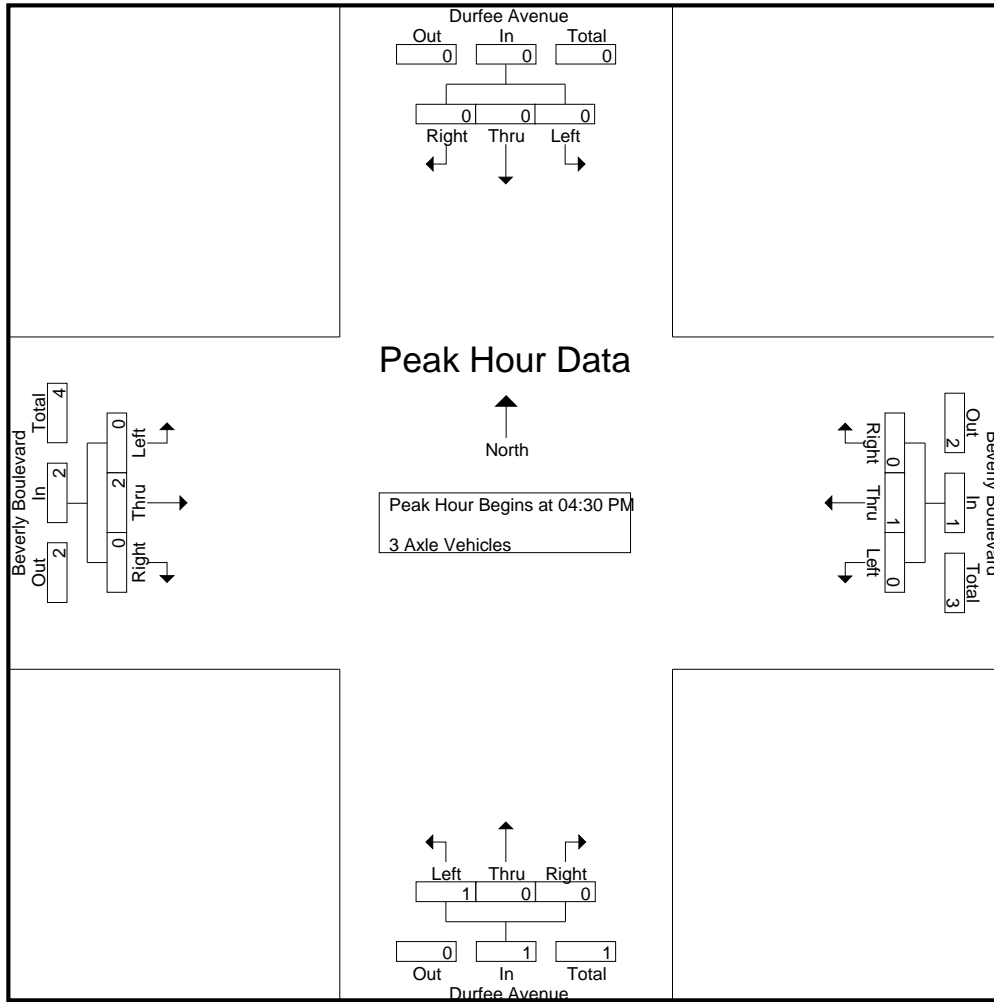
Groups Printed- 3 Axle Vehicles

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
Grand Total	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2	4
Apprch %	0	0	0		0	100	0		100	0	0		0	100	0		
Total %	0	0	0		0	25	0	25	25	0	0	25	0	50	0	50	

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2	4
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.500	.000	.500	.500

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2
% App. Total	0	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.500	.000	.500

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 09_PRV_Durfee_Beverly PM
 Site Code : 12220296
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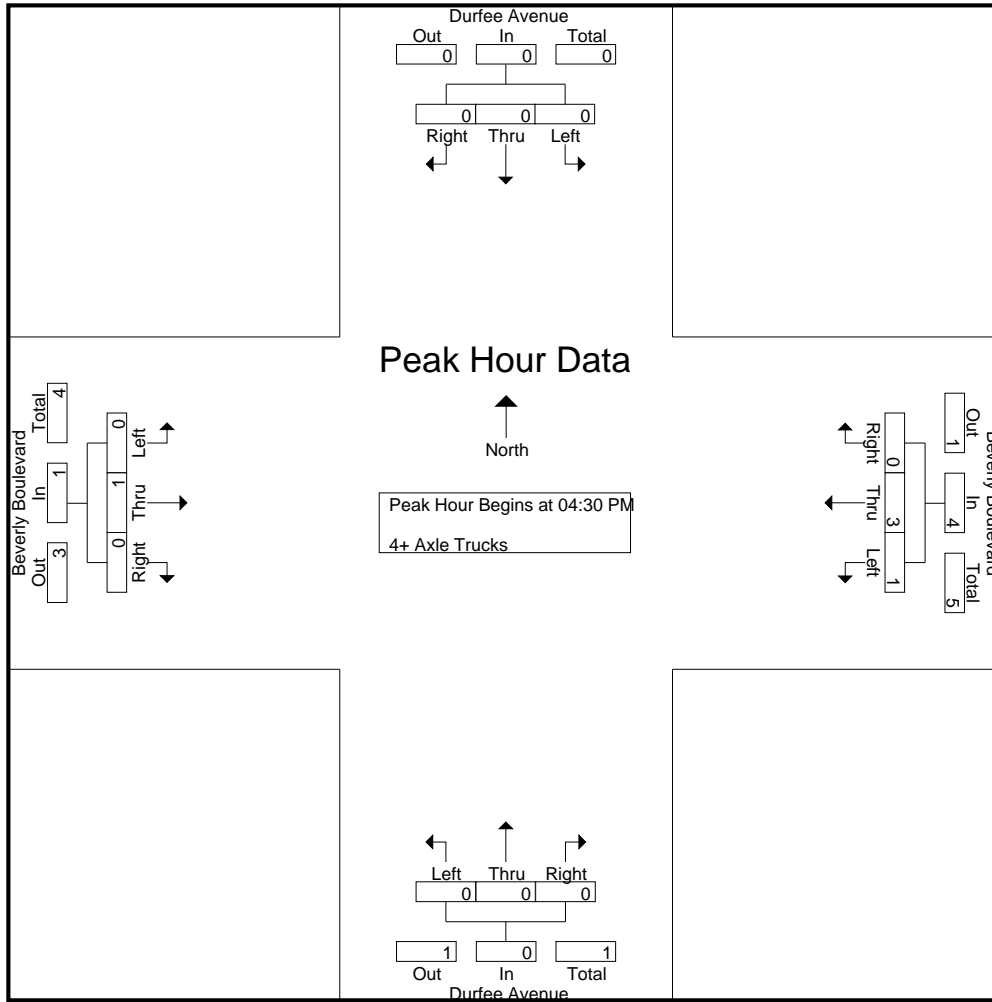
Groups Printed- 4+ Axle Trucks

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	5
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	5	0	6	0	0	0	0	0	3	1	4	10
Grand Total	0	0	0	0	1	6	0	7	0	0	0	0	0	5	1	6	13
Apprch %	0	0	0		14.3	85.7	0		0	0	0		0	83.3	16.7		
Total %	0	0	0		7.7	46.2	0	53.8	0	0	0		0	38.5	7.7	46.2	

Start Time	Durfee Avenue Southbound				Beverly Boulevard Westbound				Durfee Avenue Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	1	3	0	4	0	0	0	0	0	1	0	1	5
% App. Total	0	0	0		25	75	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.375	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.625

City of Pico Rivera
 N/S: Durfee Avenue
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 09_PRV_Durfee_Beverly PM
 Site Code : 12220296
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	3	0	4	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	25	75	0		0	0	0	0	0	100	0	
PHF	.000	.000	.000	.000	.250	.375	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 10_PRV_Rosemead_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
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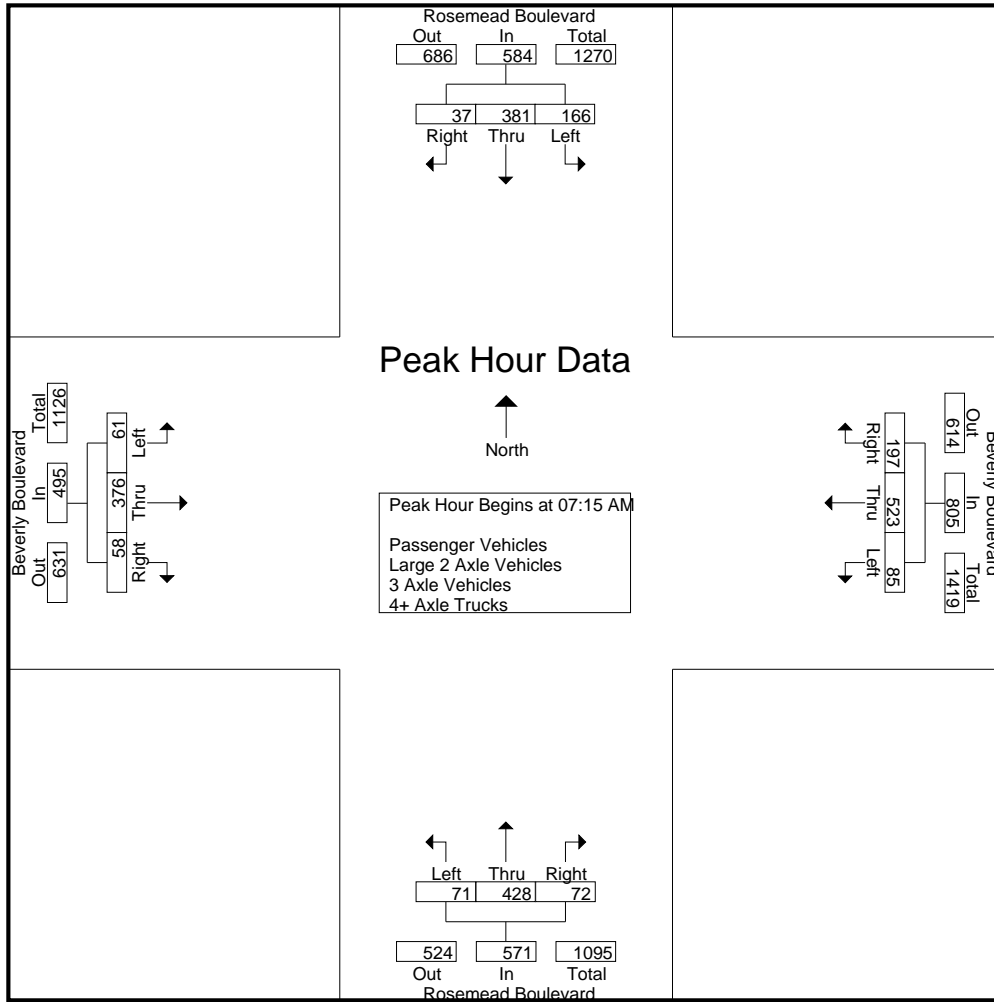
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	37	89	10	136	18	94	46	158	13	98	10	121	10	82	8	100	515
07:15 AM	42	84	6	132	18	144	46	208	19	96	24	139	14	104	13	131	610
07:30 AM	64	95	7	166	18	124	53	195	17	126	10	153	15	92	15	122	636
07:45 AM	29	91	11	131	31	149	59	239	17	101	15	133	19	108	13	140	643
Total	172	359	34	565	85	511	204	800	66	421	59	546	58	386	49	493	2404
08:00 AM	31	111	13	155	18	106	39	163	18	105	23	146	13	72	17	102	566
08:15 AM	30	100	6	136	20	143	47	210	15	86	8	109	14	93	10	117	572
08:30 AM	42	91	12	145	24	110	33	167	14	85	15	114	17	67	12	96	522
08:45 AM	37	113	13	163	34	137	36	207	23	81	18	122	17	99	21	137	629
Total	140	415	44	599	96	496	155	747	70	357	64	491	61	331	60	452	2289
Grand Total	312	774	78	1164	181	1007	359	1547	136	778	123	1037	119	717	109	945	4693
Apprch %	26.8	66.5	6.7		11.7	65.1	23.2		13.1	75	11.9		12.6	75.9	11.5		
Total %	6.6	16.5	1.7	24.8	3.9	21.5	7.6	33	2.9	16.6	2.6	22.1	2.5	15.3	2.3	20.1	
Passenger Vehicles	298	735	72	1105	175	950	346	1471	131	716	115	962	106	684	105	895	4433
% Passenger Vehicles	95.5	95	92.3	94.9	96.7	94.3	96.4	95.1	96.3	92	93.5	92.8	89.1	95.4	96.3	94.7	94.5
Large 2 Axle Vehicles	6	31	3	40	1	42	9	52	5	43	5	53	5	23	3	31	176
% Large 2 Axle Vehicles	1.9	4	3.8	3.4	0.6	4.2	2.5	3.4	3.7	5.5	4.1	5.1	4.2	3.2	2.8	3.3	3.8
3 Axle Vehicles	6	1	2	9	2	13	1	16	0	9	2	11	4	7	0	11	47
% 3 Axle Vehicles	1.9	0.1	2.6	0.8	1.1	1.3	0.3	1	0	1.2	1.6	1.1	3.4	1	0	1.2	1
4+ Axle Trucks	2	7	1	10	3	2	3	8	0	10	1	11	4	3	1	8	37
% 4+ Axle Trucks	0.6	0.9	1.3	0.9	1.7	0.2	0.8	0.5	0	1.3	0.8	1.1	3.4	0.4	0.9	0.8	0.8

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	42	84	6	132	18	144	46	208	19	96	24	139	14	104	13	131	610
07:30 AM	64	95	7	166	18	124	53	195	17	126	10	153	15	92	15	122	636
07:45 AM	29	91	11	131	31	149	59	239	17	101	15	133	19	108	13	140	643
08:00 AM	31	111	13	155	18	106	39	163	18	105	23	146	13	72	17	102	566
Total Volume	166	381	37	584	85	523	197	805	71	428	72	571	61	376	58	495	2455
% App. Total	28.4	65.2	6.3		10.6	65	24.5		12.4	75	12.6		12.3	76	11.7		
PHF	.648	.858	.712	.880	.685	.878	.835	.842	.934	.849	.750	.933	.803	.870	.853	.884	.955

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

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 Site Code : 12220296
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	31	111	13	155	18	124	53	195	19	96	24	139	14	104	13	131
+15 mins.	30	100	6	136	31	149	59	239	17	126	10	153	15	92	15	122
+30 mins.	42	91	12	145	18	106	39	163	17	101	15	133	19	108	13	140
+45 mins.	37	113	13	163	20	143	47	210	18	105	23	146	13	72	17	102
Total Volume	140	415	44	599	87	522	198	807	71	428	72	571	61	376	58	495
% App. Total	23.4	69.3	7.3		10.8	64.7	24.5		12.4	75	12.6		12.3	76	11.7	
PHF	.833	.918	.846	.919	.702	.876	.839	.844	.934	.849	.750	.933	.803	.870	.853	.884

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 10_PRV_Rosemead_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
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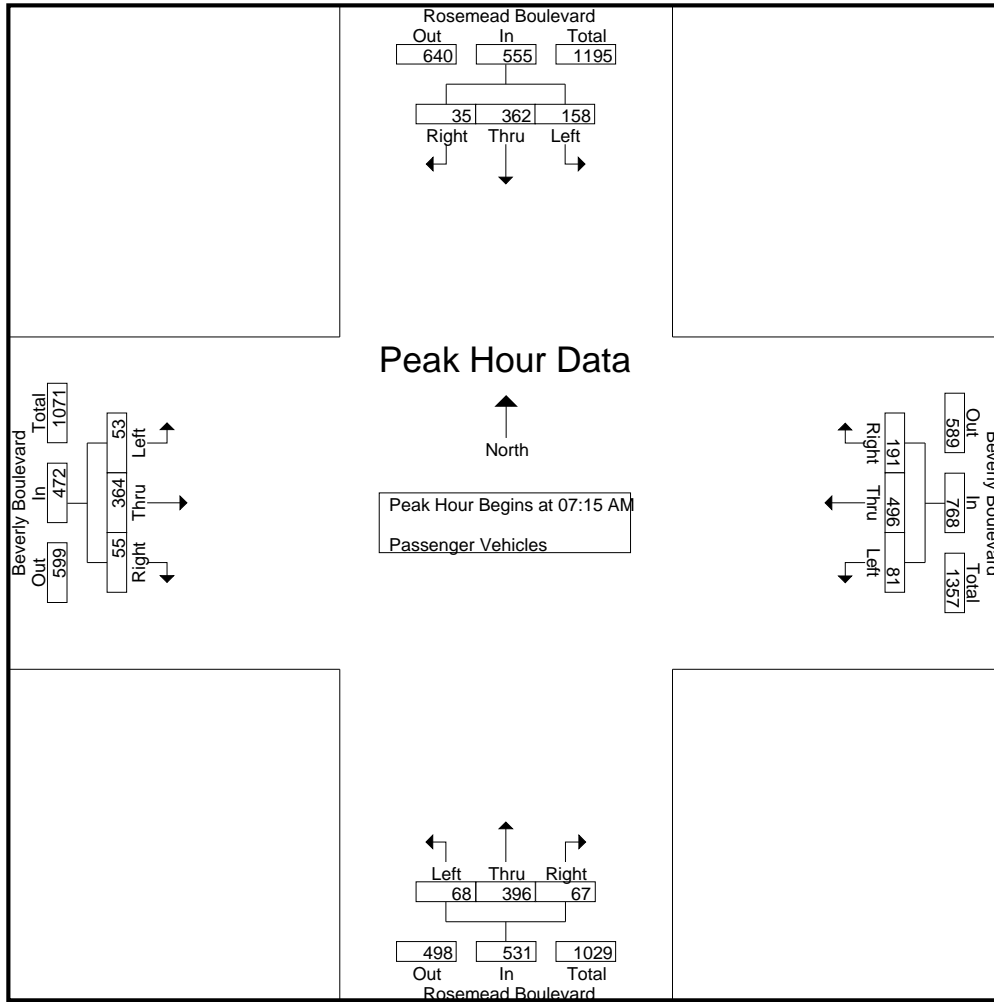
Groups Printed- Passenger Vehicles

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	35	84	9	128	18	87	43	148	13	86	9	108	8	77	7	92	476
07:15 AM	39	78	6	123	16	135	45	196	19	87	20	126	12	103	13	128	573
07:30 AM	61	92	6	159	17	119	53	189	16	117	9	142	13	89	15	117	607
07:45 AM	28	87	10	125	31	142	55	228	17	97	15	129	17	104	12	133	615
Total	163	341	31	535	82	483	196	761	65	387	53	505	50	373	47	470	2271
08:00 AM	30	105	13	148	17	100	38	155	16	95	23	134	11	68	15	94	531
08:15 AM	28	95	6	129	19	131	47	197	14	79	8	101	12	85	10	107	534
08:30 AM	40	87	9	136	23	106	32	161	14	78	14	106	17	63	12	92	495
08:45 AM	37	107	13	157	34	130	33	197	22	77	17	116	16	95	21	132	602
Total	135	394	41	570	93	467	150	710	66	329	62	457	56	311	58	425	2162
Grand Total	298	735	72	1105	175	950	346	1471	131	716	115	962	106	684	105	895	4433
Apprch %	27	66.5	6.5		11.9	64.6	23.5		13.6	74.4	12		11.8	76.4	11.7		
Total %	6.7	16.6	1.6	24.9	3.9	21.4	7.8	33.2	3	16.2	2.6	21.7	2.4	15.4	2.4	20.2	

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	39	78	6	123	16	135	45	196	19	87	20	126	12	103	13	128	573
07:30 AM	61	92	6	159	17	119	53	189	16	117	9	142	13	89	15	117	607
07:45 AM	28	87	10	125	31	142	55	228	17	97	15	129	17	104	12	133	615
08:00 AM	30	105	13	148	17	100	38	155	16	95	23	134	11	68	15	94	531
Total Volume	158	362	35	555	81	496	191	768	68	396	67	531	53	364	55	472	2326
% App. Total	28.5	65.2	6.3		10.5	64.6	24.9		12.8	74.6	12.6		11.2	77.1	11.7		
PHF	.648	.862	.673	.873	.653	.873	.868	.842	.895	.846	.728	.935	.779	.875	.917	.887	.946

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 10_PRV_Rosemead_Beverly AM
 Site Code : 12220296
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	39	78	6	123	16	135	45	196	19	87	20	126	12	103	13	128
+15 mins.	61	92	6	159	17	119	53	189	16	117	9	142	13	89	15	117
+30 mins.	28	87	10	125	31	142	55	228	17	97	15	129	17	104	12	133
+45 mins.	30	105	13	148	17	100	38	155	16	95	23	134	11	68	15	94
Total Volume	158	362	35	555	81	496	191	768	68	396	67	531	53	364	55	472
% App. Total	28.5	65.2	6.3		10.5	64.6	24.9		12.8	74.6	12.6		11.2	77.1	11.7	
PHF	.648	.862	.673	.873	.653	.873	.868	.842	.895	.846	.728	.935	.779	.875	.917	.887

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 10_PRV_Rosemead_Beverly AM
 Site Code : 12220296
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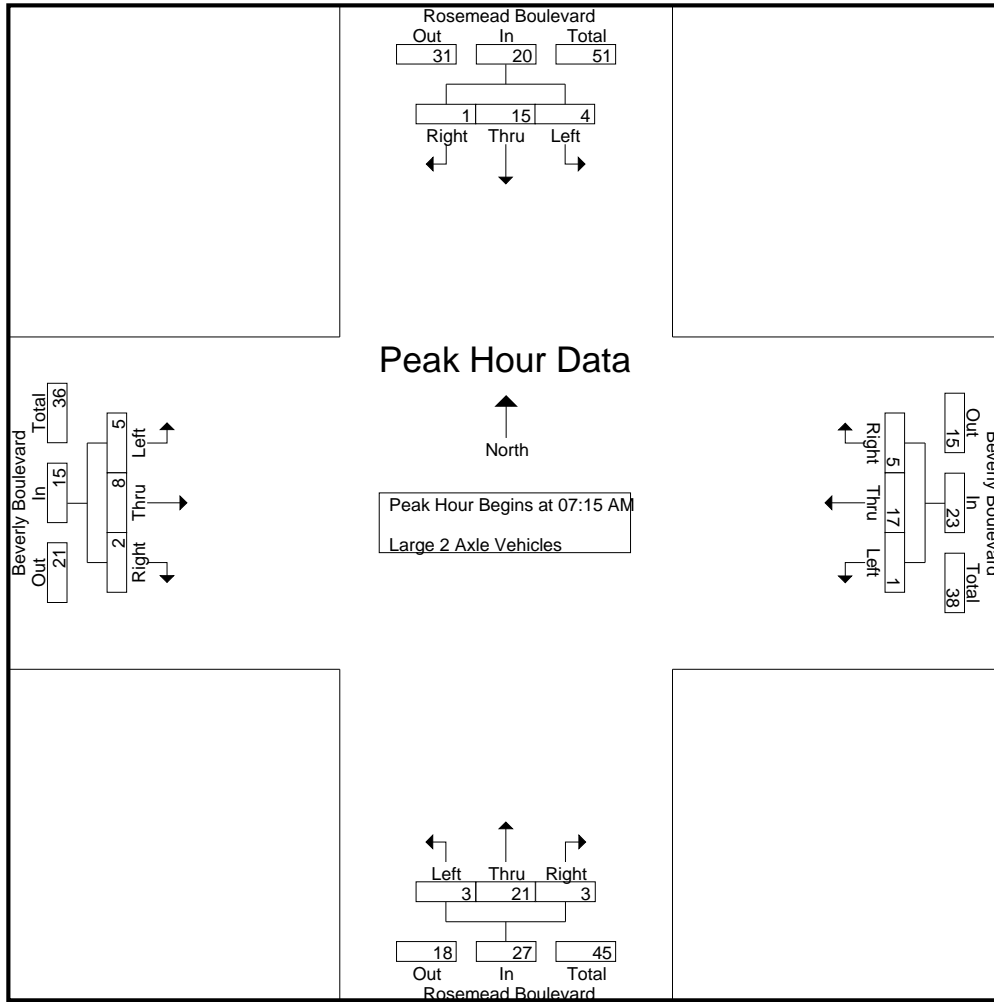
Groups Printed- Large 2 Axle Vehicles

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	5	0	7	0	5	2	7	0	8	1	9	0	4	1	5	28
07:15 AM	2	5	0	7	1	7	0	8	0	5	2	7	0	1	0	1	23
07:30 AM	1	3	0	4	0	3	0	3	1	7	1	9	1	2	0	3	19
07:45 AM	1	3	1	5	0	3	4	7	0	3	0	3	2	4	1	7	22
Total	6	16	1	23	1	18	6	25	1	23	4	28	3	11	2	16	92
08:00 AM	0	4	0	4	0	4	1	5	2	6	0	8	2	1	1	4	21
08:15 AM	0	3	0	3	0	12	0	12	1	6	0	7	0	5	0	5	27
08:30 AM	0	2	2	4	0	3	0	3	0	5	0	5	0	4	0	4	16
08:45 AM	0	6	0	6	0	5	2	7	1	3	1	5	0	2	0	2	20
Total	0	15	2	17	0	24	3	27	4	20	1	25	2	12	1	15	84
Grand Total	6	31	3	40	1	42	9	52	5	43	5	53	5	23	3	31	176
Apprch %	15	77.5	7.5		1.9	80.8	17.3		9.4	81.1	9.4		16.1	74.2	9.7		
Total %	3.4	17.6	1.7	22.7	0.6	23.9	5.1	29.5	2.8	24.4	2.8	30.1	2.8	13.1	1.7	17.6	

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	5	0	7	1	7	0	8	0	5	2	7	0	1	0	1	23
07:30 AM	1	3	0	4	0	3	0	3	1	7	1	9	1	2	0	3	19
07:45 AM	1	3	1	5	0	3	4	7	0	3	0	3	2	4	1	7	22
08:00 AM	0	4	0	4	0	4	1	5	2	6	0	8	2	1	1	4	21
Total Volume	4	15	1	20	1	17	5	23	3	21	3	27	5	8	2	15	85
% App. Total	20	75	5		4.3	73.9	21.7		11.1	77.8	11.1		33.3	53.3	13.3		
PHF	.500	.750	.250	.714	.250	.607	.313	.719	.375	.750	.375	.750	.625	.500	.500	.536	.924

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	2	5	0	7	1	7	0	8	0	5	2	7	0	1	0	1
+15 mins.	1	3	0	4	0	3	0	3	1	7	1	9	1	2	0	3
+30 mins.	1	3	1	5	0	3	4	7	0	3	0	3	2	4	1	7
+45 mins.	0	4	0	4	0	4	1	5	2	6	0	8	2	1	1	4
Total Volume	4	15	1	20	1	17	5	23	3	21	3	27	5	8	2	15
% App. Total	20	75	5		4.3	73.9	21.7		11.1	77.8	11.1		33.3	53.3	13.3	
PHF	.500	.750	.250	.714	.250	.607	.313	.719	.375	.750	.375	.750	.625	.500	.500	.536

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 10_PRV_Rosemead_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

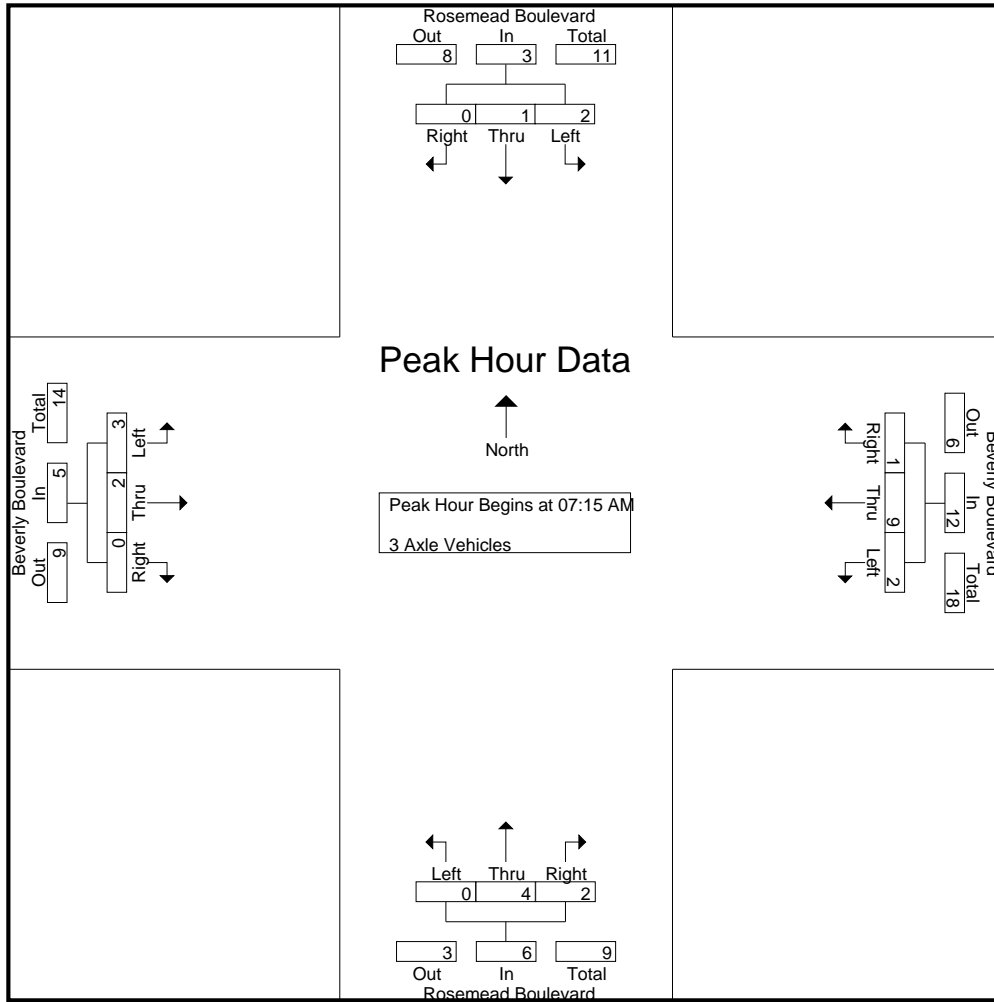
Groups Printed- 3 Axle Vehicles

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	2	0	2	0	2	0	2	0	1	0	1	6
07:15 AM	1	0	0	1	0	2	1	3	0	2	2	4	2	0	0	2	10
07:30 AM	0	0	0	0	1	1	0	2	0	1	0	1	1	1	0	2	5
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Total	1	0	1	2	1	9	1	11	0	5	2	7	3	2	0	5	25
08:00 AM	1	1	0	2	1	2	0	3	0	1	0	1	0	1	0	1	7
08:15 AM	2	0	0	2	0	0	0	0	0	1	0	1	1	3	0	4	7
08:30 AM	2	0	1	3	0	1	0	1	0	2	0	2	0	0	0	0	6
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	5	1	1	7	1	4	0	5	0	4	0	4	1	5	0	6	22
Grand Total	6	1	2	9	2	13	1	16	0	9	2	11	4	7	0	11	47
Apprch %	66.7	11.1	22.2		12.5	81.2	6.2		0	81.8	18.2		36.4	63.6	0		
Total %	12.8	2.1	4.3	19.1	4.3	27.7	2.1	34	0	19.1	4.3	23.4	8.5	14.9	0	23.4	

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	0	2	1	3	0	2	2	4	2	0	0	2	10
07:30 AM	0	0	0	0	1	1	0	2	0	1	0	1	1	1	0	2	5
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
08:00 AM	1	1	0	2	1	2	0	3	0	1	0	1	0	1	0	1	7
Total Volume	2	1	0	3	2	9	1	12	0	4	2	6	3	2	0	5	26
% App. Total	66.7	33.3	0		16.7	75	8.3		0	66.7	33.3		60	40	0		
PHF	.500	.250	.000	.375	.500	.563	.250	.750	.000	.500	.250	.375	.375	.500	.000	.625	.650

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	2	1	3	0	2	2	4	2	0	0	2
+15 mins.	0	0	0	0	1	1	0	2	0	1	0	1	1	1	0	2
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0
+45 mins.	1	1	0	2	1	2	0	3	0	1	0	1	0	1	0	1
Total Volume	2	1	0	3	2	9	1	12	0	4	2	6	3	2	0	5
% App. Total	66.7	33.3	0		16.7	75	8.3		0	66.7	33.3		60	40	0	
PHF	.500	.250	.000	.375	.500	.563	.250	.750	.000	.500	.250	.375	.375	.500	.000	.625

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 10_PRV_Rosemead_Beverly AM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

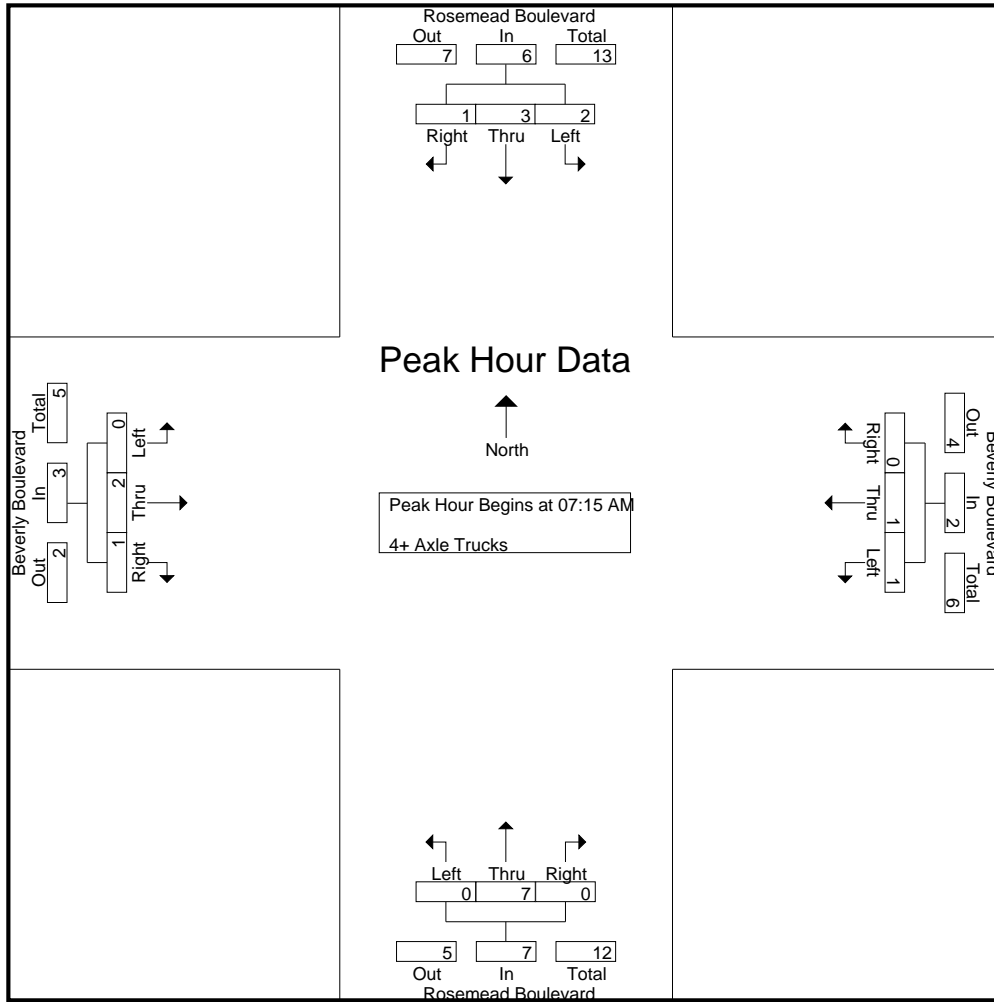
Groups Printed- 4+ Axle Trucks

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	1	1	0	2	0	2	2	0	0	2	5
07:15 AM	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
07:30 AM	2	0	1	3	0	1	0	1	0	1	0	1	0	0	0	0	5
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	2	2	1	5	1	1	1	3	0	6	0	6	2	0	0	2	16
08:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	2	1	3	7
08:15 AM	0	2	0	2	1	0	0	1	0	0	0	0	1	0	0	1	4
08:30 AM	0	2	0	2	1	0	1	2	0	0	1	1	0	0	0	0	5
08:45 AM	0	0	0	0	0	1	1	2	0	1	0	1	1	1	0	2	5
Total	0	5	0	5	2	1	2	5	0	4	1	5	2	3	1	6	21
Grand Total	2	7	1	10	3	2	3	8	0	10	1	11	4	3	1	8	37
Apprch %	20	70	10		37.5	25	37.5		0	90.9	9.1		50	37.5	12.5		
Total %	5.4	18.9	2.7	27	8.1	5.4	8.1	21.6	0	27	2.7	29.7	10.8	8.1	2.7	21.6	

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
07:30 AM	2	0	1	3	0	1	0	1	0	1	0	1	0	0	0	0	5
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	2	1	3	7
Total Volume	2	3	1	6	1	1	0	2	0	7	0	7	0	2	1	3	18
% App. Total	33.3	50	16.7		50	50	0		0	100	0		0	66.7	33.3		
PHF	.250	.750	.250	.500	.250	.250	.000	.500	.000	.583	.000	.583	.000	.250	.250	.250	.643

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 10_PRV_Rosemead_Beverly AM
 Site Code : 12220296
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0
+15 mins.	2	0	1	3	0	1	0	1	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	2	1	3
Total Volume	2	3	1	6	1	1	0	2	0	7	0	7	0	2	1	3
% App. Total	33.3	50	16.7		50	50	0		0	100	0		0	66.7	33.3	
PHF	.250	.750	.250	.500	.250	.250	.000	.500	.000	.583	.000	.583	.000	.250	.250	.250

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 10_PRV_Rosemead_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

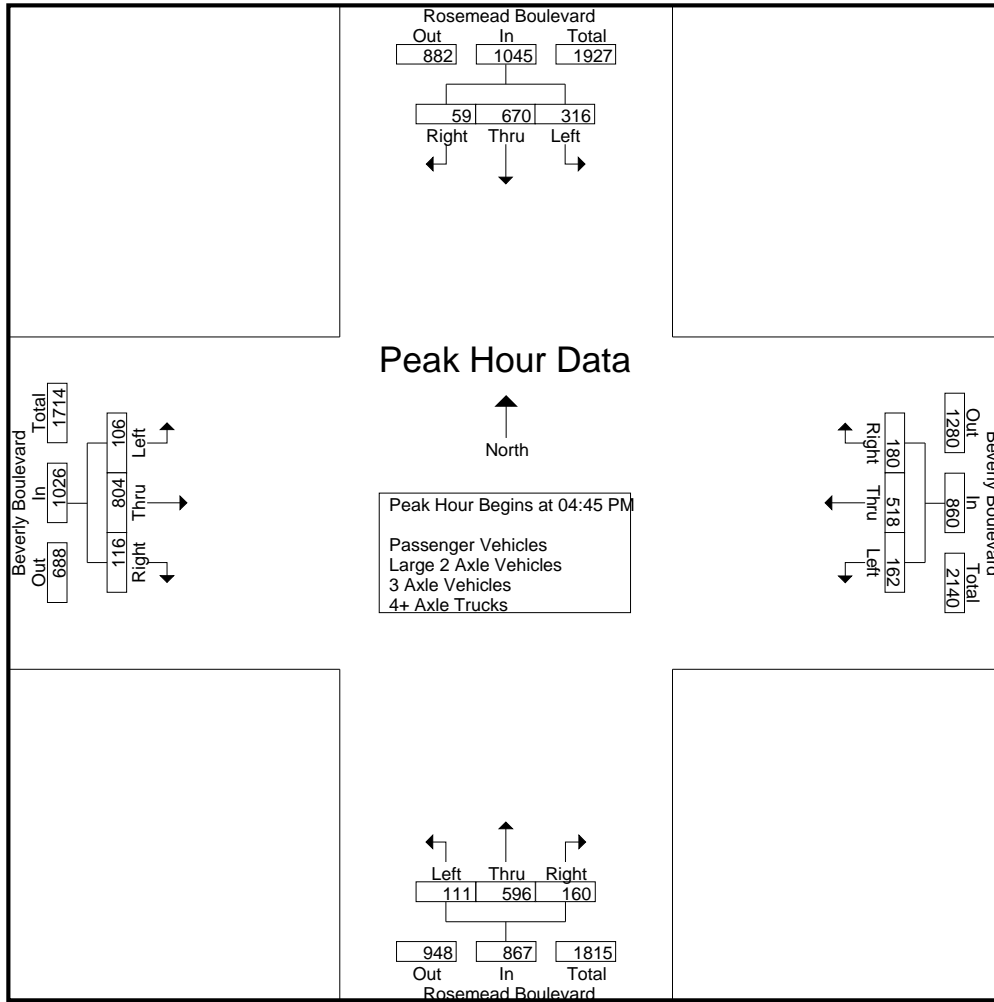
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	65	162	10	237	35	99	48	182	27	135	48	210	23	169	30	222	851
04:15 PM	67	124	16	207	29	124	43	196	31	126	48	205	21	172	37	230	838
04:30 PM	78	133	18	229	35	118	51	204	33	134	49	216	28	206	36	270	919
04:45 PM	60	166	11	237	34	111	35	180	16	158	43	217	27	239	25	291	925
Total	270	585	55	910	133	452	177	762	107	553	188	848	99	786	128	1013	3533
05:00 PM	103	156	15	274	38	120	35	193	18	150	37	205	28	168	26	222	894
05:15 PM	70	191	13	274	54	138	58	250	38	156	40	234	30	187	30	247	1005
05:30 PM	83	157	20	260	36	149	52	237	39	132	40	211	21	210	35	266	974
05:45 PM	71	153	13	237	32	110	31	173	15	134	43	192	17	177	27	221	823
Total	327	657	61	1045	160	517	176	853	110	572	160	842	96	742	118	956	3696
Grand Total	597	1242	116	1955	293	969	353	1615	217	1125	348	1690	195	1528	246	1969	7229
Apprch %	30.5	63.5	5.9		18.1	60	21.9		12.8	66.6	20.6		9.9	77.6	12.5		
Total %	8.3	17.2	1.6	27	4.1	13.4	4.9	22.3	3	15.6	4.8	23.4	2.7	21.1	3.4	27.2	
Passenger Vehicles	588	1199	105	1892	289	945	346	1580	215	1092	338	1645	184	1496	244	1924	7041
% Passenger Vehicles	98.5	96.5	90.5	96.8	98.6	97.5	98	97.8	99.1	97.1	97.1	97.3	94.4	97.9	99.2	97.7	97.4
Large 2 Axle Vehicles	7	27	3	37	2	21	3	26	2	26	5	33	3	29	1	33	129
% Large 2 Axle Vehicles	1.2	2.2	2.6	1.9	0.7	2.2	0.8	1.6	0.9	2.3	1.4	2	1.5	1.9	0.4	1.7	1.8
3 Axle Vehicles	1	9	2	12	0	1	1	2	0	1	1	2	4	2	1	7	23
% 3 Axle Vehicles	0.2	0.7	1.7	0.6	0	0.1	0.3	0.1	0	0.1	0.3	0.1	2.1	0.1	0.4	0.4	0.3
4+ Axle Trucks	1	7	6	14	2	2	3	7	0	6	4	10	4	1	0	5	36
% 4+ Axle Trucks	0.2	0.6	5.2	0.7	0.7	0.2	0.8	0.4	0	0.5	1.1	0.6	2.1	0.1	0	0.3	0.5

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	60	166	11	237	34	111	35	180	16	158	43	217	27	239	25	291	925
05:00 PM	103	156	15	274	38	120	35	193	18	150	37	205	28	168	26	222	894
05:15 PM	70	191	13	274	54	138	58	250	38	156	40	234	30	187	30	247	1005
05:30 PM	83	157	20	260	36	149	52	237	39	132	40	211	21	210	35	266	974
Total Volume	316	670	59	1045	162	518	180	860	111	596	160	867	106	804	116	1026	3798
% App. Total	30.2	64.1	5.6		18.8	60.2	20.9		12.8	68.7	18.5		10.3	78.4	11.3		
PHF	.767	.877	.738	.953	.750	.869	.776	.860	.712	.943	.930	.926	.883	.841	.829	.881	.945

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

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

	04:45 PM				04:45 PM				04:30 PM				04:30 PM			
+0 mins.	60	166	11	237	34	111	35	180	33	134	49	216	28	206	36	270
+15 mins.	103	156	15	274	38	120	35	193	16	158	43	217	27	239	25	291
+30 mins.	70	191	13	274	54	138	58	250	18	150	37	205	28	168	26	222
+45 mins.	83	157	20	260	36	149	52	237	38	156	40	234	30	187	30	247
Total Volume	316	670	59	1045	162	518	180	860	105	598	169	872	113	800	117	1030
% App. Total	30.2	64.1	5.6		18.8	60.2	20.9		12	68.6	19.4		11	77.7	11.4	
PHF	.767	.877	.738	.953	.750	.869	.776	.860	.691	.946	.862	.932	.942	.837	.813	.885

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 10_PRV_Rosemead_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

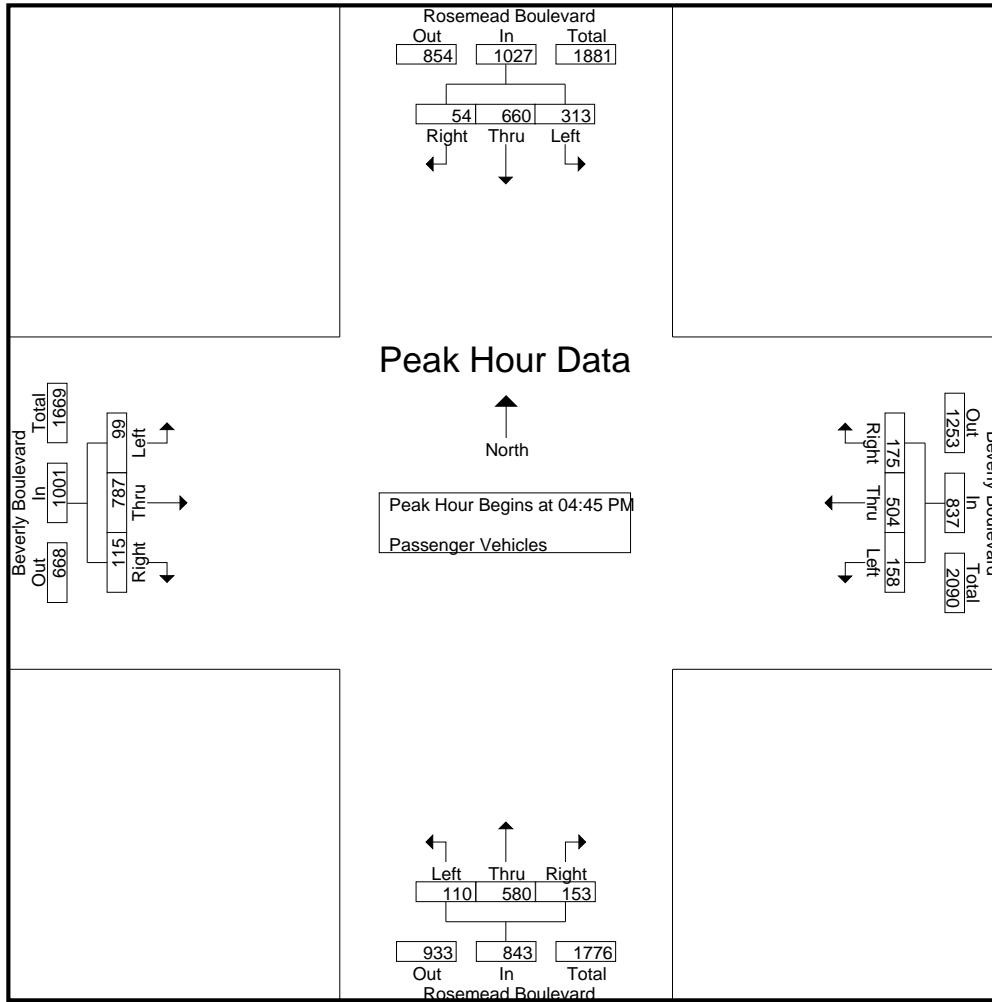
Groups Printed- Passenger Vehicles

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	63	148	9	220	35	97	47	179	26	130	48	204	21	165	30	216	819
04:15 PM	64	121	15	200	29	122	42	193	31	125	46	202	21	165	36	222	817
04:30 PM	77	122	15	214	35	116	51	202	33	127	48	208	26	203	36	265	889
04:45 PM	59	165	9	233	34	108	33	175	16	154	42	212	26	233	24	283	903
Total	263	556	48	867	133	443	173	749	106	536	184	826	94	766	126	986	3428
05:00 PM	103	153	13	269	37	116	34	187	18	146	35	199	27	165	26	218	873
05:15 PM	70	187	12	269	52	136	57	245	37	153	40	230	26	183	30	239	983
05:30 PM	81	155	20	256	35	144	51	230	39	127	36	202	20	206	35	261	949
05:45 PM	71	148	12	231	32	106	31	169	15	130	43	188	17	176	27	220	808
Total	325	643	57	1025	156	502	173	831	109	556	154	819	90	730	118	938	3613
Grand Total	588	1199	105	1892	289	945	346	1580	215	1092	338	1645	184	1496	244	1924	7041
Apprch %	31.1	63.4	5.5		18.3	59.8	21.9		13.1	66.4	20.5		9.6	77.8	12.7		
Total %	8.4	17	1.5	26.9	4.1	13.4	4.9	22.4	3.1	15.5	4.8	23.4	2.6	21.2	3.5	27.3	

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	59	165	9	233	34	108	33	175	16	154	42	212	26	233	24	283	903
05:00 PM	103	153	13	269	37	116	34	187	18	146	35	199	27	165	26	218	873
05:15 PM	70	187	12	269	52	136	57	245	37	153	40	230	26	183	30	239	983
05:30 PM	81	155	20	256	35	144	51	230	39	127	36	202	20	206	35	261	949
Total Volume	313	660	54	1027	158	504	175	837	110	580	153	843	99	787	115	1001	3708
% App. Total	30.5	64.3	5.3		18.9	60.2	20.9		13	68.8	18.1		9.9	78.6	11.5		
PHF	.760	.882	.675	.954	.760	.875	.768	.854	.705	.942	.911	.916	.917	.844	.821	.884	.943

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 10_PRV_Rosemead_Beverly PM
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	59	165	9	233	34	108	33	175	16	154	42	212	26	233	24	283
+15 mins.	103	153	13	269	37	116	34	187	18	146	35	199	27	165	26	218
+30 mins.	70	187	12	269	52	136	57	245	37	153	40	230	26	183	30	239
+45 mins.	81	155	20	256	35	144	51	230	39	127	36	202	20	206	35	261
Total Volume	313	660	54	1027	158	504	175	837	110	580	153	843	99	787	115	1001
% App. Total	30.5	64.3	5.3		18.9	60.2	20.9		13	68.8	18.1		9.9	78.6	11.5	
PHF	.760	.882	.675	.954	.760	.875	.768	.854	.705	.942	.911	.916	.917	.844	.821	.884

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 10_PRV_Rosemead_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

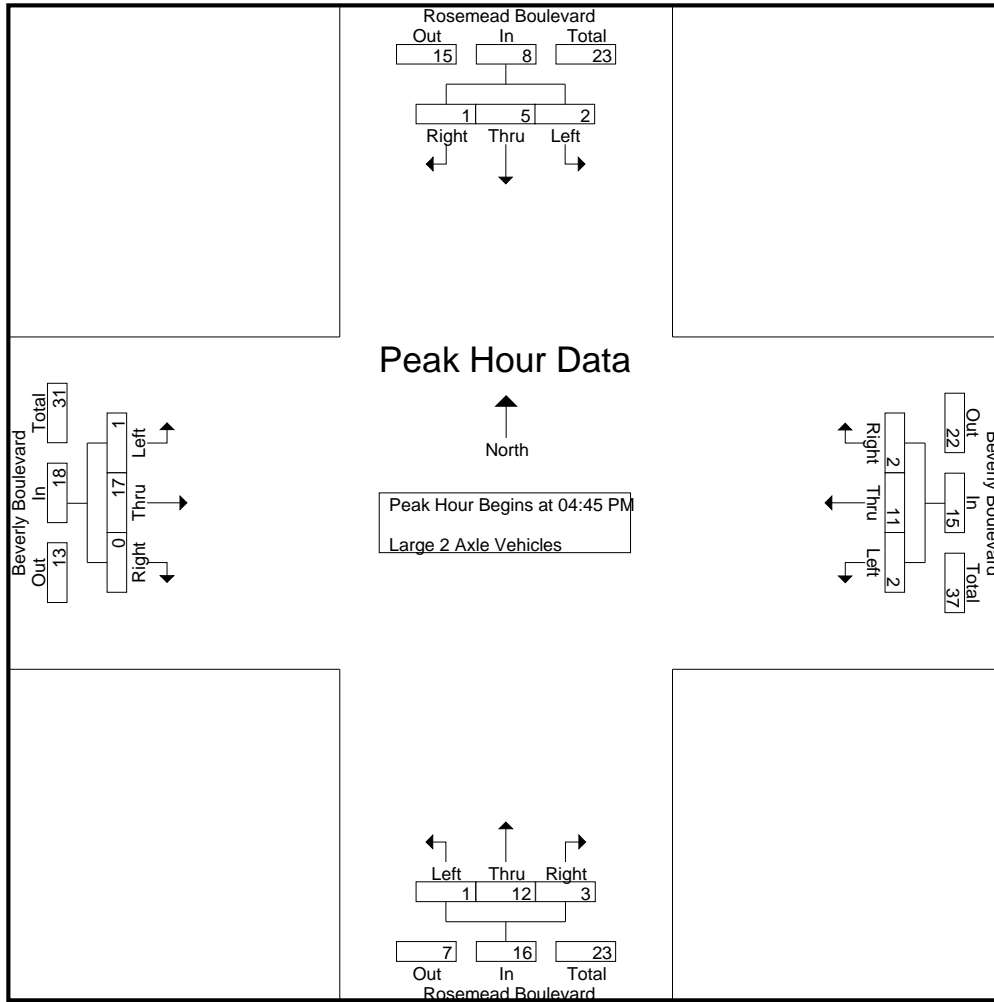
Groups Printed- Large 2 Axle Vehicles

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	9	0	11	0	2	1	3	1	5	0	6	1	3	0	4	24
04:15 PM	3	3	0	6	0	2	0	2	0	1	1	2	0	6	1	7	17
04:30 PM	0	8	2	10	0	2	0	2	0	6	1	7	1	3	0	4	23
04:45 PM	1	0	0	1	0	3	1	4	0	3	0	3	0	6	0	6	14
Total	6	20	2	28	0	9	2	11	1	15	2	18	2	18	1	21	78
05:00 PM	0	2	0	2	1	4	0	5	0	3	1	4	1	3	0	4	15
05:15 PM	0	2	1	3	1	2	0	3	1	2	0	3	0	4	0	4	13
05:30 PM	1	1	0	2	0	2	1	3	0	4	2	6	0	4	0	4	15
05:45 PM	0	2	0	2	0	4	0	4	0	2	0	2	0	0	0	0	8
Total	1	7	1	9	2	12	1	15	1	11	3	15	1	11	0	12	51
Grand Total	7	27	3	37	2	21	3	26	2	26	5	33	3	29	1	33	129
Apprch %	18.9	73	8.1		7.7	80.8	11.5		6.1	78.8	15.2		9.1	87.9	3		
Total %	5.4	20.9	2.3	28.7	1.6	16.3	2.3	20.2	1.6	20.2	3.9	25.6	2.3	22.5	0.8	25.6	

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	0	0	1	0	3	1	4	0	3	0	3	0	6	0	6	14
05:00 PM	0	2	0	2	1	4	0	5	0	3	1	4	1	3	0	4	15
05:15 PM	0	2	1	3	1	2	0	3	1	2	0	3	0	4	0	4	13
05:30 PM	1	1	0	2	0	2	1	3	0	4	2	6	0	4	0	4	15
Total Volume	2	5	1	8	2	11	2	15	1	12	3	16	1	17	0	18	57
% App. Total	25	62.5	12.5		13.3	73.3	13.3		6.2	75	18.8		5.6	94.4	0		
PHF	.500	.625	.250	.667	.500	.688	.500	.750	.250	.750	.375	.667	.250	.708	.000	.750	.950

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 10_PRV_Rosemead_Beverly PM
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	1	0	0	1	0	3	1	4	0	3	0	3	0	6	0	6
+15 mins.	0	2	0	2	1	4	0	5	0	3	1	4	1	3	0	4
+30 mins.	0	2	1	3	1	2	0	3	1	2	0	3	0	4	0	4
+45 mins.	1	1	0	2	0	2	1	3	0	4	2	6	0	4	0	4
Total Volume	2	5	1	8	2	11	2	15	1	12	3	16	1	17	0	18
% App. Total	25	62.5	12.5		13.3	73.3	13.3		6.2	75	18.8		5.6	94.4	0	
PHF	.500	.625	.250	.667	.500	.688	.500	.750	.250	.750	.375	.667	.250	.708	.000	.750

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 10_PRV_Rosemead_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

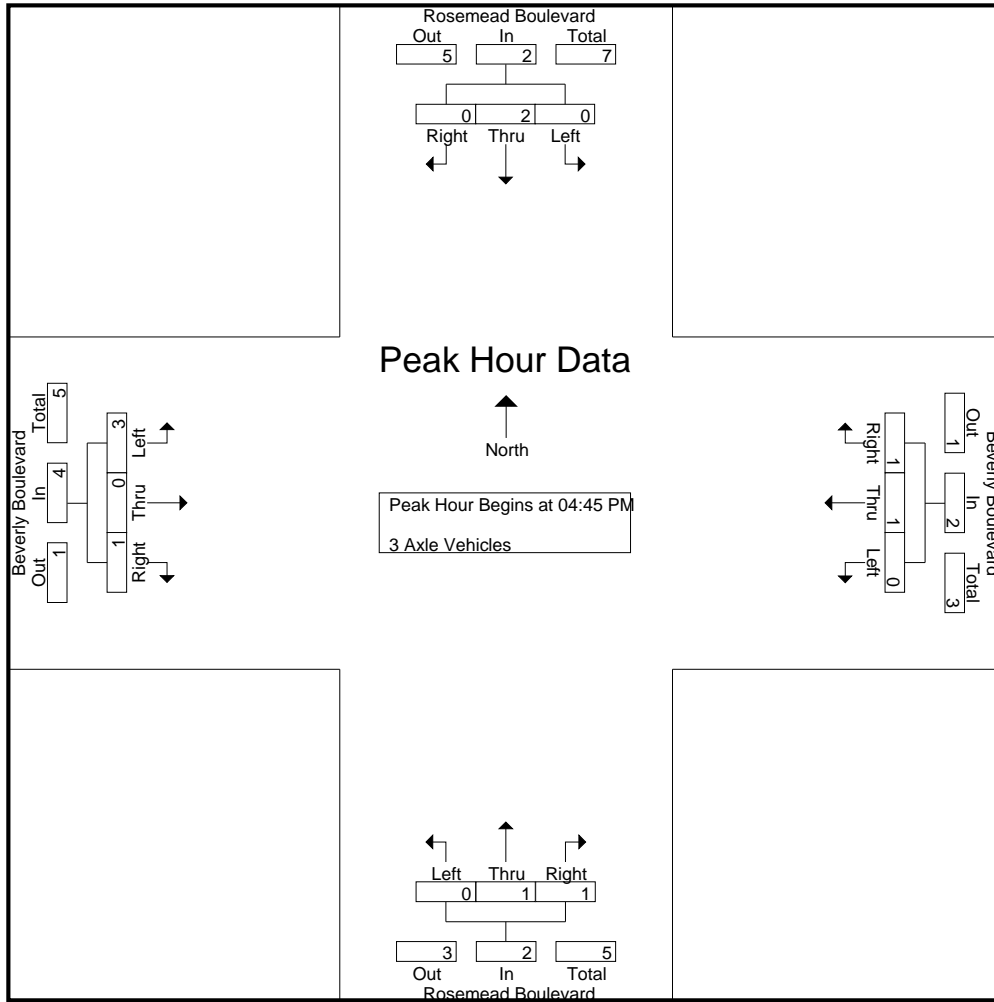
Groups Printed- 3 Axle Vehicles

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	4	1	5	0	0	0	0	0	0	0	0	1	1	0	2	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	2	3
Total	1	5	2	8	0	0	0	0	0	0	1	1	2	1	1	4	13
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	1	1	0	0	0	0	2	0	0	2	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	0	4	0	4	0	1	1	2	0	1	0	1	2	1	0	3	10
Grand Total	1	9	2	12	0	1	1	2	0	1	1	2	4	2	1	7	23
Apprch %	8.3	75	16.7		0	50	50		0	50	50		57.1	28.6	14.3		
Total %	4.3	39.1	8.7	52.2	0	4.3	4.3	8.7	0	4.3	4.3	8.7	17.4	8.7	4.3	30.4	

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	2	3
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	1	1	0	0	0	0	2	0	0	2	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	1	1	2	0	1	1	2	3	0	1	4	10
% App. Total	0	100	0		0	50	50		0	50	50		75	0	25		
PHF	.000	.500	.000	.500	.000	.250	.250	.500	.000	.250	.250	.500	.375	.000	.250	.500	.625

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 10_PRV_Rosemead_Beverly PM
 Site Code : 12220296
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	2
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	1	1	0	0	0	0	2	0	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	1	1	2	0	1	1	2	3	0	1	4
% App. Total	0	100	0	0	0	50	50	0	0	50	50	0	75	0	25	0
PHF	.000	.500	.000	.500	.000	.250	.250	.500	.000	.250	.250	.500	.375	.000	.250	.500

City of Pico Rivera
 N/S: Rosemead Boulevard
 E/W: Beverly Boulevard
 Weather: Clear

File Name : 10_PRV_Rosemead_Beverly PM
 Site Code : 12220296
 Start Date : 8/18/2020
 Page No : 1

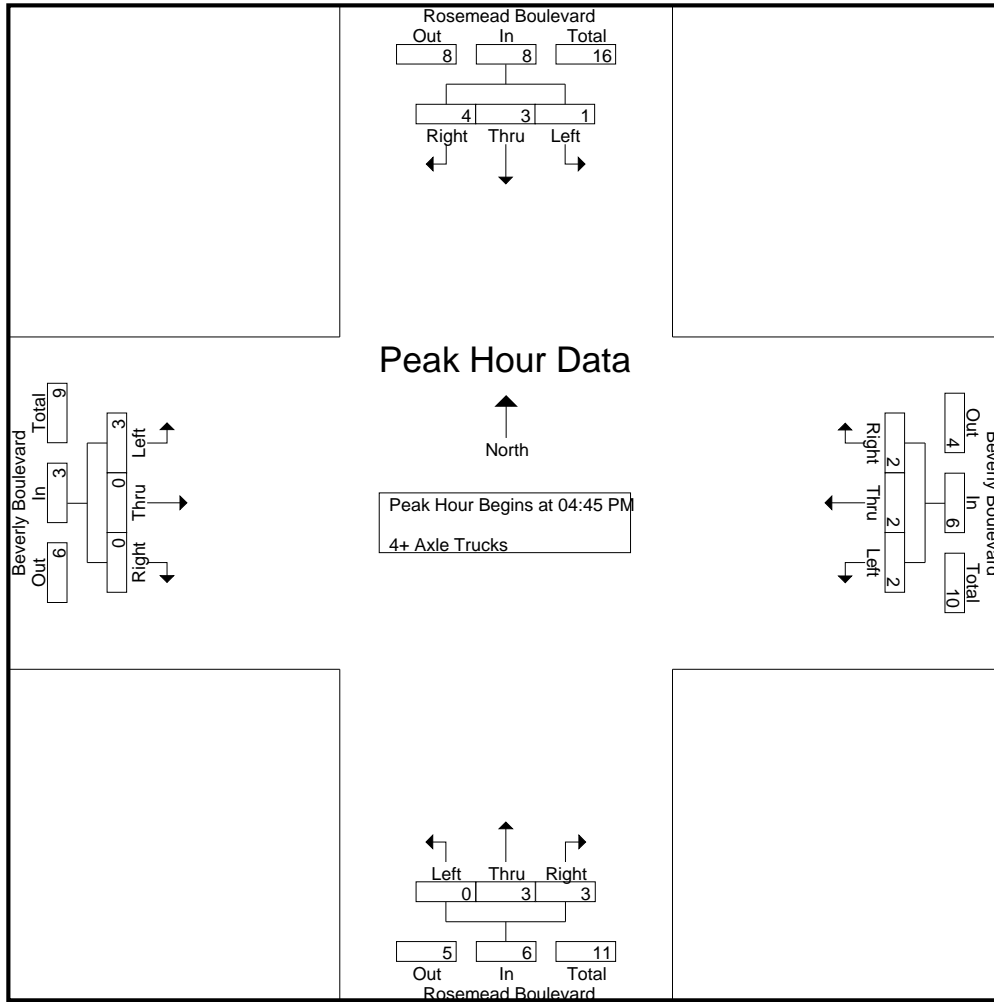
Groups Printed- 4+ Axle Trucks

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	1	1	0	0	1	1	0	0	1	1	0	1	0	1	1	4
04:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	1	0	0	1	1	4
04:45 PM	0	1	2	3	0	0	1	1	0	1	0	1	0	0	0	0	0	5
Total	0	4	3	7	0	0	2	2	0	2	1	3	1	1	0	2	2	14
05:00 PM	0	0	2	2	0	0	1	1	0	0	1	1	0	0	0	0	0	4
05:15 PM	0	1	0	1	1	0	0	1	0	1	0	1	2	0	0	2	2	5
05:30 PM	1	1	0	2	1	2	0	3	0	1	2	3	1	0	0	1	1	9
05:45 PM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0	0	4
Total	1	3	3	7	2	2	1	5	0	4	3	7	3	0	0	3	3	22
Grand Total	1	7	6	14	2	2	3	7	0	6	4	10	4	1	0	5	5	36
Apprch %	7.1	50	42.9		28.6	28.6	42.9		0	60	40		80	20	0			
Total %	2.8	19.4	16.7	38.9	5.6	5.6	8.3	19.4	0	16.7	11.1	27.8	11.1	2.8	0	13.9		

Start Time	Rosemead Boulevard Southbound				Beverly Boulevard Westbound				Rosemead Boulevard Northbound				Beverly Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:45 PM																		
04:45 PM	0	1	2	3	0	0	1	1	0	1	0	1	0	0	0	0	0	5
05:00 PM	0	0	2	2	0	0	1	1	0	0	1	1	0	0	0	0	0	4
05:15 PM	0	1	0	1	1	0	0	1	0	1	0	1	2	0	0	2	2	5
05:30 PM	1	1	0	2	1	2	0	3	0	1	2	3	1	0	0	1	1	9
Total Volume	1	3	4	8	2	2	2	6	0	3	3	6	3	0	0	3	3	23
% App. Total	12.5	37.5	50		33.3	33.3	33.3		0	50	50		100	0	0			
PHF	.250	.750	.500	.667	.500	.250	.500	.500	.000	.750	.375	.500	.375	.000	.000	.375		.639

City of Pico Rivera
 N/S: Rosemead Boulevard
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File Name : 10_PRV_Rosemead_Beverly PM
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	2	3	0	0	1	1	0	1	0	1	0	0	0	0
+15 mins.	0	0	2	2	0	0	1	1	0	0	1	1	0	0	0	0
+30 mins.	0	1	0	1	1	0	0	1	0	1	0	1	2	0	0	2
+45 mins.	1	1	0	2	1	2	0	3	0	1	2	3	1	0	0	1
Total Volume	1	3	4	8	2	2	2	6	0	3	3	6	3	0	0	3
% App. Total	12.5	37.5	50		33.3	33.3	33.3		0	50	50		100	0	0	
PHF	.250	.750	.500	.667	.500	.250	.500	.500	.000	.750	.375	.500	.375	.000	.000	.375

Appendix D: Traffic Volume Development Worksheets

Pico Rivera COVID-19 Factor				
Segment	Year	Based on 24-Hour Count		
		Daily	AM Peak Hour	PM Peak Hour
		Total	Total	Total
Paramount Blvd to Rosemead Blvd	2014	25,353	1,860	2,142
	Start Time	--	7:00 AM	5:15 PM
	2019	27,147	2,025	2,091
	Start Time	--	7:15 AM	4:45 PM
	2020	19,194	1,045	1,621
	Start Time	--	7:45 AM	5:00 PM
	Difference (2020 vs 2019)	-7,953	-980	-470
		-41.4%	-93.8%	-29.0%
	Growth Adjustment	0.40%	0.40%	0.40%
	Adjustment Factor	41.0%	93.4%	28.6%
Rosemead Blvd to Durfee Ave	2014	30,296	2,364	2,694
	Start Time	--	7:00 AM	5:15 PM
	2019	34,628	2,711	2,616
	Start Time	--	7:00 AM	4:45 PM
	2020	23,844	1,363	1,993
	Start Time	--	7:30 AM	5:00 PM
	Difference (2020 vs 2019)	-10,784	-1,348	-623
		-45.2%	-98.9%	-31.3%
	Growth Adjustment	0.40%	0.40%	0.40%
	Adjustment Factor	44.8%	98.5%	30.9%
Average Adjustment Factor		42.9%	96.0%	29.8%

Pico Rivera 2016 v 2020 COVID-19 Factor

Intersection	Year	Based on Turning Movement Count	
		AM Peak Hour	PM Peak Hour
5 Pioneer Blvd / I-605 Ramps	2016	1783	1292
	Start Time	--	--
	2020	1084	1091
	Start Time	7:15 AM	4:00 PM
	Difference (2020 vs 2016)	-699	-201
		-64.5%	-18.4%
	Annual Growth Adjustment	0.4%	0.4%
	Adjustment Factor	62.9%	16.8%
3 Pioneer Blvd / Beverly Blvd	2016	4099	4081
	Start Time	--	--
	2020	2267	2941
	Start Time	7:15 AM	5:00 PM
	Difference	-1832	-1140
		-80.8%	-38.8%
	Annual Growth Adjustment	0.4%	0.4%
	Adjustment Factor	79.2%	37.2%
2 I-605 SB Ramps / Beverly Blvd	2016	3567	3717
	Start Time	--	--
	2020	2130	2838
	Start Time	7:15 AM	4:30 PM
	Difference	-1437	-879
		-67.5%	-31.0%
	Annual Growth Adjustment	0.4%	0.4%
	Adjustment Factor	65.9%	29.4%
7 Abbeywood Ave / Beverly Blvd	2016	2969	3030
	Start Time	--	--
	2020	1716	2313
	Start Time	7:15 AM	4:30 PM
	Difference	-1253	-717
		-73.0%	-31.0%
	Annual Growth Adjustment	0.4%	0.4%
	Adjustment Factor	71.4%	29.4%
8 San Gabriel River Pkwy / Beverly Blvd	2016	3569	3687
	Start Time	--	--
	2020	1949	2741
	Start Time	7:15 AM	4:30 PM
	Difference	-1620	-946
		-83.1%	-34.5%
	Annual Growth Adjustment	0.4%	0.4%
	Adjustment Factor	81.5%	32.9%
Average Adjustment Factor		72.2%	29.1%

Pico Rivera COVID-19 Factor Summary			
Scenario	ADT	AM Peak Hour	PM Peak Hour
Comparison of 2019 & 2020 24-Hour Counts	42.9%	96.0%	29.8%
Comparison of 2016 & 2020 Turning Movement Counts	--	72.2%	29.1%
Average	42.9%	84.1%	29.4%
Adjustment Factor	1.429	1.841	1.294

1 Study Intersection: Site Driveway / Beverly Blvd
 North/South: Site Driveway
 East/West: Beverly Blvd
 Count date:

AM Peak	7:15 AM
PM Peak	4:30 PM
AM PHF	0.907
PM PHF	0.956

Vehicle Type	PCE
Passenger Car	1.0
2-Axle Truck	2.0
3-Axle Truck	2.5
4-Axle Truck	3.0

Time	COVID-19 Factor
ADT	1.429
AM	1.841
PM	1.294

	Count (Passenger Car)		Passenger Car PCE		Count (2-Axle)		2-Axle PCE		Count (3-Axle)		3-Axle PCE		Count (4-Axle)		4-Axle PCE		Unadjusted Total PCE		COVID 19 Factor		COVID 19 Adjusted Total PCE		Balance Adjustment		Balanced Existing 2020 PCE		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
NBL	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1			0	1
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0
NBR	0	3	0	3	0	1	0	2	0	0	0	0	0	0	0	0	0	5	0	1	0	6			0	6	
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0
EBT	807	1,366	807	1,366	23	17	46	34	12	1	30	3	13	1	39	3	922	1,406	775	413	1,697	1,819	-16	62	1,681	1,881	
EBR	0	2	0	2	0	1	0	2	0	0	0	0	0	0	0	0	4	0	1	0	5			0	5		
WBL	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	1	4	3			4	3	
WBT	770	849	770	849	27	12	54	24	12	2	30	5	3	9	9	27	863	905	726	266	1,589	1,171	26	5	1,615	1,176	
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	

2 Study Intersection: I-605 SB Ramps / Beverly Blvd
 North/South: I-605 SB Ramps
 East/West: Beverly Blvd
 Count date:

AM Peak	7:15 AM
PM Peak	4:30 PM
AM PHF	0.896
PM PHF	0.967

Vehicle Type	PCE
Passenger Car	1.0
2-Axle Truck	2.0
3-Axle Truck	2.5
4-Axle Truck	3.0

Time	COVID-19 Factor
ADT	1.429
AM	1.841
PM	1.294

	Count (Passenger Car)		Passenger Car PCE		Count (2-Axle)		2-Axle PCE		Count (3-Axle)		3-Axle PCE		Count (4-Axle)		4-Axle PCE		Unadjusted Total PCE		COVID 19 Factor		COVID 19 Adjusted Total PCE		Balance Adjustment		Balanced Existing 2020 PCE	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	269	493	269	493	10	5	20	10	0	0	0	0	0	1	0	3	289	506	243	149	532	655			532	655
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	455	1,068	455	1,068	14	8	28	16	5	1	13	3	8	0	24	0	520	1,087	437	320	957	1,407	4	57	961	1,464
EBR	333	299	333	299	9	6	18	12	10	0	25	0	5	1	15	3	391	314	329	92	720	406	0	17	720	423
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	772	818	772	818	23	12	46	24	13	2	33	5	3	9	9	27	860	874	723	257	1,583	1,131	36	48	1,619	1,179
WBR	195	113	195	113	5	1	10	2	1	0	3	0	0	1	0	3	208	118	175	35	383	153			383	153

3 Study Intersection: Pioneer Blvd / Beverly Blvd
 North/South: Pioneer Blvd
 East/West: Beverly Blvd
 Count date:

AM Peak	7:15 AM
PM Peak	5:00 PM
AM PHF	0.937
PM PHF	0.956

Vehicle Type	PCE
Passenger Car	1.0
2-Axle Truck	2.0
3-Axle Truck	2.5
4-Axle Truck	3.0

Time	COVID-19 Factor
ADT	1.429
AM	1.841
PM	1.294

	Count (Passenger Car)		Passenger Car PCE		Count (2-Axle)		2-Axle PCE		Count (3-Axle)		3-Axle PCE		Count (4-Axle)		4-Axle PCE		Unadjusted Total PCE		COVID 19 Factor		COVID 19 Adjusted Total PCE		Balance Adjustment		Balanced Existing 2020 PCE	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	83	53	83	53	2	0	4	0	0	0	0	0	0	0	0	0	87	53	73	16	160	69	6	3	166	72
NBT	56	28	56	28	1	0	2	0	0	0	0	0	0	0	0	0	58	28	49	8	107	36			107	36
NBR	13	16	13	16	0	0	0	0	0	0	0	0	0	0	0	0	13	16	11	5	24	21			24	21
SBL	44	129	44	129	1	1	2	2	0	0	0	0	0	0	0	0	46	131	39	39	85	170			85	170
SBT	12	27	12	27	0	0	0	0	0	0	0	0	0	0	0	0	12	27	10	8	22	35			22	35
SBR	307	392	307	392	16	7	32	14	13	1	33	3	4	7	12	21	384	430	323	126	707	556	23	26	730	582
EBL	114	188	114	188	5	2	10	4	3	0	8	0	6	0	18	0	150	192	126	56	276	248	9	15	285	263
EBT	572	1,187	572	1,187	13	11	26	22	1	0	3	0	0	0	0	0	601	1,209	505	355	1,106	1,564	34	92	1,140	1,656
EBR	29	144	29	144	3	1	6	2	0	0	0	0	0	0	0	0	35	146	29	43	64	189	2	11	66	200
WBL	12	18	12	18	0	0	0	0	0	0	0	0	0	0	0	0	12	18	10	5	22	23			22	23
WBT	556	487	556	487	13	7	26	14	0	0	0	0	0	0	0	0	582	501	489	147	1,071	648	35	30	1,106	678
WBR	385	232	385	232	2	3	4	6	1	0	3	0	0	0	0	0	392	238	330	70	722	308			722	308

4 Study Intersection: Norwalk Blvd/Workman Mill / Beverly Blvd

North/South: Norwalk Blvd/Workman Mill

East/West: Beverly Blvd

Count date:

AM Peak	7:30 AM
PM Peak	5:00 PM
AM PHF	0.899
PM PHF	0.958

Vehicle Type	PCE
Passenger Car	1.0
2-Axle Truck	2.0
3-Axle Truck	2.5
4-Axle Truck	3.0

Time	COVID-19 Factor
ADT	1.429
AM	1.841
PM	1.294

	Count (Passenger Car)		Passenger Car PCE		Count (2-Axle)		2-Axle PCE		Count (3-Axle)		3-Axle PCE		Count (4-Axle)		4-Axle PCE		Unadjusted Total PCE		COVID 19 Factor		COVID 19 Adjusted Total PCE		Balance Adjustment		Balanced Existing 2020 PCE	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	152	163	152	163	1	1	2	2	0	0	0	0	0	0	0	0	154	165	130	49	284	214			284	214
NBT	151	296	151	296	8	3	16	6	0	3	0	8	0	14	0	42	167	352	140	103	307	455			307	455
NBR	19	53	19	53	1	2	2	4	0	0	0	0	2	0	6	0	27	57	23	17	50	74			50	74
SBL	156	330	156	330	8	4	16	8	1	0	3	0	0	0	0	0	175	338	147	99	322	437			322	437
SBT	152	256	152	256	10	5	20	10	3	0	8	0	0	8	0	24	180	290	151	85	331	375			331	375
SBR	29	36	29	36	0	0	0	0	0	0	0	0	0	0	0	0	29	36	24	11	53	47			53	47
EBL	49	60	49	60	6	5	12	10	0	0	0	0	0	0	0	0	61	70	51	21	112	91			112	91
EBT	499	1,045	499	1,045	8	1	16	2	2	0	5	0	1	0	3	0	523	1,047	440	308	963	1,355			963	1,355
EBR	99	215	99	215	1	2	2	4	1	0	3	0	0	0	0	0	104	219	87	64	191	283			191	283
WBL	30	67	30	67	1	0	2	0	0	1	0	3	1	0	3	0	35	70	29	21	64	91			64	91
WBT	753	568	753	568	8	5	16	10	1	0	3	0	0	0	0	0	772	578	649	170	1,421	748			1,421	748
WBR	145	220	145	220	4	3	8	6	0	0	0	0	0	1	0	3	153	229	129	67	282	296			282	296

5 Study Intersection: Pioneer Blvd / I-605 Ramps
 North/South: Pioneer Blvd
 East/West: I-605 Ramps
 Count date:

AM Peak	7:15 AM
PM Peak	4:00 PM
AM PHF	0.894
PM PHF	0.906

Vehicle Type	PCE
Passenger Car	1.0
2-Axle Truck	2.0
3-Axle Truck	2.5
4-Axle Truck	3.0

Time	COVID-19 Factor
ADT	1.429
AM	1.841
PM	1.294

	Count (Passenger Car)		Passenger Car PCE		Count (2-Axle)		2-Axle PCE		Count (3-Axle)		3-Axle PCE		Count (4-Axle)		4-Axle PCE		Unadjusted Total PCE		COVID 19 Factor		COVID 19 Adjusted Total PCE		Balance Adjustment		Balanced Existing 2020 PCE	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	515	337	515	337	5	2	10	4	2	1	5	3	6	0	18	0	548	344	461	101	1,009	445		2	1,009	447
NBT	54	108	54	108	1	0	2	0	2	0	5	0	0	0	0	0	61	108	51	32	112	140		1	112	141
NBR	1	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	1	2	4			2	4
SBL	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3			0	3
SBT	78	151	78	151	3	1	6	2	3	0	8	0	0	2	0	6	92	159	77	47	169	206	6	18	175	224
SBR	27	11	27	11	1	0	2	0	0	0	0	0	0	0	0	0	29	11	24	3	53	14			53	14
EBL	59	70	59	70	0	1	0	2	0	0	0	0	0	0	0	0	59	72	50	21	109	93			109	93
EBT	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3			0	3
EBR	295	378	295	378	9	4	18	8	10	0	25	0	3	5	9	15	347	401	292	118	639	519	23	44	662	563
WBL	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0			2	0
WBT	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	2	1			2	1
WBR	8	12	8	12	0	0	0	0	0	0	0	0	0	0	0	0	8	12	7	4	15	16			15	16

6 Study Intersection: I-605 SB Ramp / Rose Hills Rd
 North/South: I-605 SB Ramp
 East/West: Rose Hills Rd
 Count date:

AM Peak	7:30 AM
PM Peak	4:00 PM
AM PHF	0.916
PM PHF	0.932

Vehicle Type	PCE
Passenger Car	1.0
2-Axle Truck	2.0
3-Axle Truck	2.5
4-Axle Truck	3.0

Time	COVID-19 Factor
ADT	1.429
AM	1.841
PM	1.294

	Count (Passenger Car)		Passenger Car PCE		Count (2-Axle)		2-Axle PCE		Count (3-Axle)		3-Axle PCE		Count (4-Axle)		4-Axle PCE		Unadjusted Total PCE		COVID 19 Factor		COVID 19 Adjusted Total PCE		Balance Adjustment		Balanced Existing 2020 PCE	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	16	17	16	17	0	0	0	0	0	0	0	0	0	0	0	0	16	17	13	5	29	22			29	22
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0
NBR	121	156	121	156	2	2	4	4	0	3	0	8	0	1	0	3	125	171	105	50	230	221			230	221
SBL	110	70	110	70	6	7	12	14	5	0	13	0	5	2	15	6	150	90	126	26	276	116			276	116
SBT	178	211	178	211	5	5	10	10	0	2	0	5	0	2	0	6	188	232	158	68	346	300			346	300
SBR	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	2	3			2	3
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0
EBT	5	4	5	4	1	1	2	2	0	0	0	0	0	0	0	0	7	6	6	2	13	8			13	8
EBR	16	35	16	35	0	1	0	2	0	0	0	0	0	0	0	0	16	37	13	11	29	48			29	48
WBL	112	197	112	197	5	5	10	10	5	5	13	13	5	4	15	12	150	232	126	68	276	300			276	300
WBT	10	21	10	21	2	0	4	0	1	0	3	0	1	0	3	0	20	21	17	6	37	27			37	27
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0

7 Study Intersection: Abbeywood Ave / Beverly Blvd
 North/South: Abbeywood Ave
 East/West: Beverly Blvd
 Count date:

AM Peak	7:15 AM
PM Peak	4:30 PM
AM PHF	0.915
PM PHF	0.957

Vehicle Type	PCE
Passenger Car	1.0
2-Axle Truck	2.0
3-Axle Truck	2.5
4-Axle Truck	3.0

Time	COVID-19 Factor
ADT	1.429
AM	1.841
PM	1.294

	Count (Passenger Car)		Passenger Car PCE		Count (2-Axle)		2-Axle PCE		Count (3-Axle)		3-Axle PCE		Count (4-Axle)		4-Axle PCE		Unadjusted Total PCE		COVID 19 Factor		COVID 19 Adjusted Total PCE		Balance Adjustment		Balanced Existing 2020 PCE		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	2	7	2	7	2	0	4	0	2	0	5	0	4	0	12	0	23	7	19	2	42	9			42	9	
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	5	7	5	7	0	1	0	2	2	2	5	5	1	1	3	3	13	17	11	5	24	22			24	22	
EBL	17	14	17	14	0	3	0	6	2	3	5	8	0	2	0	6	22	34	19	10	41	44			41	45	
EBT	815	1,375	815	1,375	15	12	30	24	11	1	28	3	6	1	18	3	891	1,405	749	413	1,640	1,818	-1	59	1,639	1,877	
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	789	856	789	856	20	12	40	24	11	1	28	3	4	7	12	21	869	904	731	266	1,600	1,170			1,600	1,159	
WBR	8	5	8	5	0	0	0	0	0	1	0	3	0	2	0	6	8	14	7	4	15	18			15	18	

8 Study Intersection: San Gabriel River Pkwy / Beverly Blvd

North/South: San Gabriel River Pkwy

East/West: Beverly Blvd

Count date:

AM Peak	7:15 AM
PM Peak	4:30 PM
AM PHF	0.959
PM PHF	0.905

Vehicle Type	PCE
Passenger Car	1.0
2-Axle Truck	2.0
3-Axle Truck	2.5
4-Axle Truck	3.0

Time	COVID-19 Factor
ADT	1.429
AM	1.841
PM	1.294

	Count (Passenger Car)		Passenger Car PCE		Count (2-Axle)		2-Axle PCE		Count (3-Axle)		3-Axle PCE		Count (4-Axle)		4-Axle PCE		Unadjusted Total PCE		COVID 19 Factor		COVID 19 Adjusted Total PCE		Balance Adjustment		Balanced Existing 2020 PCE	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	3	5	3	5	1	0	2	0	0	0	0	0	0	0	0	0	5	5	4	1	9	6			9	6
NBT	16	73	16	73	1	0	2	0	0	0	0	0	1	0	3	18	76	15	22	33	98			33	98	
NBR	30	90	30	90	1	1	2	2	0	1	0	3	1	0	3	35	95	29	28	64	123			64	123	
SBL	171	155	171	155	5	5	10	10	7	1	18	3	0	2	0	6	199	174	167	51	366	225			366	225
SBT	49	47	49	47	3	4	6	8	0	1	0	3	1	4	3	58	70	49	21	107	91			107	91	
SBR	121	190	121	190	6	3	12	6	3	0	8	0	0	0	0	141	196	119	58	260	254			260	254	
EBL	46	70	46	70	2	2	4	4	2	0	5	0	0	0	0	55	74	46	22	101	96			101	96	
EBT	612	1,184	612	1,184	14	12	28	24	6	2	15	5	8	1	24	679	1,216	571	358	1,250	1,574			1,250	1,574	
EBR	13	2	13	2	1	1	2	2	0	0	0	0	0	0	0	15	4	13	1	28	5			28	5	
WBL	31	40	31	40	0	1	0	2	0	0	0	0	2	2	6	37	48	31	14	68	62			68	62	
WBT	665	673	665	673	15	6	30	12	10	2	25	5	4	3	12	732	699	616	206	1,348	905			1,348	905	
WBR	88	152	88	152	6	2	12	4	5	1	13	3	0	2	0	113	165	95	49	208	214			208	214	

9 Study Intersection: Durfee Ave / Beverly Blvd
 North/South: Durfee Ave
 East/West: Beverly Blvd
 Count date:

AM Peak	7:15 AM
PM Peak	4:30 PM
AM PHF	0.993
PM PHF	0.928

Vehicle Type	PCE
Passenger Car	1.0
2-Axle Truck	2.0
3-Axle Truck	2.5
4-Axle Truck	3.0

Time	COVID-19 Factor
ADT	1.429
AM	1.841
PM	1.294

	Count (Passenger Car)		Passenger Car PCE		Count (2-Axle)		2-Axle PCE		Count (3-Axle)		3-Axle PCE		Count (4-Axle)		4-Axle PCE		Unadjusted Total PCE		COVID 19 Factor		COVID 19 Adjusted Total PCE		Balance Adjustment		Balanced Existing 2020 PCE	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	1	16	1	16	0	0	0	0	0	1	0	3	0	0	0	0	1	19	1	6	2	25			2	25
NBT	7	27	7	27	1	1	2	2	0	0	0	0	0	0	0	0	9	29	8	9	17	38			17	38
NBR	15	27	15	27	0	1	0	2	0	0	0	0	4	0	12	0	27	29	23	9	50	38			50	38
SBL	46	50	46	50	4	0	8	0	0	0	0	0	0	0	0	0	54	50	45	15	99	65			99	65
SBT	16	28	16	28	0	0	0	0	0	0	0	0	1	0	3	0	19	28	16	8	35	36			35	36
SBR	28	42	28	42	0	0	0	0	0	0	0	0	0	0	0	0	28	42	24	12	52	54			52	54
EBL	10	38	10	38	0	0	0	0	0	0	0	0	0	0	0	0	10	38	8	11	18	49			18	49
EBT	586	1,159	586	1,159	14	15	28	30	7	2	18	5	4	1	12	3	644	1,197	542	352	1,186	1,549			1,186	1,549
EBR	6	24	6	24	0	0	0	0	0	0	0	0	0	0	0	0	6	24	5	7	11	31			11	31
WBL	20	42	20	42	1	0	2	0	1	0	3	0	1	1	3	3	28	45	24	13	52	58			52	58
WBT	747	757	747	757	21	14	42	28	11	1	28	3	3	3	9	9	826	797	695	234	1,521	1,031			1,521	1,031
WBR	31	48	31	48	2	0	4	0	1	0	3	0	0	0	0	0	38	48	32	14	70	62			70	62

10 Study Intersection: Rosemead Blvd / Beverly Blvd

North/South: Rosemead Blvd
 East/West: Beverly Blvd
 Count date:

AM Peak	7:15 AM
PM Peak	4:45 PM
AM PHF	0.955
PM PHF	0.945

Vehicle Type	PCE
Passenger Car	1.0
2-Axle Truck	2.0
3-Axle Truck	2.5
4-Axle Truck	3.0

Time	COVID-19 Factor
ADT	1.429
AM	1.841
PM	1.294

	Count (Passenger Car)		Passenger Car PCE		Count (2-Axle)		2-Axle PCE		Count (3-Axle)		3-Axle PCE		Count (4-Axle)		4-Axle PCE		Unadjusted Total PCE		COVID 19 Factor		COVID 19 Adjusted Total PCE		Balance Adjustment		Balanced Existing 2020 PCE	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	68	110	68	110	3	1	6	2	0	0	0	0	0	0	0	0	74	112	62	33	136	145			136	145
NBT	396	580	396	580	21	12	42	24	4	1	10	3	7	3	21	9	469	616	394	181	863	797			863	797
NBR	67	153	67	153	3	3	6	6	2	1	5	3	0	3	0	9	78	171	66	50	144	221			144	221
SBL	158	313	158	313	4	2	8	4	2	0	5	0	2	1	6	3	177	320	149	94	326	414			326	414
SBT	362	660	362	660	15	5	30	10	1	2	3	5	3	3	9	9	404	684	340	201	744	885			744	885
SBR	35	54	35	54	1	1	2	2	0	0	0	0	1	4	3	12	40	68	34	20	74	88			74	88
EBL	53	99	53	99	5	1	10	2	3	3	8	8	0	3	0	9	71	118	60	35	131	153			131	153
EBT	364	787	364	787	8	17	16	34	2	0	5	0	2	0	6	0	391	821	329	241	720	1,062			720	1,062
EBR	55	115	55	115	2	0	4	0	0	1	0	3	1	0	3	0	62	118	52	35	114	153			114	153
WBL	81	158	81	158	1	2	2	4	2	0	5	0	1	2	3	6	91	168	77	49	168	217			168	217
WBT	496	504	496	504	17	11	34	22	9	1	23	3	1	2	3	6	556	535	468	157	1,024	692			1,024	692
WBR	191	175	191	175	5	2	10	4	1	1	3	3	0	2	0	6	204	188	172	55	376	243			376	243

1 Study Intersection: Site Driveway / Beverly Blvd
 North/South: Site Driveway
 East/West: Beverly Blvd

OY Year: 2022
 Ambient Growth: 0.4%
 Years till opening: 2
 Forecast Growth: 0.4%
 Years till BO: 20

Trip Gen							
ADT	AM Peak Hour			PM Peak Hour			
	Total	In	Out	Total	In	Out	
Cars	55	40	15	68	23	45	
Trucks	49	35	14	59	17	43	

	Existing		Existing		Project Only														
	W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve														
	AM	PM	AM	PM	In Dist. %		Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
						Cars	Trucks	Cars	Trucks	Balance Cars	Cars	Trucks	Balance Trucks	Trucks	Trucks	AM	PM	AM	PM
NBL	0	1	0	1				40%	10%		6	18		1	4	7	22	0	0
NBT	0	0	0	0							0	0		0	0	0	0	0	0
NBR	0	6	0	6				60%	90%		9	27		13	39	22	66	0	0
SBL	0	0	0	0							0	0		0	0	0	0	0	0
SBT	0	0	0	0							0	0		0	0	0	0	0	0
SBR	0	0	0	0							0	0		0	0	0	0	0	0
EBL	0	0	0	0							0	0		0	0	0	0	0	0
EBT	1,681	1,881	1,681	1,881							0	0		0	0	0	0	0	0
EBR	0	5	0	5				55%	45%		22	13		16	8	38	21	0	0
WBL	4	3	4	3				45%	55%		18	10		19	9	37	19	0	0
WBT	1,615	1,176	1,774	1,285							0	0		0	0	0	0	0	0
WBR	0	0	0	0							0	0		0	0	0	0	0	0
	Project Only														Existing With Project		Growth (2020-2022)		
	With I-605 Improve														W/O I-605 Improve		W/O I-605 Improve		
	In Dist. %		Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
	Cars	Trucks	Cars	Trucks	Balance Cars	Cars	Trucks	Balance Trucks	Trucks	Trucks	AM	PM	AM	PM	AM	PM	AM	PM	
NBL			40%	10%		6	18		1	4	7	22	7	23	0	0	0	0	
NBT						0	0		0	0	0	0	0	0	0	0	0	0	
NBR			60%	90%		9	27		13	39	22	66	22	72	0	0	0	0	
SBL						0	0		0	0	0	0	0	0	0	0	0	0	
SBT						0	0		0	0	0	0	0	0	0	0	0	0	
SBR						0	0		0	0	0	0	0	0	0	0	0	0	
EBL						0	0		0	0	0	0	0	0	0	0	0	0	
EBT						0	0		0	0	0	0	1,681	1,881	13	15	0	0	
EBR	40%	10%				16	9		4	2	20	11	38	26	0	0	0	0	
WBL	60%	90%				24	14	-1	31	15	55	29	41	22	0	0	0	0	
WBT						0	0		0	0	0	0	1,615	1,176	13	9	0	0	
WBR						0	0		0	0	0	0	0	0	0	0	0	0	
	Growth (2020-2022)		Opening Year (W/O Project)		Opening Year (W/O Project)		Opening Year With Project		Opening Year With Project		Cumulative Projects Only		Cumulative Projects Only		Forecast Cumulative (W/O Project)		Forecast Cumulative (W/O Project)		
	With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
NBL	0	0	0	1	0	1	7	23	7	23	0	0	0	0	0	1	0	1	
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NBR	0	0	0	6	0	6	22	72	22	72	0	0	0	0	0	6	0	6	
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EBT	13	15	1,694	1,896	1,694	1,896	1,694	1,896	1,694	1,896	34	47	36	58	1,728	1,943	1,730	1,954	
EBR	0	0	0	5	0	5	38	26	20	16	0	0	0	0	0	5	0	5	
WBL	0	0	4	3	4	3	41	22	59	32	0	0	0	0	4	3	4	3	
WBT	14	10	1,628	1,185	1,788	1,295	1,628	1,185	1,788	1,295	48	32	59	36	1,676	1,217	1,847	1,331	
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Forecast Cumulative With Project		Forecast Cumulative With Project		Growth (2022-2042)		Build Out (W/O Project)		Build Out With Project										
	W/O I-605 Improve		With I-605 Improve		With I-605 Improve		With I-605 Improve		With I-605 Improve										
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM									
NBL	7	23	7	23	0	0	0	1	7	23									
NBT	0	0	0	0	0	0	0	0	0	0									
NBR	22	72	22	72	0	0	0	6	22	72									
SBL	0	0	0	0	0	0	0	0	0	0									
SBT	0	0	0	0	0	0	0	0	0	0									
SBR	0	0	0	0	0	0	0	0	0	0									
EBL	0	0	0	0	0	0	0	0	0	0									
EBT	1,728	1,943	1,730	1,954	136	152	1,866	2,106	1,866	2,106									
EBR	38	26	20	16	0	0	0	5	20	16									
WBL	41	22	59	32	0	0	4	3	59	32									
WBT	1,676	1,217	1,847	1,331	144	104	1,991	1,435	1,991	1,435									
WBR	0	0	0	0	0	0	0	0	0	0									

2 Study Intersection: I-605 SB Ramps / Beverly Blvd
 North/South: I-605 SB Ramps
 East/West: Beverly Blvd

OY Year: 2022
 Ambient Growth: 0.4%
 Years till opening: 2
 Forecast Growth: 0.4%
 Years till BO: 20

Trip Gen							
ADT	AM Peak Hour			PM Peak Hour			
	Total	In	Out	Total	In	Out	Out
Cars	55	40	15	68	23	45	
Trucks	49	35	14	59	17	43	

	Existing		Existing		Project Only														
	W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve														
	AM	PM	AM	PM	In Dist. %		Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
						Cars	Trucks	Cars	Trucks	Balance Cars		Cars	Trucks	Balance Trucks	Trucks	Trucks	Trucks	Trucks	
NBL	0	0	0	0								0	0			0	0	0	0
NBT	0	0	0	0								0	0			0	0	0	0
NBR	532	655	0	0								0	0			0	0	0	0
SBL	0	0	532	655								0	0			0	0	0	0
SBT	0	0	0	0								0	0			0	0	0	0
SBR	0	0	159	109								0	0			0	0	0	0
EBL	0	0	0	0								0	0			0	0	0	0
EBT	961	1,464	961	1,464								30%	35%	-1		4	14	5	15
EBR	720	423	720	423								30%	55%	-1		5	13	8	24
WBL	0	0	383	153											0	0	0	0	0
WBT	1,619	1,179	1,619	1,179	45%	55%									18	10	19	9	37
WBR	383	153	0	0											0	0	0	0	0
	Project Only														Existing With Project		Growth (2020-2022)		
	With I-605 Improve														W/O I-605 Improve		W/O I-605 Improve		
	In Dist. %		Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
	Cars	Trucks	Cars	Trucks	Balance Cars	Cars	Cars	Balance Trucks	Trucks	Trucks	AM	PM	AM	PM	AM	PM	AM	PM	
NBL						0	0		0	0	0	0	0	0	0	0	0	0	0
NBT						0	0		0	0	0	0	0	0	0	0	0	0	0
NBR						0	0		0	0	0	0	0	0	532	655	4	5	
SBL						0	0		0	0	0	0	0	0	0	0	0	0	0
SBT						0	0		0	0	0	0	0	0	0	0	0	0	0
SBR	15%	35%				1	6	4	12	6	18	10	0	0	0	0	0	0	0
EBL						0	0		0	0	0	0	0	0	0	0	0	0	0
EBT			30%	35%	-1	4	14		5	15	9	29	970	1,493	8	12			
EBR			30%	55%		-1	5	13	8	24	13	37	733	460	5	3			
WBL						0	0		0	0	0	0	0	0	0	0	0	0	0
WBT	45%	55%				18	10		19	9	37	19	1,656	1,198	13	9			
WBR						0	0		0	0	0	0	383	153	3	1			
	Growth (2020-2022)		Opening Year (W/O Project)		Opening Year (W/O Project)		Opening Year With Project		Opening Year With Project		Cumulative Projects Only		Cumulative Projects Only		Forecast Cumulative (W/O Project)		Forecast Cumulative (W/O Project)		
	With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NBR	0	0	536	660	0	0	536	660	0	0	0	0	536	660	0	0	0	0	
SBL	4	5	0	0	536	660	0	0	536	660	0	0	0	0	0	0	536	660	
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SBR	1	1	0	0	160	110	0	0	178	120	0	0	11	4	0	0	171	114	
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EBT	8	12	969	1,476	969	1,476	978	1,505	978	1,505	28	25	30	36	997	1,501	999	1,512	
EBR	5	3	725	426	725	426	738	463	738	463	6	22	6	22	731	448	731	448	
WBL	3	1	0	0	386	154	0	0	386	154	0	0	0	0	0	0	386	154	
WBT	13	9	1,632	1,188	1,632	1,188	1,669	1,207	1,669	1,207	48	32	48	32	1,680	1,220	1,680	1,220	
WBR	0	0	386	154	0	0	386	154	0	0	0	0	0	0	386	154	0	0	
	Forecast Cumulative With Project		Forecast Cumulative With Project		Growth (2022-2042)		Build Out (W/O Project)		Build Out With Project										
	W/O I-605 Improve		With I-605 Improve		With I-605 Improve		With I-605 Improve		With I-605 Improve										
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM									
NBL	0	0	0	0	0	0	0	0	0	0									
NBT	0	0	0	0	0	0	0	0	0	0									
NBR	536	660	0	0	0	0	0	0	0	0									
SBL	0	0	536	660	43	53	579	713	579	713									
SBT	0	0	0	0	0	0	0	0	0	0									
SBR	0	0	189	124	13	9	184	123	202	133									
EBL	0	0	0	0	0	0	0	0	0	0									
EBT	1,006	1,530	1,008	1,541	78	118	1,077	1,630	1,086	1,659									
EBR	744	485	744	485	58	34	789	482	802	519									
WBL	0	0	386	154	31	13	417	167	417	167									
WBT	1,717	1,239	1,717	1,239	131	95	1,811	1,315	1,848	1,334									
WBR	386	154	0	0	0	0	0	0	0	0									

3 Study Intersection: Pioneer Blvd / Beverly Blvd
 North/South: Pioneer Blvd
 East/West: Beverly Blvd

OY Year: 2022
 Ambient Growth: 0.4%
 Years till opening: 2
 Forecast Growth: 0.4%
 Years till BO: 20

Trip Gen							
ADT	AM Peak Hour			PM Peak Hour			
	Total	In	Out	Total	In	Out	
Cars	55	40	15	68	23	45	
Trucks	49	35	14	59	17	43	

	Existing		Existing		Project Only														
	W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve														
	AM	PM	AM	PM	In Dist. %		Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
						Cars	Trucks	Cars	Trucks	Balance Cars		Cars	Cars	Balance Trucks	Trucks	Trucks	AM	PM	
NBL	166	72	166	72								0	0			0	0	0	0
NBT	107	36	107	36								0	0			0	0	0	0
NBR	24	21	24	21								0	0			0	0	0	0
SBL	85	170	85	170								0	0			0	0	0	0
SBT	22	35	22	35								0	0			0	0	0	0
SBR	730	582	730	582	30%	55%						12	7			19	9	31	16
EBL	285	263	285	263			15%	35%				2	7			5	15	7	22
EBT	1,142	1,656	1,142	1,656			15%					2	7			0	0	2	7
EBR	66	200	66	200								0	0			0	0	0	0
WBL	22	23	22	23								0	0			0	0	0	0
WBT	1,106	678	1,106	678	15%							6	3			0	0	6	3
WBR	722	308	722	308								0	0			0	0	0	0
	Project Only														Existing With Project		Growth (2020-2022)		
	With I-605 Improve														W/O I-605 Improve		W/O I-605 Improve		
	In Dist. %		Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
	Cars	Trucks	Cars	Trucks	Balance Cars	Cars	Cars	Balance Trucks	Trucks	Trucks	AM	PM	AM	PM	AM	PM	AM	PM	
NBL						0	0				0	0	0	0	166	72	1	1	
NBT						0	0				0	0	0	0	107	36	1	0	
NBR						0	0				0	0	0	0	24	21	0	0	
SBL						0	0				0	0	0	0	85	170	1	1	
SBT						0	0				0	0	0	0	22	35	0	0	
SBR	30%	55%				12	7				19	9	31	16	761	598	6	5	
EBL			15%	35%		2	7				5	15	7	22	292	285	2	2	
EBT			15%			2	7				0	0	2	7	1,144	1,663	9	13	
EBR						0	0				0	0	0	0	66	200	1	2	
WBL						0	0				0	0	0	0	22	23	0	0	
WBT	15%					6	3				0	0	6	3	1,112	681	9	4	
WBR						0	0				0	0	0	0	722	308	6	2	
	Growth (2020-2022)		Opening Year (W/O Project)		Opening Year (W/O Project)		Opening Year With Project		Opening Year With Project		Cumulative Projects Only		Cumulative Projects Only		Forecast Cumulative (W/O Project)		Forecast Cumulative (W/O Project)		
	With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
NBL	1	1	167	73	167	73	167	73	167	73	0	0	0	0	167	73	167	73	
NBT	1	0	108	36	108	36	108	36	108	36	0	0	0	0	108	36	108	36	
NBR	0	0	24	21	24	21	24	21	24	21	0	0	0	0	24	21	24	21	
SBL	1	1	86	171	86	171	86	171	86	171	0	0	0	0	86	171	86	171	
SBT	0	0	22	35	22	35	22	35	22	35	0	0	0	0	22	35	22	35	
SBR	6	5	736	587	736	587	767	603	767	603	22	6	22	6	758	593	758	593	
EBL	2	2	287	265	287	265	294	287	294	287	2	1	4	12	289	266	291	277	
EBT	9	13	1,151	1,669	1,151	1,669	1,153	1,676	1,153	1,676	26	24	26	24	1,177	1,693	1,177	1,693	
EBR	1	2	67	202	67	202	67	202	67	202	0	0	0	0	67	202	67	202	
WBL	0	0	22	23	22	23	22	23	22	23	0	0	0	0	22	23	22	23	
WBT	9	4	1,115	682	1,115	682	1,121	685	1,121	685	26	26	26	26	1,141	708	1,141	708	
WBR	6	2	728	310	728	310	728	310	728	310	0	0	0	0	728	310	728	310	
	Forecast Cumulative With Project		Forecast Cumulative With Project		Growth (2022-2042)		Build Out (W/O Project)		Build Out With Project										
	W/O I-605 Improve		With I-605 Improve		With I-605 Improve		With I-605 Improve		With I-605 Improve										
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM									
NBL	167	73	167	73	13	6	180	79	180	79									
NBT	108	36	108	36	9	3	117	39	117	39									
NBR	24	21	24	21	2	2	26	23	26	23									
SBL	86	171	86	171	7	14	93	185	93	185									
SBT	22	35	22	35	2	3	24	38	24	38									
SBR	789	609	789	609	59	47	817	640	848	656									
EBL	296	288	298	299	23	21	314	298	321	320									
EBT	1,179	1,700	1,179	1,700	93	134	1,270	1,827	1,272	1,834									
EBR	67	202	67	202	5	16	72	218	72	218									
WBL	22	23	22	23	2	2	24	25	24	25									
WBT	1,147	711	1,147	711	90	55	1,231	763	1,237	766									
WBR	728	310	728	310	58	25	786	335	786	335									

4 Study Intersection: Norwalk Blvd/Workman Mill / Beverly Blvd OY Year: 2022
 North/South: Norwalk Blvd/Workman Mill Ambient Growth: 0.4%
 East/West: Beverly Blvd Years till opening: 2
 Forecast Growth: 0.4%
 Years till BO: 20

Trip Gen							
ADT	AM Peak Hour			PM Peak Hour			
	Total	In	Out	Total	In	Out	Out
Cars	55	40	15	68	23	45	
Trucks	49	35	14	59	17	43	

	Existing		Existing		Project Only															
	W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve															
	AM	PM	AM	PM	In Dist. %		Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
					Cars	Trucks	Cars	Trucks	Balance Cars			Trucks	Trucks	Balance Trucks			Trucks	Trucks		
NBL	284	214	284	214								0	0				0	0	0	0
NBT	307	455	307	455								0	0				0	0	0	0
NBR	50	74	50	74								0	0				0	0	0	0
SBL	322	437	322	437								0	0				0	0	0	0
SBT	331	375	331	375								0	0				0	0	0	0
SBR	53	47	53	47								0	0				0	0	0	0
EBL	112	91	112	91								0	0				0	0	0	0
EBT	963	1,355	963	1,355			15%					2	7				0	0	2	7
EBR	191	283	191	283								0	0				0	0	0	0
WBL	64	91	64	91								0	0				0	0	0	0
WBT	1,421	748	1,421	748	15%							6	3				0	0	6	3
WBR	282	296	282	296								0	0				0	0	0	0
	Project Only														Existing With Project		Growth (2020-2022)			
	With I-605 Improve														W/O I-605 Improve		W/O I-605 Improve			
	In Dist. %		Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
	Cars	Trucks	Cars	Trucks	Balance Cars		Cars	Cars	Balance Trucks		Trucks	Trucks	AM	PM	AM	PM	AM	PM		
NBL							0	0			0	0			284	214	2	2		
NBT							0	0			0	0			307	455	2	4		
NBR							0	0			0	0			50	74	0	1		
SBL							0	0			0	0			322	437	3	3		
SBT							0	0			0	0			331	375	3	3		
SBR							0	0			0	0			53	47	0	0		
EBL							0	0			0	0			112	91	1	1		
EBT		15%					2	7			0	0	2	7	965	1,362	8	11		
EBR							0	0			0	0			191	283	2	2		
WBL							0	0			0	0			64	91	1	1		
WBT	15%						6	3			0	0	6	3	1,427	751	11	6		
WBR							0	0			0	0			282	296	2	2		
	Growth (2020-2022)		Opening Year (W/O Project)		Opening Year (W/O Project)		Opening Year With Project		Opening Year With Project		Cumulative Projects Only		Cumulative Projects Only		Forecast Cumulative (W/O Project)		Forecast Cumulative (W/O Project)			
	With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
NBL	2	2	286	216	286	216	286	216	286	216	6	6	6	6	292	222	292	222		
NBT	2	4	309	459	309	459	309	459	309	459	0	0	0	0	309	459	309	459		
NBR	0	1	50	75	50	75	50	75	50	75	0	0	0	0	50	75	50	75		
SBL	3	3	325	440	325	440	325	440	325	440	0	0	0	0	325	440	325	440		
SBT	3	3	334	378	334	378	334	378	334	378	0	0	0	0	334	378	334	378		
SBR	0	0	53	47	53	47	53	47	53	47	0	0	0	0	53	47	53	47		
EBL	1	1	113	92	113	92	113	92	113	92	0	0	0	0	113	92	113	92		
EBT	8	11	971	1,366	971	1,366	973	1,373	973	1,373	7	6	7	6	978	1,372	978	1,372		
EBR	2	2	193	285	193	285	193	285	193	285	6	6	6	6	199	291	199	291		
WBL	1	1	65	92	65	92	65	92	65	92	0	0	0	0	65	92	65	92		
WBT	11	6	1,432	754	1,432	754	1,438	757	1,438	757	7	6	7	6	1,439	760	1,439	760		
WBR	2	2	284	298	284	298	284	298	284	298	0	0	0	0	284	298	284	298		
	Forecast Cumulative With Project		Forecast Cumulative With Project		Growth (2022-2042)		Build Out (W/O Project)		Build Out With Project											
	W/O I-605 Improve		With I-605 Improve		With I-605 Improve		With I-605 Improve		With I-605 Improve											
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM										
NBL	292	222	292	222	23	17	315	239	315	239										
NBT	309	459	309	459	25	37	334	496	334	496										
NBR	50	75	50	75	4	6	54	81	54	81										
SBL	325	440	325	440	26	35	351	475	351	475										
SBT	334	378	334	378	27	30	361	408	361	408										
SBR	53	47	53	47	4	4	57	51	57	51										
EBL	113	92	113	92	9	7	122	99	122	99										
EBT	980	1,379	980	1,379	78	109	1,056	1,481	1,058	1,488										
EBR	199	291	199	291	15	23	214	314	214	314										
WBL	65	92	65	92	5	7	70	99	70	99										
WBT	1,445	763	1,445	763	115	60	1,554	820	1,560	823										
WBR	284	298	284	298	23	24	307	322	307	322										

5 Study Intersection: Pioneer Blvd / I-605 Ramps
 North/South: Pioneer Blvd
 East/West: I-605 Ramps

OY Year: 2022
 Ambient Growth: 0.4%
 Years till opening: 2
 Forecast Growth: 0.4%
 Years till BO: 20

Trip Gen							
ADT	AM Peak Hour			PM Peak Hour			
	Total	In	Out	Total	In	Out	
Cars	55	40	15	68	23	45	
Trucks	49	35	14	59	17	43	

	Existing		Existing		Project Only															
	W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve															
	AM	PM	AM	PM	In Dist. %		Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
						Cars	Trucks	Cars	Trucks	Balance Cars		Cars	Cars	Balance Trucks	Trucks	Trucks	Trucks	Trucks	AM	PM
NBL	1,009	447	1,009	447				15%	35%			2	7			5	15		7	22
NBT	112	141	112	141								0	0			0	0		0	0
NBR	2	4	2	4								0	0			0	0		0	0
SBL	0	3	0	3								0	0			0	0		0	0
SBT	175	224	175	224								0	0			0	0		0	0
SBR	53	14	53	14								0	0			0	0		0	0
EBL	109	93	109	93								0	0			0	0		0	0
EBT	0	3	0	3								0	0			0	0		0	0
EBR	662	563	662	563	30%	55%						12	7			19	9		31	16
WBL	2	0	2	0								0	0			0	0		0	0
WBT	2	1	2	1								0	0			0	0		0	0
WBR	15	16	15	16								0	0			0	0		0	0
	Project Only														Existing With Project		Growth (2020-2022)			
	With I-605 Improve														W/O I-605 Improve		W/O I-605 Improve			
	In Dist. %		Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
	Cars	Trucks	Cars	Trucks	Balance Cars	Cars	Trucks	Balance Trucks	Trucks	Trucks	AM	PM	AM	PM	AM	PM	AM	PM		
NBL			15%	35%			2	7			5	15	7	22	1,016	469	8	4		
NBT							0	0			0	0	0	0	112	141	1	1		
NBR							0	0			0	0	0	0	2	4	0	0		
SBL							0	0			0	0	0	0	0	3	0	0		
SBT							0	0			0	0	0	0	175	224	2	1		
SBR							0	0			0	0	0	0	53	14	0	0		
EBL							0	0			0	0	0	0	109	93	1	1		
EBT							0	0			0	0	0	0	0	3	0	0		
EBR	30%	55%					12	7			19	9	31	16	693	579	5	5		
WBL							0	0			0	0	0	0	2	0	0	0		
WBT							0	0			0	0	0	0	2	1	0	0		
WBR							0	0			0	0	0	0	15	16	0	0		
	Growth (2020-2022)		Opening Year (W/O Project)		Opening Year (W/O Project)		Opening Year With Project		Opening Year With Project		Cumulative Projects Only		Cumulative Projects Only		Forecast Cumulative (W/O Project)		Forecast Cumulative (W/O Project)			
	With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
NBL	8	4	1,017	451	1,017	451	1,024	473	1,024	473	2	1	4	12	1,019	452	1,021	463		
NBT	1	1	113	142	113	142	113	142	113	142	0	0	0	0	113	142	113	142		
NBR	0	0	2	4	2	4	2	4	2	4	0	0	0	0	2	4	2	4		
SBL	0	0	0	3	0	3	0	3	0	3	0	0	0	0	0	3	0	3		
SBT	2	1	177	225	177	225	177	225	177	225	0	0	0	0	177	225	177	225		
SBR	0	0	53	14	53	14	53	14	53	14	0	0	0	0	53	14	53	14		
EBL	1	1	110	94	110	94	110	94	110	94	0	0	0	0	110	94	110	94		
EBT	0	0	0	3	0	3	0	3	0	3	0	0	0	0	0	3	0	3		
EBR	5	5	667	568	667	568	698	584	698	584	22	6	22	6	689	574	689	574		
WBL	0	0	2	0	2	0	2	0	2	0	0	0	0	0	2	0	2	0		
WBT	0	0	2	1	2	1	2	1	2	1	0	0	0	0	2	1	2	1		
WBR	0	0	15	16	15	16	15	16	15	16	0	0	0	0	15	16	15	16		
	Forecast Cumulative With Project		Forecast Cumulative With Project		Growth (2022-2042)		Build Out (W/O Project)		Build Out With Project											
	W/O I-605 Improve		With I-605 Improve		With I-605 Improve		With I-605 Improve		With I-605 Improve											
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM										
NBL	1,026	474	1,028	485	81	36	1,102	499	1,109	521										
NBT	113	142	113	142	9	11	122	153	122	153										
NBR	2	4	2	4	0	0	2	4	2	4										
SBL	0	3	0	3	0	0	0	3	0	3										
SBT	177	225	177	225	14	19	191	244	191	244										
SBR	53	14	53	14	4	1	57	15	57	15										
EBL	110	94	110	94	9	8	119	102	119	102										
EBT	0	3	0	3	0	0	0	3	0	3										
EBR	720	590	720	590	54	45	743	619	774	635										
WBL	2	0	2	0	0	0	2	0	2	0										
WBT	2	1	2	1	0	0	2	1	2	1										
WBR	15	16	15	16	1	1	16	17	16	17										

6 Study Intersection: I-605 SB Ramp / Rose Hills Rd
 North/South: I-605 SB Ramp
 East/West: Rose Hills Rd

OY Year: 2022
 Ambient Growth: 0.4%
 Years till opening: 2
 Forecast Growth: 0.40%
 Years till BO: 20

Trip Gen							
ADT	AM Peak Hour			PM Peak Hour			
	Total	In	Out	Total	In	Out	
Cars	55	40	15	68	23	45	
Trucks	49	35	14	59	17	43	

	Existing		Existing		Project Only													
	W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve													
	AM	PM	AM	PM	In Dist. %		Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
					Cars	Trucks	Cars	Trucks	Balance Cars			Balance Trucks	Trucks	Trucks	Trucks	Trucks	AM	PM
NBL	29	22	29	22									0	0	0	0	0	0
NBT	0	0	0	0									0	0	0	0	0	0
NBR	230	221	230	221									0	0	0	0	0	0
SBL	276	116	276	116									0	0	0	0	0	0
SBT	346	300	277	225	15%	35%			1	6	4		12	6	18	10		
SBR	2	3	2	3						0	0		0	0	0	0		
EBL	0	0	0	0						0	0		0	0	0	0		
EBT	13	8	13	8						0	0		0	0	0	0		
EBR	29	48	29	48						0	0		0	0	0	0		
WBL	276	300	276	300						0	0		0	0	0	0		
WBT	37	27	37	27						0	0		0	0	0	0		
WBR	0	0	0	0						0	0		0	0	0	0		
	Project Only														Existing With Project		Growth (2020-2022)	
	With I-605 Improve														W/O I-605 Improve		W/O I-605 Improve	
	In Dist. %		Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	Cars	Trucks	Cars	Trucks	Balance Cars	Cars	Cars	Balance Trucks	Trucks	Trucks								
NBL									0	0			0	0	29	22	0	0
NBT									0	0			0	0	0	0	0	0
NBR									0	0			0	0	230	221	2	2
SBL									0	0			0	0	276	116	2	1
SBT									0	0			0	0	364	310	3	2
SBR									0	0			0	0	2	3	0	0
EBL									0	0			0	0	0	0	0	0
EBT									0	0			0	0	13	8	0	0
EBR									0	0			0	0	29	48	0	0
WBL									0	0			0	0	276	300	2	2
WBT									0	0			0	0	37	27	0	0
WBR									0	0			0	0	0	0	0	0
	Growth (2020-2022)		Opening Year (W/O Project)		Opening Year (W/O Project)		Opening Year With Project		Opening Year With Project		Cumulative Projects Only		Cumulative Projects Only		Forecast Cumulative (W/O Project)		Forecast Cumulative (W/O Project)	
	With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	0	0	29	22	29	22	29	22	29	22	0	0	0	0	29	22	29	22
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	2	2	232	223	232	223	232	223	232	223	4	25	2	14	236	248	234	237
SBL	2	1	278	117	278	117	278	117	278	117	0	0	0	0	278	117	278	117
SBT	2	2	349	302	279	227	367	312	279	227	26	5	15	3	375	307	294	230
SBR	0	0	2	3	2	3	2	3	2	3	0	0	0	0	2	3	2	3
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	13	8	13	8	13	8	13	8	0	0	0	0	13	8	13	8
EBR	0	0	29	48	29	48	29	48	29	48	0	0	0	0	29	48	29	48
WBL	2	2	278	302	278	302	278	302	278	302	0	0	0	0	278	302	278	302
WBT	0	0	37	27	37	27	37	27	37	27	0	0	0	0	37	27	37	27
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Forecast Cumulative With Project		Forecast Cumulative With Project		Growth (2022-2042)		Build Out (W/O Project)		Build Out With Project									
	W/O I-605 Improve		With I-605 Improve		With I-605 Improve		With I-605 Improve		With I-605 Improve									
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM								
NBL	29	22	29	22	2	2	31	24	31	24								
NBT	0	0	0	0	0	0	0	0	0	0								
NBR	236	248	234	237	19	18	253	255	253	255								
SBL	278	117	278	117	22	9	300	126	300	126								
SBT	393	317	294	230	22	18	316	248	316	248								
SBR	2	3	2	3	0	0	2	3	2	3								
EBL	0	0	0	0	0	0	0	0	0	0								
EBT	13	8	13	8	1	1	14	9	14	9								
EBR	29	48	29	48	2	4	31	52	31	52								
WBL	278	302	278	302	22	24	300	326	300	326								
WBT	37	27	37	27	3	2	40	29	40	29								
WBR	0	0	0	0	0	0	0	0	0	0								

7 Study Intersection: Abbeywood Ave / Beverly Blvd
 North/South: Abbeywood Ave
 East/West: Beverly Blvd

OY Year: 2022
 Ambient Growth: 0.4%
 Years till opening: 2
 Forecast Growth: 0.4%
 Years till BO: 20

Trip Gen							
ADT	AM Peak Hour			PM Peak Hour			
	Total	In	Out	Total	In	Out	
Cars	55	40	15	68	23	45	
Trucks	49	35	14	59	17	43	

	Existing		Existing		Project Only														
	W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve														
	AM	PM	AM	PM	In Dist. %		Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
					Cars	Trucks	Cars	Trucks	Balance Cars	Cars	Cars	Balance Trucks	Trucks	Trucks	Trucks	Trucks	AM	PM	
NBL	0	0	0	0															
NBT	0	0	0	0															
NBR	0	0	0	0															
SBL	42	9	42	9															
SBT	0	0	0	0															
SBR	24	22	24	22															
EBL	41	45	41	45															
EBT	1,639	1,877	1,639	1,877	55%	45%				22	13				16	8	38	21	
EBR	0	0	0	0						0	0				0	0	0	0	
WBL	0	0	0	0						0	0				0	0	0	0	
WBT	1,600	1,159	1,759	1,268			40%	10%		6	18				1	4	7	22	
WBR	15	18	15	18						0	0				0	0	0	0	
	Project Only														Existing With Project		Growth (2020-2022)		
	With I-605 Improve														W/O I-605 Improve		W/O I-605 Improve		
	In Dist. %		Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Cars	Trucks	Cars	Trucks	Balance Cars	Cars	Cars	Balance Trucks	Trucks	Trucks	Trucks	Trucks	AM	PM	AM	PM	AM	PM		
NBL								0	0	0	0	0	0	0	0	0	0	0	
NBT								0	0	0	0	0	0	0	0	0	0	0	
NBR								0	0	0	0	0	0	0	0	0	0	0	
SBL								0	0	0	0	0	0	42	9	0	0	0	
SBT								0	0	0	0	0	0	0	0	0	0	0	
SBR								0	0	0	0	0	0	24	22	0	0	0	
EBL								0	0	0	0	0	0	41	45	0	0	0	
EBT	40%	10%						16	9	4	2	20	11	1,677	1,898	13	15		
EBR								0	0	0	0	0	0	0	0	0	0	0	
WBL								0	0	0	0	0	0	0	0	0	0	0	
WBT			40%	10%				6	18	1	4	7	22	1,607	1,181	13	9		
WBR								0	0	0	0	0	0	15	18	0	0		
	Growth (2020-2022)		Opening Year (W/O Project)		Opening Year (W/O Project)		Opening Year With Project		Opening Year With Project		Cumulative Projects Only		Cumulative Projects Only		Forecast Cumulative (W/O Project)		Forecast Cumulative (W/O Project)		
	With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SBL	0	0	42	9	42	9	42	9	42	9	0	0	0	0	42	9	42	9	
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SBR	0	0	24	22	24	22	24	22	24	22	0	0	0	0	24	22	24	22	
EBL	0	0	41	45	41	45	41	45	41	45	0	0	0	0	41	45	41	45	
EBT	13	15	1,652	1,892	1,652	1,892	1,690	1,913	1,672	1,903	34	47	36	58	1,686	1,939	1,688	1,950	
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WBT	14	10	1,613	1,168	1,773	1,278	1,620	1,190	1,780	1,300	48	32	59	36	1,661	1,200	1,832	1,314	
WBR	0	0	15	18	15	18	15	18	15	18	0	0	0	0	15	18	15	18	
	Forecast Cumulative With Project		Forecast Cumulative With Project		Growth (2022-2042)		Build Out (W/O Project)		Build Out With Project										
	W/O I-605 Improve		With I-605 Improve		With I-605 Improve		With I-605 Improve		With I-605 Improve										
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM									
NBL	0	0	0	0	0	0	0	0	0	0									
NBT	0	0	0	0	0	0	0	0	0	0									
NBR	0	0	0	0	0	0	0	0	0	0									
SBL	42	9	42	9	3	1	45	10	45	10									
SBT	0	0	0	0	0	0	0	0	0	0									
SBR	24	22	24	22	2	2	26	24	26	24									
EBL	41	45	41	45	3	4	44	49	44	49									
EBT	1,724	1,960	1,708	1,961	133	151	1,821	2,101	1,841	2,112									
EBR	0	0	0	0	0	0	0	0	0	0									
WBL	0	0	0	0	0	0	0	0	0	0									
WBT	1,668	1,222	1,839	1,336	143	103	1,975	1,417	1,982	1,439									
WBR	15	18	15	18	1	1	16	19	16	19									

8 Study Intersection: San Gabriel River Pkwy / Beverly Blvd
 North/South: San Gabriel River Pkwy
 East/West: Beverly Blvd

OY Year: 2022
 Ambient Growth: 0.4%
 Years till opening: 2
 Forecast Growth: 0.4%
 Years till BO: 20

		Trip Gen					
		AM Peak Hour			PM Peak Hour		
Cars	ADT	Total	In	Out	Total	In	Out
			55	40	15	68	23
Trucks		49	35	14	59	17	43

	Existing		Existing		Project Only															
	W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve															
	AM	PM	AM	PM	In Dist. %		Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
					Cars	Trucks	Cars	Trucks	Balance Cars			Trucks	Trucks	Balance Trucks			Trucks	Trucks	AM	PM
NBL	9	6	9	6								0	0				0	0	0	0
NBT	33	98	33	98								0	0				0	0	0	0
NBR	64	123	64	123								0	0				0	0	0	0
SBL	366	225	366	225	15%	35%			1			6	4				12	6	18	10
SBT	107	91	107	91								0	0				0	0	0	0
SBR	260	254	190	180								0	0				0	0	0	0
EBL	101	96	101	96								0	0				0	0	0	0
EBT	1,250	1,574	1,250	1,574	40%	10%						16	9				4	2	20	11
EBR	28	5	28	5								0	0				0	0	0	0
WBL	68	62	68	62								0	0				0	0	0	0
WBT	1,348	905	1,507	1,014			40%	10%				6	18				1	4	7	22
WBR	208	214	208	214								0	0				0	0	0	0

	Project Only														Existing With Project		Growth (2020-2022)		
	In Dist. %				Out Dist. %				With I-605 Improve						W/O I-605 Improve		W/O I-605 Improve		
	Cars	Trucks	Cars	Trucks	Balance Cars	Cars	Cars	Balance Trucks	Trucks	Trucks	AM	PM	AM	PM	AM	PM	AM	PM	
NBL								0	0			0	0	0	0	9	6	0	0
NBT								0	0			0	0	0	0	33	98	0	1
NBR								0	0			0	0	0	0	64	123	1	1
SBL								0	0			0	0	0	0	384	235	3	2
SBT								0	0			0	0	0	0	107	91	1	1
SBR								0	0			0	0	0	0	260	254	2	2
EBL								0	0			0	0	0	0	101	96	1	1
EBT	40%	10%						16	9			4	2	20	11	1,270	1,585	10	13
EBR								0	0			0	0	0	0	28	5	0	0
WBL								0	0			0	0	0	0	68	62	1	0
WBT			40%	10%				6	18			1	4	7	22	1,355	927	11	7
WBR								0	0			0	0	0	0	208	214	2	2

	Growth (2020-2022)		Opening Year (W/O Project)		Opening Year (W/O Project)		Opening Year With Project		Opening Year With Project		Cumulative Projects Only		Cumulative Projects Only		Forecast Cumulative (W/O Project)		Forecast Cumulative (W/O Project)	
	With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	0	0	9	6	9	6	9	6	9	6	0	0	0	0	9	6	9	6
NBT	0	1	33	99	33	99	33	99	33	99	0	0	0	0	33	99	33	99
NBR	1	1	65	124	65	124	65	124	65	124	0	0	0	0	65	124	65	124
SBL	3	2	369	227	369	227	387	237	369	227	4	21	5	32	373	248	374	259
SBT	1	1	108	92	108	92	108	92	108	92	0	0	0	0	108	92	108	92
SBR	2	1	262	256	192	181	262	256	192	181	4	27	4	25	266	283	196	206
EBL	1	1	102	97	102	97	102	97	102	97	26	5	26	5	128	102	128	102
EBT	10	13	1,260	1,587	1,260	1,587	1,280	1,598	1,280	1,598	30	26	31	26	1,290	1,613	1,291	1,613
EBR	0	0	28	5	28	5	28	5	28	5	0	0	0	0	28	5	28	5
WBL	1	0	69	62	69	62	69	62	69	62	0	0	0	0	69	62	69	62
WBT	12	8	1,359	912	1,519	1,022	1,366	934	1,526	1,044	26	28	26	30	1,385	940	1,545	1,052
WBR	2	2	210	216	210	216	210	216	210	216	22	4	33	6	232	220	243	222

	Forecast Cumulative With Project		Forecast Cumulative With Project		Growth (2022-2042)		Build Out (W/O Project)		Build Out With Project	
	W/O I-605 Improve		With I-605 Improve		With I-605 Improve		With I-605 Improve		With I-605 Improve	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NBL	9	6	9	6	1	0	10	6	10	6
NBT	33	99	33	99	3	8	36	107	36	107
NBR	65	124	65	124	5	10	70	134	70	134
SBL	391	258	374	259	30	18	404	277	404	277
SBT	108	92	108	92	9	7	117	99	117	99
SBR	266	283	196	206	15	14	211	220	211	220
EBL	128	102	128	102	8	8	136	110	136	110
EBT	1,310	1,624	1,311	1,624	101	127	1,392	1,740	1,412	1,751
EBR	28	5	28	5	2	0	30	5	30	5
WBL	69	62	69	62	6	5	75	67	75	67
WBT	1,392	962	1,552	1,074	121	83	1,666	1,135	1,673	1,157
WBR	232	220	243	222	17	17	260	239	260	239

9 Study Intersection: Durfee Ave / Beverly Blvd
 North/South: Durfee Ave
 East/West: Beverly Blvd

OY Year: 2022
 Ambient Growth: 0.4%
 Years till opening: 2
 Forecast Growth: 0.4%
 Years till BO: 20

Trip Gen							
ADT	AM Peak Hour			PM Peak Hour			
	Total	In	Out	Total	In	Out	Out
Cars	55	40	15	68	23	45	45
Trucks	49	35	14	59	17	43	43

	Existing		Existing		Project Only															
	W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve															
	AM	PM	AM	PM	In Dist. %		Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
						Cars	Trucks	Cars	Trucks	Balance Cars	Cars	Cars	Balance Trucks	Trucks	Trucks	Trucks	Trucks	AM	PM	
NBL	2	25	2	25							0	0			0	0	0	0	0	0
NBT	17	38	17	38							0	0			0	0	0	0	0	0
NBR	50	38	50	38							0	0			0	0	0	0	0	0
SBL	99	65	99	65							0	0			0	0	0	0	0	0
SBT	35	36	35	36							0	0			0	0	0	0	0	0
SBR	52	54	52	54							0	0			0	0	0	0	0	0
EBL	18	49	18	49							0	0			0	0	0	0	0	0
EBT	1,186	1,549	1,186	1,549	40%	10%					16	9			4	2	20	11		
EBR	11	31	11	31							0	0			0	0	0	0	0	0
WBL	52	58	66	67							0	0			0	0	0	0	0	0
WBT	1,521	1,031	1,595	1,056				40%	10%		6	18			1	4	7	22		
WBR	70	62	70	62							0	0			0	0	0	0	0	0
	Project Only														Existing With Project		Growth (2020-2022)			
	In Dist. %		Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	W/O I-605 Improve		W/O I-605 Improve			
	Cars	Trucks	Cars	Trucks	Balance Cars	Cars	Cars	Balance Trucks	Trucks	Trucks	AM	PM	AM	PM	AM	PM	AM	PM		
NBL						0	0			0	0	0	0	2	25	0	0			
NBT						0	0			0	0	0	0	17	38	0	0			
NBR						0	0			0	0	0	0	50	38	0	0			
SBL						0	0			0	0	0	0	99	65	1	1			
SBT						0	0			0	0	0	0	35	36	0	0			
SBR						0	0			0	0	0	0	52	54	0	0			
EBL						0	0			0	0	0	0	18	49	0	0			
EBT	40%	10%				16	9			4	2	20	11	1,206	1,560	9	12			
EBR						0	0			0	0	0	0	11	31	0	0			
WBL						0	0			0	0	0	0	52	58	0	0			
WBT			40%	10%		6	18			1	4	7	22	1,528	1,053	12	8			
WBR						0	0			0	0	0	0	70	62	1	0			
	Growth (2020-2022)		Opening Year (W/O Project)		Opening Year (W/O Project)		Opening Year With Project		Opening Year With Project		Cumulative Projects Only		Cumulative Projects Only		Forecast Cumulative (W/O Project)		Forecast Cumulative (W/O Project)			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
	W/O I-605 Improve	W/O I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve		
NBL	0	0	2	25	2	25	2	25	2	25	0	0	0	0	2	25	2	25		
NBT	0	0	17	38	17	38	17	38	17	38	0	0	0	0	17	38	17	38		
NBR	0	0	50	38	50	38	50	38	50	38	2	4	2	4	52	42	52	42		
SBL	1	1	100	66	100	66	100	66	100	66	2	1	2	1	102	67	102	67		
SBT	0	0	35	36	35	36	35	36	35	36	0	0	0	0	35	36	35	36		
SBR	0	0	52	54	52	54	52	54	52	54	0	0	0	0	52	54	52	54		
EBL	0	0	18	49	18	49	18	49	18	49	0	0	0	0	18	49	18	49		
EBT	9	12	1,195	1,561	1,195	1,561	1,215	1,572	1,215	1,572	52	26	53	26	1,247	1,587	1,248	1,587		
EBR	0	0	11	31	11	31	11	31	11	31	0	0	0	0	11	31	11	31		
WBL	1	1	52	58	67	68	52	58	67	68	3	4	3	4	55	62	70	72		
WBT	13	8	1,533	1,039	1,608	1,064	1,540	1,061	1,615	1,086	27	49	27	49	1,560	1,088	1,635	1,113		
WBR	1	0	71	62	71	62	71	62	71	62	0	2	0	2	71	64	71	64		
	Forecast Cumulative With Project		Forecast Cumulative With Project		Growth (2022-2042)		Build Out (W/O Project)		Build Out With Project											
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM										
	W/O I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve	With I-605 Improve										
NBL	2	25	2	25	0	2	2	27	2	27										
NBT	17	38	17	38	1	3	18	41	18	41										
NBR	52	42	52	42	4	3	56	45	56	45										
SBL	102	67	102	67	8	5	110	72	110	72										
SBT	35	36	35	36	3	3	38	39	38	39										
SBR	52	54	52	54	4	4	56	58	56	58										
EBL	18	49	18	49	1	4	19	53	19	53										
EBT	1,267	1,598	1,268	1,598	96	125	1,344	1,712	1,364	1,723										
EBR	11	31	11	31	1	2	12	33	12	33										
WBL	55	62	70	72	5	5	75	77	75	77										
WBT	1,567	1,110	1,642	1,135	129	85	1,764	1,198	1,771	1,220										
WBR	71	64	71	64	6	5	77	69	77	69										

10 Study Intersection: Rosemead Blvd / Beverly Blvd
 North/South: Rosemead Blvd
 East/West: Beverly Blvd

OY Year: 2022
 Ambient Growth: 0.4%
 Years till opening: 2
 Forecast Growth: 0.4%
 Years till BO: 20

Trip Gen							
ADT	AM Peak Hour			PM Peak Hour			Total
	Total	In	Out	Total	In	Out	
Cars	55	40	15	68	23	45	
Trucks	49	35	14	59	17	43	

	Existing		Existing		Project Only															
	W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve															
	AM	PM	AM	PM	In Dist. %		Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
					Cars	Trucks	Cars	Trucks	Balance	Cars	Cars	Balance	Trucks	Trucks	Trucks	Trucks	AM	PM		
NBL	136	145	136	145											0	0	0	0		
NBT	863	797	863	797											0	0	0	0		
NBR	144	221	144	221	5%	2%									2	1	1	0		
SBL	326	414	326	414	5%	3%									2	1	1	3		
SBT	744	885	744	885											0	0	0	0		
SBR	74	88	74	88											0	0	0	0		
EBL	131	153	131	153											0	0	0	0		
EBT	720	1,062	720	1,062	30%	5%									12	7	2	1		
EBR	114	153	114	153											0	0	0	0		
WBL	168	217	202	232			5%	2%							1	2	0	1		
WBT	1,024	692	1,063	702			30%	5%	-1						4	14	1	2		
WBR	376	243	376	243			5%	3%							1	2	0	1		
	Project Only														Existing With Project		Growth (2020-2022)			
	With I-605 Improve														W/O I-605 Improve		W/O I-605 Improve			
	In Dist. %	Out Dist. %		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Cars	Trucks	Cars	Trucks	Balance	Cars	Trucks	Balance	Trucks	Trucks	Trucks	Trucks	AM	PM	AM	PM	AM	PM	AM	PM	
NBL																	136	145	1	1
NBT																	863	797	7	6
NBR	5%	2%															147	222	1	2
SBL	5%	3%															329	416	3	3
SBT																	744	885	6	7
SBR																	74	88	1	1
EBL																	131	153	1	1
EBT	30%	5%															734	1,070	6	8
EBR																	114	153	1	1
WBL			5%	2%													169	220	1	2
WBT			30%	5%	-1												1,029	708	8	6
WBR			5%	3%													377	246	3	2
	Growth (2020-2022)		Opening Year (W/O Project)		Opening Year (W/O Project)		Opening Year With Project		Opening Year With Project		Cumulative Projects Only		Cumulative Projects Only		Forecast Cumulative (W/O Project)		Forecast Cumulative (W/O Project)			
	With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve		W/O I-605 Improve		With I-605 Improve			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
NBL	1	1	137	146	137	146	137	146	137	146	14	12	14	12	151	158	151	158		
NBT	7	6	870	803	870	803	870	803	870	803	21	22	21	22	891	825	891	825		
NBR	1	2	145	223	145	223	148	224	148	224	25	16	25	16	170	239	170	239		
SBL	3	3	329	417	329	417	332	419	332	419	9	2	9	2	338	419	338	419		
SBT	6	7	750	892	750	892	750	892	750	892	17	15	17	15	767	907	767	907		
SBR	1	1	75	89	75	89	75	89	75	89	4	3	4	3	79	92	79	92		
EBL	1	1	132	154	132	154	132	154	132	154	4	3	4	3	136	157	136	157		
EBT	6	8	726	1,070	726	1,070	740	1,078	740	1,078	18	7	19	7	744	1,077	745	1,077		
EBR	1	1	115	154	115	154	115	154	115	154	14	13	14	13	129	167	129	167		
WBL	2	2	169	219	204	234	170	222	205	237	18	23	19	23	187	242	223	257		
WBT	9	6	1,032	698	1,072	708	1,037	714	1,077	724	7	17	7	17	1,039	715	1,079	725		
WBR	3	2	379	245	379	245	380	248	380	248	2	9	2	9	381	254	381	254		
	Forecast Cumulative With Project		Forecast Cumulative With Project		Growth (2022-2042)		Build Out (W/O Project)		Build Out With Project											
	W/O I-605 Improve		With I-605 Improve		With I-605 Improve		With I-605 Improve		With I-605 Improve											
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM										
NBL	151	158	151	158	11	12	162	170	162	170										
NBT	891	825	891	825	70	64	961	889	961	889										
NBR	173	240	173	240	12	18	182	257	185	258										
SBL	341	421	341	421	26	33	364	452	367	454										
SBT	767	907	767	907	60	71	827	978	827	978										
SBR	79	92	79	92	6	7	85	99	85	99										
EBL	136	157	136	157	11	12	147	169	147	169										
EBT	758	1,085	759	1,085	58	86	803	1,163	817	1,171										
EBR	129	167	129	167	9	12	138	179	138	179										
WBL	188	245	224	260	16	19	239	276	240	279										
WBT	1,044	731	1,084	741	86	57	1,165	782	1,170	798										
WBR	382	257	382	257	30	20	411	274	412	277										

Existing ADT (W/O I-605 Improvements)

ID	Segment	2020 ADT Count (Veh)	2020 ADT Estimate (Veh)	COVID-19 Growth	2020 COVID-19 Adjusted ADT Rounded (Veh)
				Rate: 1.429	
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	19,194	--	8,234	27,400
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	23,844	--	10,229	34,100
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	24,614	--	10,559	35,200
4	Beverly Blvd between San Gabriel Blvd and I-605 SB Ramp	27,086	--	11,620	38,700
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	--	29,181	12,519	41,700
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	--	24,372	10,456	34,800
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	--	26,744	11,473	38,200
8	Rosemead Blvd north of Beverly Blvd	--	22,407	9,613	32,000
9	Rosemead Blvd south of Beverly Blvd	--	21,105	9,054	30,200
10	San Gabriel River Pkwy north of Beverly Blvd	--	8,314	3,567	11,900
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	--	11,681	5,011	16,700

Existing ADT (With I-605 Improvements)

ID	Segment	2020 ADT Estimate (Veh)	COVID-19 Growth	2020 COVID-19 Adjusted ADT Rounded (Veh)
			Rate: 1.429	
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	20,047	8,600	28,600
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	24,785	10,633	35,400
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	25,274	10,843	36,100
4	Beverly Blvd between San Gabriel Blvd and I-605 SB Ramp	27,753	11,906	39,700
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	29,181	12,519	41,700
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	24,372	10,456	34,800
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	26,744	11,473	38,200
8	Rosemead Blvd north of Beverly Blvd	22,407	9,613	32,000
9	Rosemead Blvd south of Beverly Blvd	21,279	9,129	30,400
10	San Gabriel River Pkwy north of Beverly Blvd	7,442	3,193	10,600
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	11,681	5,011	16,700

Project Only ADT (W/O I-605 Improvements)

ID	Segment	2020 ADT Estimate (Veh)	2020 ADT Estimate Rounded (Veh)
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	196	200
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	268	300
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	268	300
4	Beverly Blvd between San Gabriel Blvd and I-605 SB Ramp	463	500
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	317	300
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	93	100
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	93	100
8	Rosemead Blvd north of Beverly Blvd	37	100
9	Rosemead Blvd south of Beverly Blvd	35	100
10	San Gabriel River Pkwy north of Beverly Blvd	81	100
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	224	200

Project Only ADT (With I-605 Improvements)

ID	Segment	2020 ADT Estimate (Veh)	2020 ADT Estimate Rounded (Veh)
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	196	200
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	268	300
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	268	300
4	Beverly Blvd between San Gabriel Blvd and I-605 SB Ramp	544	500
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	317	300
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	93	100
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	93	100
8	Rosemead Blvd north of Beverly Blvd	37	100
9	Rosemead Blvd south of Beverly Blvd	35	100
10	San Gabriel River Pkwy north of Beverly Blvd	0	0
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	224	200

Cumulative Project Only ADT (W/O I-605 Improvements)

ID	Segment	ADT Estimate (Veh)	ADT Estimate Rounded (Veh)
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	694	700
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	872	900
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	985	1,000
4	Beverly Blvd between San Gabriel Blvd and I-605 SB Ramp	927	900
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	806	800
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	666	700
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	342	300
8	Rosemead Blvd north of Beverly Blvd	722	700
9	Rosemead Blvd south of Beverly Blvd	1,870	1,900
10	San Gabriel River Pkwy north of Beverly Blvd	484	500
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	148	100

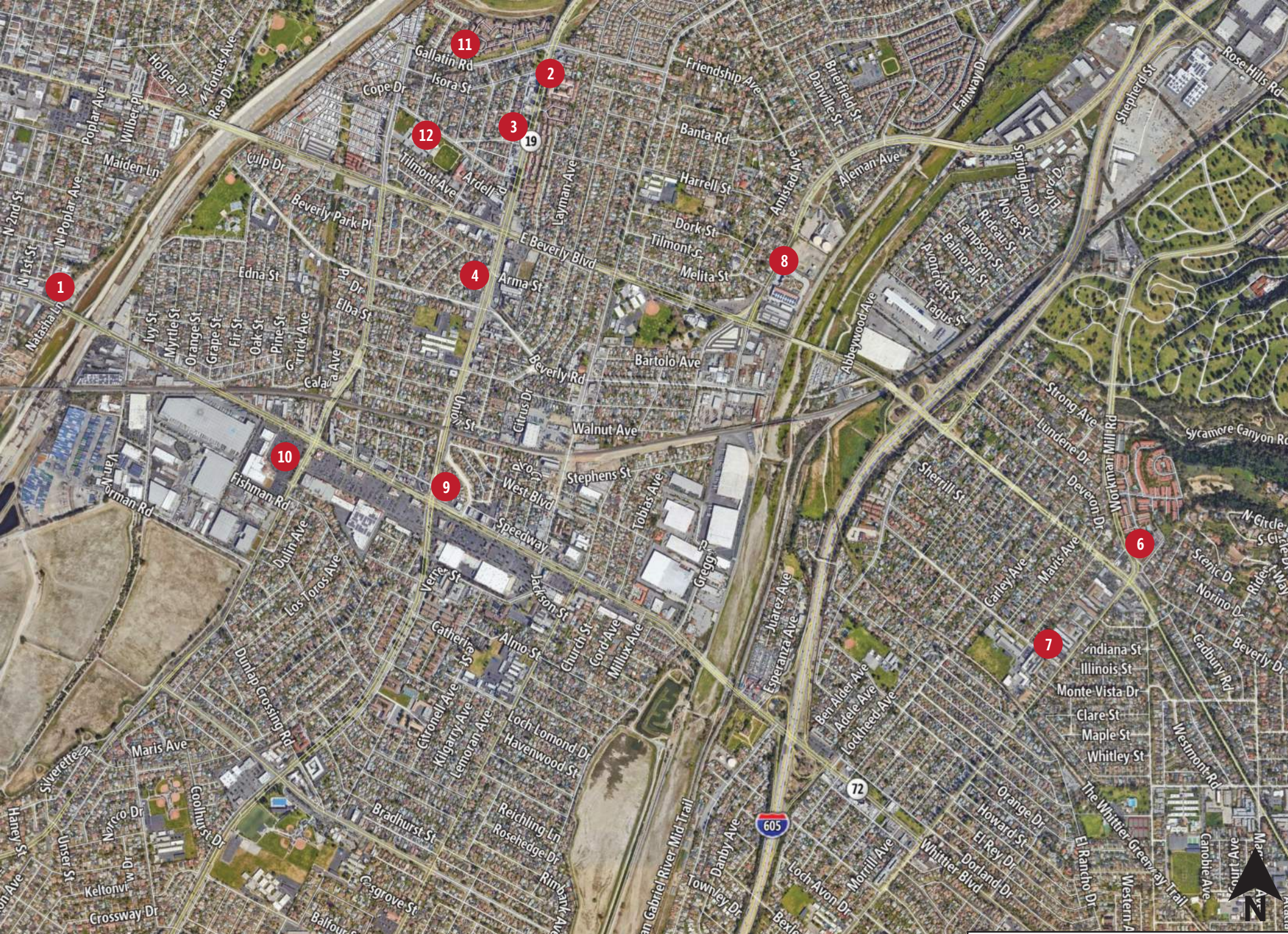
Cumulative Project Only ADT (With I-605 Improvements)

ID	Segment	ADT Estimate (Veh)	ADT Estimate Rounded (Veh)
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	694	700
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	872	900
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	985	1,000
4	Beverly Blvd between San Gabriel Blvd and I-605 SB Ramp	1,056	1,100
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	863	900
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	670	700
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	342	300
8	Rosemead Blvd north of Beverly Blvd	722	700
9	Rosemead Blvd south of Beverly Blvd	1,870	1,900
10	San Gabriel River Pkwy north of Beverly Blvd	569	600
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	201	200

Average Daily Traffic Volumes (ADTs)

ID	Segment	Existing	Existing	Project Only	Project Only	Existing With Project	Growth (2020-2022)	Growth (2020-2022)	Opening Year (W/O Project)	Opening Year (W/O Project)	Opening Year With Project	Opening Year With Project	Cumulative Projects Only	Cumulative Projects Only	Forecast Cumulative (W/O Project)	Forecast Cumulative (W/O Project)	Forecast Cumulative With Project	Forecast Cumulative With Project	Growth (2022-2042)	Build Out (W/O Project)	Build Out With Project
		W/O I-605 Improve	With I-605 Improve	W/O I-605 Improve	With I-605 Improve	W/O I-605 Improve	W/O I-605 Improve	With I-605 Improve	W/O I-605 Improve	With I-605 Improve	W/O I-605 Improve	With I-605 Improve	W/O I-605 Improve	With I-605 Improve	W/O I-605 Improve	With I-605 Improve	W/O I-605 Improve	With I-605 Improve	W/O I-605 Improve	With I-605 Improve	With I-605 Improve
1	Beverly Blvd between Paramount Blvd and Rosemead Blvd	27,400	28,600	200	200	27,600	219	229	27,600	28,800	27,800	29,000	700	700	28,300	29,500	28,500	29,700	2,304	31,800	32,000
2	Beverly Blvd between Rosemead Blvd and Durfee Ave	34,100	35,400	300	300	34,400	273	283	34,400	35,700	34,700	36,000	900	900	35,300	36,600	35,600	36,900	2,856	39,400	39,700
3	Beverly Blvd between Durfee Ave and San Gabriel River Pkwy	35,200	36,100	300	300	35,500	282	289	35,500	36,400	35,800	36,700	1,000	1,000	36,500	37,400	36,800	37,700	2,912	40,300	40,600
4	Beverly Blvd between San Gabriel Blvd and I-605 SB Ramp	38,700	39,700	500	500	39,200	310	318	39,000	40,000	39,500	40,500	900	1,100	39,900	41,100	40,400	41,600	3,200	44,300	44,800
5	Beverly Blvd between I-605 SB Ramp and Pioneer Blvd	41,700	41,700	300	300	42,000	334	334	42,000	42,000	42,300	42,300	800	900	42,800	42,900	43,100	43,200	3,360	46,300	46,600
6	Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd	34,800	34,800	100	100	34,900	278	278	35,100	35,100	35,200	35,200	700	700	35,800	35,800	35,900	35,900	2,808	38,600	38,700
7	Beverly Blvd east of Norwalk Blvd/Workman Mill Rd	38,200	38,200	100	100	38,300	306	306	38,500	38,500	38,600	38,600	300	300	38,800	38,800	38,900	38,900	3,080	41,900	42,000
8	Rosemead Blvd north of Beverly Blvd	32,000	32,000	100	100	32,100	256	256	32,300	32,300	32,400	32,400	700	700	33,000	33,000	33,100	33,100	2,584	35,500	35,600
9	Rosemead Blvd south of Beverly Blvd	30,200	30,400	100	100	30,300	242	243	30,400	30,600	30,500	30,700	1,900	1,900	32,300	32,500	32,400	32,600	2,448	35,000	35,100
10	San Gabriel River Pkwy north of Beverly Blvd	11,900	10,600	100	0	12,000	95	85	12,000	10,700	12,100	10,700	500	600	12,500	11,300	12,600	11,300	856	12,100	12,100
11	Pioneer Blvd between I-605 NB Ramps and Beverly Blvd	16,700	16,700	200	200	16,900	134	134	16,800	16,800	17,000	17,000	100	200	16,900	17,000	17,100	17,200	1,344	18,400	18,600

- Notes:
- 1) All ADT volumes shown are in total vehicles (not adjusted to PCEs).
 - 2) All ADT volumes are adjusted for COVID-19 impacts.
 - 3) Growth calculated linearly 0.4% per year.
 - 4) All volumes rounded to the nearest 100. Volumes may vary slightly due to rounding.
 - 5) Scenarios include conditions without and with planned I-605 interchange improvement project under Opening Year conditions.



Cumulative Projects Map

Appendix E: Revised Trip Generation Comparison

Trip Generation Rates														
Land Use	ITE Code	Vehicle Type Breakdown		Daily Trips Rate		AM Peak Hour			PM Peak Hour					
						Rate	In	/	Out	Rate	In	/	Out	
Warehousing	150	Passenger Car	69.0%	1.201	/	KSF	0.117	77%	/	23%	0.131	27%	/	73%
		2 Axle Truck	6.8%	0.118	/	KSF	0.012				0.013			
		3 Axle Truck	5.5%	0.096	/	KSF	0.009				0.010			
		4+ Axle Truck	18.7%	0.325	/	KSF	0.032				0.036			
		Total Truck	31.0%	0.539	/	KSF	0.053				0.059			
		Total		1.74	/	KSF	0.170				0.190			
Mini-Warehouse	151	Passenger Car	100%	1.51	/	KSF	0.10	60%	/	40%	0.17	47%	/	53%
Copy, Print, Express Ship Store	920	Passenger Car	100%	74.2	/	KSF	2.78	75%	/	25%	7.42	44%	/	56%

Note: Values may vary slightly due to rounding.

Original Site Plan

Trip Generation (Vehicles)												
Land Use	ITE Code	Intensity	Vehicle Type Breakdown		Daily Trips	AM Peak Hour			PM Peak Hour			
						Volume	In	Out	Volume	In	Out	
Warehousing	150	357.62	KSF	Passenger Car	69.0%	430	42	32	10	47	13	34
				2 Axle Truck	6.8%	42	4	3	1	5	1	4
				3 Axle Truck	5.5%	34	3	2	1	4	1	3
				4+ Axle Truck	18.7%	116	11	8	3	13	4	9
				Total Truck	31.0%	192	18	13	5	22	6	16
				Total		622	60	45	15	69	19	50
Mini-Warehouse	151	126.00	KSF	Passenger Car	100%	190	13	8	5	21	10	11
Total					812	73	53	20	90	29	61	

Note: Values may vary slightly due to rounding.

Trip Generation (PCE)											
Land Use	ITE Code	PCE	Vehicle Type Breakdown		Daily Trips	AM Peak Hour			PM Peak Hour		
						Volume	In	Out	Volume	In	Out
Warehousing	150	1.0	Passenger Car	69.0%	430	42	32	10	47	13	34
		2.0	2 Axle Truck	6.8%	84	8	6	2	10	2	8
		2.5	3 Axle Truck	5.5%	85	8	5	3	10	3	8
		3.0	4+ Axle Truck	18.7%	348	33	24	9	39	12	27
			Total Truck	31.0%	517	49	35	14	59	17	43
			Total		947	91	67	24	106	30	77
Mini-Warehouse	151	1.0	Passenger Car	100%	190	13	8	5	21	10	11
Total					1137	104	75	29	127	40	88

Note: Values may vary slightly due to rounding.

Revised Site Plan

Trip Generation (Vehicles)												
Land Use	ITE Code	Intensity	Vehicle Type Breakdown		Daily Trips	AM Peak Hour			PM Peak Hour			
						Volume	In	Out	Volume	In	Out	
Warehousing	150	357.903	KSF	Passenger Car	69.0%	430	42	32	10	47	13	34
				2 Axle Truck	6.8%	42	4	3	1	5	1	4
				3 Axle Truck	5.5%	34	3	2	1	4	1	3
				4+ Axle Truck	18.7%	116	11	8	3	13	4	9
				Total Truck	31.0%	192	18	13	5	22	6	16
				Total		622	60	45	15	69	19	50
Copy, Print, Express Ship Store	920	2.50	KSF	Passenger Car	100%	186	7	5	2	19	8	11
Total					808	67	50	17	88	27	61	

Note: Values may vary slightly due to rounding.

Trip Generation (PCE)											
Land Use	ITE Code	PCE	Vehicle Type Breakdown		Daily Trips	AM Peak Hour			PM Peak Hour		
						Volume	In	Out	Volume	In	Out
Warehousing	150	1.0	Passenger Car	69.0%	430	42	32	10	47	13	34
		2.0	2 Axle Truck	6.8%	84	8	6	2	10	2	8
		2.5	3 Axle Truck	5.5%	85	8	5	3	10	3	8
		3.0	4+ Axle Truck	18.7%	348	33	24	9	39	12	27
			Total Truck	31.0%	517	49	35	14	59	17	43
			Total		947	91	67	24	106	30	77
Copy, Print, Express Ship Store	151	1.0	Passenger Car	100%	186	7	5	2	19	8	11
Total					1133	98	72	26	125	38	88

Note: Values may vary slightly due to rounding.

Trip Generation Comparison (PCE)

Scenario	Daily Trips	AM Peak Hour			PM Peak Hour		
		Volume	In	Out	Volume	In	Out
Original Site Plan	1137	104	75	29	127	40	88
Revised Site Plan	1133	98	72	26	125	38	88
Difference	-4	-6	-3	-3	-2	-2	0

Appendix F: ICU Worksheets

INTERSECTION: Pioneer Blvd / Beverly Blvd

EXISTING YEAR 2020 CONDITIONS					EXISTING YEAR 2020 WITH PROJECT CONDITIONS					OPENING YEAR 2022 WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH I-605 IMPROVEMENTS CONDITIONS				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	166	1	1,600	0.1038	NB Left	166	1	1,600	0.1038	NB Left	167	1	1,600	0.1044	NB Left	167	1	1,600	0.1044
NB Thru	131	1	1,600	0.0819	NB Thru	131	1	1,600	0.0819	NB Thru	132	1	1,600	0.0825	NB Thru	132	1	1,600	0.0825
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	85	1	1,600	0.0531	SB Left	85	1	1,600	0.0531	SB Left	86	1	1,600	0.0538	SB Left	86	1	1,600	0.0538
SB Thru	22	1	1,600	0.0138	SB Thru	22	1	1,600	0.0138	SB Thru	22	1	1,600	0.0138	SB Thru	22	1	1,600	0.0138
SB Right	730	1	0*	0.0000	SB Right	761	1	0*	0.0000	SB Right	736	1	0*	0.0000	SB Right	736	1	0*	0.0000
EB Left	285	1	1,600	0.1781	EB Left	292	1	1,600	0.1825	EB Left	287	1	1,600	0.1794	EB Left	287	1	1,600	0.1794
EB Thru	1,142	2	3,200	0.3569	EB Thru	1,144	2	3,200	0.3575	EB Thru	1,151	2	3,200	0.3597	EB Thru	1,151	2	3,200	0.3597
EB Right	66	1	1,600	0.0413	EB Right	66	1	1,600	0.0413	EB Right	67	1	1,600	0.0419	EB Right	67	1	1,600	0.0419
WB Left	22	1	1,600	0.0138	WB Left	22	1	1,600	0.0138	WB Left	22	1	1,600	0.0138	WB Left	22	1	1,600	0.0138
WB Thru	1,106	2	3,200	0.3456	WB Thru	1,112	2	3,200	0.3475	WB Thru	1,115	2	3,200	0.3484	WB Thru	1,115	2	3,200	0.3484
WB Right	722	1	1,600	0.4513	WB Right	722	1	1,600	0.4513	WB Right	728	1	1,600	0.4550	WB Right	728	1	1,600	0.4550
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.8087	ICU				0.8150	ICU				0.8141	ICU				0.8141
LOS				D	LOS				D	LOS				D	LOS				D

OPENING YEAR 2022 WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITIONS					FORECAST CUMULATIVE WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	167	1	1,600	0.1044	NB Left	167	1	1,600	0.1044	NB Left	167	1	1,600	0.1044	NB Left	167	1	1,600	0.1044
NB Thru	132	1	1,600	0.0825	NB Thru	132	1	1,600	0.0825	NB Thru	132	1	1,600	0.0825	NB Thru	132	1	1,600	0.0825
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	86	1	1,600	0.0538	SB Left	86	1	1,600	0.0538	SB Left	86	1	1,600	0.0538	SB Left	86	1	1,600	0.0538
SB Thru	22	1	1,600	0.0138	SB Thru	22	1	1,600	0.0138	SB Thru	22	1	1,600	0.0138	SB Thru	22	1	1,600	0.0138
SB Right	767	1	0*	0.0000	SB Right	767	1	0*	0.0000	SB Right	758	1	0*	0.0000	SB Right	758	1	0*	0.0000
EB Left	294	1	1,600	0.1838	EB Left	294	1	1,600	0.1838	EB Left	289	1	1,600	0.1806	EB Left	291	1	1,600	0.1819
EB Thru	1,153	2	3,200	0.3603	EB Thru	1,153	2	3,200	0.3603	EB Thru	1,177	2	3,200	0.3678	EB Thru	1,177	2	3,200	0.3678
EB Right	67	1	1,600	0.0419	EB Right	67	1	1,600	0.0419	EB Right	67	1	1,600	0.0419	EB Right	67	1	1,600	0.0419
WB Left	22	1	1,600	0.0138	WB Left	22	1	1,600	0.0138	WB Left	22	1	1,600	0.0138	WB Left	22	1	1,600	0.0138
WB Thru	1,121	2	3,200	0.3503	WB Thru	1,121	2	3,200	0.3503	WB Thru	1,141	2	3,200	0.3566	WB Thru	1,141	2	3,200	0.3566
WB Right	728	1	1,600	0.4550	WB Right	728	1	1,600	0.4550	WB Right	728	1	1,600	0.4550	WB Right	728	1	1,600	0.4550
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.8204	ICU				0.8204	ICU				0.8235	ICU				0.8248
LOS				D	LOS				D	LOS				D	LOS				D

FORECAST CUMULATIVE WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	167	1	1,600	0.1044	NB Left	167	1	1,600	0.1044	NB Left	180	1	1,600	0.1125	NB Left	180	1	1,600	0.1125
NB Thru	132	1	1,600	0.0825	NB Thru	132	1	1,600	0.0825	NB Thru	143	1	1,600	0.0894	NB Thru	143	1	1,600	0.0894
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	86	1	1,600	0.0538	SB Left	86	1	1,600	0.0538	SB Left	93	1	1,600	0.0581	SB Left	93	1	1,600	0.0581
SB Thru	22	1	1,600	0.0138	SB Thru	22	1	1,600	0.0138	SB Thru	24	1	1,600	0.0150	SB Thru	24	1	1,600	0.0150
SB Right	789	1	0*	0.0000	SB Right	789	1	0*	0.0000	SB Right	817	1	0*	0.0000	SB Right	848	1	0*	0.0000
EB Left	296	1	1,600	0.1850	EB Left	298	1	1,600	0.1863	EB Left	314	1	1,600	0.1963	EB Left	321	1	1,600	0.2006
EB Thru	1,179	2	3,200	0.3684	EB Thru	1,179	2	3,200	0.3684	EB Thru	1,270	2	3,200	0.3969	EB Thru	1,272	2	3,200	0.3975
EB Right	67	1	1,600	0.0419	EB Right	67	1	1,600	0.0419	EB Right	72	1	1,600	0.0450	EB Right	72	1	1,600	0.0450
WB Left	22	1	1,600	0.0138	WB Left	22	1	1,600	0.0138	WB Left	24	1	1,600	0.0150	WB Left	24	1	1,600	0.0150
WB Thru	1,147	2	3,200	0.3584	WB Thru	1,147	2	3,200	0.3584	WB Thru	1,231	2	3,200	0.3847	WB Thru	1,237	2	3,200	0.3866
WB Right	728	1	1,600	0.4550	WB Right	728	1	1,600	0.4550	WB Right	786	1	1,600	0.4913	WB Right	786	1	1,600	0.4913
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.8297	ICU				0.8310	ICU				0.8785	ICU				0.8847
LOS				D	LOS				D	LOS				D	LOS				D

Notes:

Key conflicting movements as a part of ICU indicated in bold.
Capacity expressed in vehicles per hour of green
Maximum capacity per lane is 1,600
Maximum Capacity for Dual Left-Turn Lanes is 2,880
*Channelized Lane not under signal control

V/C Ratio	LOS
≤.60	A
.61 to .7	B
.71 to .8	C
.81 to .9	D
.91 to 1.0	E
>1.0	F

INTERSECTION: Pioneer Blvd / Beverly Blvd

EXISTING YEAR 2020 CONDITIONS					EXISTING YEAR 2020 WITH PROJECT CONDITIONS					OPENING YEAR 2022 WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH I-605 IMPROVEMENTS CONDITIONS				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	72	1	1,600	0.0450	NB Left	72	1	1,600	0.0450	NB Left	73	1	1,600	0.0456	NB Left	73	1	1,600	0.0456
NB Thru	57	1	1,600	0.0356	NB Thru	57	1	1,600	0.0356	NB Thru	57	1	1,600	0.0356	NB Thru	57	1	1,600	0.0356
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	170	1	1,600	0.1063	SB Left	170	1	1,600	0.1063	SB Left	171	1	1,600	0.1069	SB Left	171	1	1,600	0.1069
SB Thru	35	1	1,600	0.0219	SB Thru	35	1	1,600	0.0219	SB Thru	35	1	1,600	0.0219	SB Thru	35	1	1,600	0.0219
SB Right	582	1	0*	0.0000	SB Right	582	1	0*	0.0000	SB Right	587	1	0*	0.0000	SB Right	587	1	0*	0.0000
EB Left	263	1	1,600	0.1644	EB Left	263	1	1,600	0.1644	EB Left	265	1	1,600	0.1656	EB Left	265	1	1,600	0.1656
EB Thru	1,656	2	3,200	0.5175	EB Thru	1,656	2	3,200	0.5175	EB Thru	1,669	2	3,200	0.5216	EB Thru	1,669	2	3,200	0.5216
EB Right	200	1	1,600	0.1250	EB Right	200	1	1,600	0.1250	EB Right	202	1	1,600	0.1263	EB Right	202	1	1,600	0.1263
WB Left	23	1	1,600	0.0144	WB Left	23	1	1,600	0.0144	WB Left	23	1	1,600	0.0144	WB Left	23	1	1,600	0.0144
WB Thru	678	2	3,200	0.2119	WB Thru	678	2	3,200	0.2119	WB Thru	682	2	3,200	0.2131	WB Thru	682	2	3,200	0.2131
WB Right	308	1	1,600	0.1925	WB Right	308	1	1,600	0.1925	WB Right	310	1	1,600	0.1938	WB Right	310	1	1,600	0.1938
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.8238	ICU				0.8238	ICU				0.8285	ICU				0.8285
LOS				D	LOS				D	LOS				D	LOS				D

OPENING YEAR 2022 WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITIONS					FORECAST CUMULATIVE WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	73	1	1,600	0.0456	NB Left	73	1	1,600	0.0456	NB Left	73	1	1,600	0.0456	NB Left	73	1	1,600	0.0456
NB Thru	57	1	1,600	0.0356	NB Thru	57	1	1,600	0.0356	NB Thru	57	1	1,600	0.0356	NB Thru	57	1	1,600	0.0356
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	171	1	1,600	0.1069	SB Left	171	1	1,600	0.1069	SB Left	171	1	1,600	0.1069	SB Left	171	1	1,600	0.1069
SB Thru	35	1	1,600	0.0219	SB Thru	35	1	1,600	0.0219	SB Thru	35	1	1,600	0.0219	SB Thru	35	1	1,600	0.0219
SB Right	603	1	0*	0.0000	SB Right	603	1	0*	0.0000	SB Right	593	1	0*	0.0000	SB Right	593	1	0*	0.0000
EB Left	287	1	1,600	0.1794	EB Left	287	1	1,600	0.1794	EB Left	266	1	1,600	0.1663	EB Left	277	1	1,600	0.1731
EB Thru	1,676	2	3,200	0.5238	EB Thru	1,676	2	3,200	0.5238	EB Thru	1,693	2	3,200	0.5291	EB Thru	1,693	2	3,200	0.5291
EB Right	202	1	1,600	0.1263	EB Right	202	1	1,600	0.1263	EB Right	202	1	1,600	0.1263	EB Right	202	1	1,600	0.1263
WB Left	23	1	1,600	0.0144	WB Left	23	1	1,600	0.0144	WB Left	23	1	1,600	0.0144	WB Left	23	1	1,600	0.0144
WB Thru	685	2	3,200	0.2141	WB Thru	685	2	3,200	0.2141	WB Thru	708	2	3,200	0.2213	WB Thru	708	2	3,200	0.2213
WB Right	310	1	1,600	0.1938	WB Right	310	1	1,600	0.1938	WB Right	310	1	1,600	0.1938	WB Right	310	1	1,600	0.1938
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.8307	ICU				0.8307	ICU				0.8360	ICU				0.8360
LOS				D	LOS				D	LOS				D	LOS				D

FORECAST CUMULATIVE WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	73	1	1,600	0.0456	NB Left	73	1	1,600	0.0456	NB Left	79	1	1,600	0.0494	NB Left	79	1	1,600	0.0494
NB Thru	57	1	1,600	0.0356	NB Thru	57	1	1,600	0.0356	NB Thru	62	1	1,600	0.0388	NB Thru	62	1	1,600	0.0388
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	171	1	1,600	0.1069	SB Left	171	1	1,600	0.1069	SB Left	185	1	1,600	0.1156	SB Left	185	1	1,600	0.1156
SB Thru	35	1	1,600	0.0219	SB Thru	35	1	1,600	0.0219	SB Thru	38	1	1,600	0.0238	SB Thru	38	1	1,600	0.0238
SB Right	609	1	0*	0.0000	SB Right	609	1	0*	0.0000	SB Right	640	1	0*	0.0000	SB Right	656	1	0*	0.0000
EB Left	288	1	1,600	0.1800	EB Left	299	1	1,600	0.1869	EB Left	298	1	1,600	0.1863	EB Left	320	1	1,600	0.2000
EB Thru	1,700	2	3,200	0.5313	EB Thru	1,700	2	3,200	0.5313	EB Thru	1,827	2	3,200	0.5709	EB Thru	1,834	2	3,200	0.5731
EB Right	202	1	1,600	0.1263	EB Right	202	1	1,600	0.1263	EB Right	218	1	1,600	0.1363	EB Right	218	1	1,600	0.1363
WB Left	23	1	1,600	0.0144	WB Left	23	1	1,600	0.0144	WB Left	25	1	1,600	0.0156	WB Left	25	1	1,600	0.0156
WB Thru	711	2	3,200	0.2222	WB Thru	711	2	3,200	0.2222	WB Thru	763	2	3,200	0.2384	WB Thru	766	2	3,200	0.2394
WB Right	310	1	1,600	0.1938	WB Right	310	1	1,600	0.1938	WB Right	335	1	1,600	0.2094	WB Right	335	1	1,600	0.2094
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.8382	ICU				0.8382	ICU				0.8909	ICU				0.8931
LOS				D	LOS				D	LOS				D	LOS				D

Notes:
Key conflicting movements as a part of ICU indicated in **bold**.
Capacity expressed in vehicles per hour of green
Maximum capacity per lane is 1,600
Maximum Capacity for Dual Left-Turn Lanes is 2,880
*Channelized Lane not under signal control

V/C Ratio	LOS
≤.60	A
.61 to .7	B
.71 to .8	C
.81 to .9	D
.91 to 1.0	E
>1.0	F

INTERSECTION: Norwalk Blvd/Workman Mill / Beverly Blvd

EXISTING YEAR 2020 CONDITIONS					EXISTING YEAR 2020 WITH PROJECT CONDITIONS					OPENING YEAR 2022 WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH I-605 IMPROVEMENTS CONDITIONS				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	284	1	1,600	0.1775	NB Left	284	1	1,600	0.1775	NB Left	286	1	1,600	0.1788	NB Left	286	1	1,600	0.1788
NB Thru	357	2	3,200	0.1116	NB Thru	357	2	3,200	0.1116	NB Thru	359	2	3,200	0.1122	NB Thru	359	2	3,200	0.1122
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	322	2	2,880	0.1118	SB Left	322	2	2,880	0.1118	SB Left	325	2	2,880	0.1128	SB Left	325	2	2,880	0.1128
SB Thru	384	2	3,200	0.1200	SB Thru	384	2	3,200	0.1200	SB Thru	387	2	3,200	0.1209	SB Thru	387	2	3,200	0.1209
SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000
EB Left	112	1	1,600	0.0700	EB Left	112	1	1,600	0.0700	EB Left	113	1	1,600	0.0706	EB Left	113	1	1,600	0.0706
EB Thru	963	2	3,200	0.3009	EB Thru	965	2	3,200	0.3016	EB Thru	971	2	3,200	0.3034	EB Thru	971	2	3,200	0.3034
EB Right	191	1	1,600	0.1194	EB Right	191	1	1,600	0.1194	EB Right	193	1	1,600	0.1206	EB Right	193	1	1,600	0.1206
WB Left	64	1	1,600	0.0400	WB Left	64	1	1,600	0.0400	WB Left	65	1	1,600	0.0406	WB Left	65	1	1,600	0.0406
WB Thru	1,421	2	3,200	0.4441	WB Thru	1,427	2	3,200	0.4459	WB Thru	1,432	2	3,200	0.4475	WB Thru	1,432	2	3,200	0.4475
WB Right	282	1	1,600	0.1763	WB Right	282	1	1,600	0.1763	WB Right	284	1	1,600	0.1775	WB Right	284	1	1,600	0.1775
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.9616	ICU				0.9634	ICU				0.9678	ICU				0.9678
LOS				E	LOS				E	LOS				E	LOS				E

OPENING YEAR 2022 WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITIONS					FORECAST CUMULATIVE WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	286	1	1,600	0.1788	NB Left	286	1	1,600	0.1788	NB Left	292	1	1,600	0.1825	NB Left	292	1	1,600	0.1825
NB Thru	359	2	3,200	0.1122	NB Thru	359	2	3,200	0.1122	NB Thru	359	2	3,200	0.1122	NB Thru	359	2	3,200	0.1122
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	325	2	2,880	0.1128	SB Left	325	2	2,880	0.1128	SB Left	325	2	2,880	0.1128	SB Left	325	2	2,880	0.1128
SB Thru	387	2	3,200	0.1209	SB Thru	387	2	3,200	0.1209	SB Thru	387	2	3,200	0.1209	SB Thru	387	2	3,200	0.1209
SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000
EB Left	113	1	1,600	0.0706	EB Left	113	1	1,600	0.0706	EB Left	113	1	1,600	0.0706	EB Left	113	1	1,600	0.0706
EB Thru	973	2	3,200	0.3041	EB Thru	973	2	3,200	0.3041	EB Thru	978	2	3,200	0.3056	EB Thru	978	2	3,200	0.3056
EB Right	193	1	1,600	0.1206	EB Right	193	1	1,600	0.1206	EB Right	199	1	1,600	0.1244	EB Right	199	1	1,600	0.1244
WB Left	65	1	1,600	0.0406	WB Left	65	1	1,600	0.0406	WB Left	65	1	1,600	0.0406	WB Left	65	1	1,600	0.0406
WB Thru	1,438	2	3,200	0.4494	WB Thru	1,438	2	3,200	0.4494	WB Thru	1,439	2	3,200	0.4497	WB Thru	1,439	2	3,200	0.4497
WB Right	284	1	1,600	0.1775	WB Right	284	1	1,600	0.1775	WB Right	284	1	1,600	0.1775	WB Right	284	1	1,600	0.1775
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.9697	ICU				0.9697	ICU				0.9737	ICU				0.9737
LOS				E	LOS				E	LOS				E	LOS				E

FORECAST CUMULATIVE WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	292	1	1,600	0.1825	NB Left	292	1	1,600	0.1825	NB Left	315	1	1,600	0.1969	NB Left	315	1	1,600	0.1969
NB Thru	359	2	3,200	0.1122	NB Thru	359	2	3,200	0.1122	NB Thru	388	2	3,200	0.1213	NB Thru	388	2	3,200	0.1213
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	325	2	2,880	0.1128	SB Left	325	2	2,880	0.1128	SB Left	351	2	2,880	0.1219	SB Left	351	2	2,880	0.1219
SB Thru	387	2	3,200	0.1209	SB Thru	387	2	3,200	0.1209	SB Thru	418	2	3,200	0.1306	SB Thru	418	2	3,200	0.1306
SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000
EB Left	113	1	1,600	0.0706	EB Left	113	1	1,600	0.0706	EB Left	122	1	1,600	0.0763	EB Left	122	1	1,600	0.0763
EB Thru	980	2	3,200	0.3063	EB Thru	980	2	3,200	0.3063	EB Thru	1,056	2	3,200	0.3300	EB Thru	1,058	2	3,200	0.3306
EB Right	199	1	1,600	0.1244	EB Right	199	1	1,600	0.1244	EB Right	214	1	1,600	0.1338	EB Right	214	1	1,600	0.1338
WB Left	65	1	1,600	0.0406	WB Left	65	1	1,600	0.0406	WB Left	70	1	1,600	0.0438	WB Left	70	1	1,600	0.0438
WB Thru	1,445	2	3,200	0.4516	WB Thru	1,445	2	3,200	0.4516	WB Thru	1,554	2	3,200	0.4856	WB Thru	1,560	2	3,200	0.4875
WB Right	284	1	1,600	0.1775	WB Right	284	1	1,600	0.1775	WB Right	307	1	1,600	0.1919	WB Right	307	1	1,600	0.1919
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.9756	ICU				0.9756	ICU				1.0394	ICU				1.0413
LOS				E	LOS				E	LOS				F	LOS				F

Notes:

Key conflicting movements as a part of ICU indicated in bold.
Capacity expressed in vehicles per hour of green
Maximum capacity per lane is 1,600
Maximum Capacity for Dual Left-Turn Lanes is 2,880

V/C Ratio	LOS
≤.60	A
.61 to .7	B
.71 to .8	C
.81 to .9	D
.91 to 1.0	E
>1.0	F

INTERSECTION: Norwalk Blvd/Workman Mill / Beverly Blvd

EXISTING YEAR 2020 CONDITIONS					EXISTING YEAR 2020 WITH PROJECT CONDITIONS					OPENING YEAR 2022 WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH I-605 IMPROVEMENTS CONDITIONS				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	214	1	1,600	0.1338	NB Left	214	1	1,600	0.1338	NB Left	216	1	1,600	0.1350	NB Left	216	1	1,600	0.1350
NB Thru	529	2	3,200	0.1653	NB Thru	529	2	3,200	0.1653	NB Thru	534	2	3,200	0.1669	NB Thru	534	2	3,200	0.1669
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	437	2	2,880	0.1517	SB Left	437	2	2,880	0.1517	SB Left	440	2	2,880	0.1528	SB Left	440	2	2,880	0.1528
SB Thru	422	2	3,200	0.1319	SB Thru	422	2	3,200	0.1319	SB Thru	425	2	3,200	0.1328	SB Thru	425	2	3,200	0.1328
SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000
EB Left	91	1	1,600	0.0569	EB Left	91	1	1,600	0.0569	EB Left	92	1	1,600	0.0575	EB Left	92	1	1,600	0.0575
EB Thru	1,355	2	3,200	0.4234	EB Thru	1,362	2	3,200	0.4256	EB Thru	1,366	2	3,200	0.4269	EB Thru	1,366	2	3,200	0.4269
EB Right	283	1	1,600	0.1769	EB Right	283	1	1,600	0.1769	EB Right	285	1	1,600	0.1781	EB Right	285	1	1,600	0.1781
WB Left	91	1	1,600	0.0569	WB Left	91	1	1,600	0.0569	WB Left	92	1	1,600	0.0575	WB Left	92	1	1,600	0.0575
WB Thru	748	2	3,200	0.2338	WB Thru	751	2	3,200	0.2347	WB Thru	754	2	3,200	0.2356	WB Thru	754	2	3,200	0.2356
WB Right	296	1	1,600	0.1850	WB Right	296	1	1,600	0.1850	WB Right	298	1	1,600	0.1863	WB Right	298	1	1,600	0.1863
Yellow Clearance					0.1500					Yellow Clearance					0.1500				
ICU					0.9473					ICU					0.9541				
LOS					E					LOS					E				

OPENING YEAR 2022 WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITIONS					FORECAST CUMULATIVE WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	216	1	1,600	0.1350	NB Left	216	1	1,600	0.1350	NB Left	222	1	1,600	0.1388	NB Left	222	1	1,600	0.1388
NB Thru	534	2	3,200	0.1669	NB Thru	534	2	3,200	0.1669	NB Thru	534	2	3,200	0.1669	NB Thru	534	2	3,200	0.1669
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	440	2	2,880	0.1528	SB Left	440	2	2,880	0.1528	SB Left	440	2	2,880	0.1528	SB Left	440	2	2,880	0.1528
SB Thru	425	2	3,200	0.1328	SB Thru	425	2	3,200	0.1328	SB Thru	425	2	3,200	0.1328	SB Thru	425	2	3,200	0.1328
SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000
EB Left	92	1	1,600	0.0575	EB Left	92	1	1,600	0.0575	EB Left	92	1	1,600	0.0575	EB Left	92	1	1,600	0.0575
EB Thru	1,373	2	3,200	0.4291	EB Thru	1,373	2	3,200	0.4291	EB Thru	1,372	2	3,200	0.4288	EB Thru	1,372	2	3,200	0.4288
EB Right	285	1	1,600	0.1781	EB Right	285	1	1,600	0.1781	EB Right	291	1	1,600	0.1819	EB Right	291	1	1,600	0.1819
WB Left	92	1	1,600	0.0575	WB Left	92	1	1,600	0.0575	WB Left	92	1	1,600	0.0575	WB Left	92	1	1,600	0.0575
WB Thru	757	2	3,200	0.2366	WB Thru	757	2	3,200	0.2366	WB Thru	760	2	3,200	0.2375	WB Thru	760	2	3,200	0.2375
WB Right	298	1	1,600	0.1863	WB Right	298	1	1,600	0.1863	WB Right	298	1	1,600	0.1863	WB Right	298	1	1,600	0.1863
Yellow Clearance					0.1500					Yellow Clearance					0.1500				
ICU					0.9563					ICU					0.9560				
LOS					E					LOS					E				

FORECAST CUMULATIVE WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	222	1	1,600	0.1388	NB Left	222	1	1,600	0.1388	NB Left	239	1	1,600	0.1494	NB Left	239	1	1,600	0.1494
NB Thru	534	2	3,200	0.1669	NB Thru	534	2	3,200	0.1669	NB Thru	577	2	3,200	0.1803	NB Thru	577	2	3,200	0.1803
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	440	2	2,880	0.1528	SB Left	440	2	2,880	0.1528	SB Left	475	2	2,880	0.1649	SB Left	475	2	2,880	0.1649
SB Thru	425	2	3,200	0.1328	SB Thru	425	2	3,200	0.1328	SB Thru	459	2	3,200	0.1434	SB Thru	459	2	3,200	0.1434
SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000
EB Left	92	1	1,600	0.0575	EB Left	92	1	1,600	0.0575	EB Left	99	1	1,600	0.0619	EB Left	99	1	1,600	0.0619
EB Thru	1,379	2	3,200	0.4309	EB Thru	1,379	2	3,200	0.4309	EB Thru	1,481	2	3,200	0.4628	EB Thru	1,488	2	3,200	0.4650
EB Right	291	1	1,600	0.1819	EB Right	291	1	1,600	0.1819	EB Right	314	1	1,600	0.1963	EB Right	314	1	1,600	0.1963
WB Left	92	1	1,600	0.0575	WB Left	92	1	1,600	0.0575	WB Left	99	1	1,600	0.0619	WB Left	99	1	1,600	0.0619
WB Thru	763	2	3,200	0.2384	WB Thru	763	2	3,200	0.2384	WB Thru	820	2	3,200	0.2563	WB Thru	823	2	3,200	0.2572
WB Right	298	1	1,600	0.1863	WB Right	298	1	1,600	0.1863	WB Right	322	1	1,600	0.2013	WB Right	322	1	1,600	0.2013
Yellow Clearance					0.1500					Yellow Clearance					0.1500				
ICU					0.9581					ICU					1.0221				
LOS					E					LOS					F				

Notes:
Key conflicting movements as a part of ICU indicated in **bold**.
Capacity expressed in vehicles per hour of green
Maximum capacity per lane is 1,600
Maximum Capacity for Dual Left-Turn Lanes is 2,880

V/C Ratio	LOS
≤.60	A
.61 to .7	B
.71 to .8	C
.81 to .9	D
.91 to 1.0	E
>1.0	F

INTERSECTION: Abbeywood Ave / Beverly Blvd

EXISTING YEAR 2020 CONDITIONS					EXISTING YEAR 2020 WITH PROJECT CONDITIONS					OPENING YEAR 2022 WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH I-605 IMPROVEMENTS CONDITIONS				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	0	0	0	0.0000	NB Left	0	0	0	0.0000	NB Left	0	0	0	0.0000	NB Left	0	0	0	0.0000
NB Thru	0	0	0	0.0000	NB Thru	0	0	0	0.0000	NB Thru	0	0	0	0.0000	NB Thru	0	0	0	0.0000
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	42	1	1,600	0.0263	SB Left	42	1	1,600	0.0263	SB Left	42	1	1,600	0.0263	SB Left	42	1	1,600	0.0263
SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000
SB Right	24	1	1,600	0.0150	SB Right	24	1	1,600	0.0150	SB Right	24	1	1,600	0.0150	SB Right	24	1	1,600	0.0150
EB Left	41	1	1,600	0.0256	EB Left	41	1	1,600	0.0256	EB Left	41	1	1,600	0.0256	EB Left	41	1	1,600	0.0256
EB Thru	1,639	2	3,200	0.5122	EB Thru	1,677	2	3,200	0.5241	EB Thru	1,652	2	3,200	0.5163	EB Thru	1,652	2	3,200	0.5163
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	0	0	0	0.0000	WB Left	0	0	0	0.0000	WB Left	0	0	0	0.0000	WB Left	0	0	0	0.0000
WB Thru	1,600	2	3,200	0.5000	WB Thru	1,607	2	3,200	0.5022	WB Thru	1,613	2	3,200	0.5041	WB Thru	1,773	2	3,200	0.5541
WB Right	15	1	1,600	0.0094	WB Right	15	1	1,600	0.0094	WB Right	15	1	1,600	0.0094	WB Right	15	1	1,600	0.0094
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.7019	ICU				0.7041	ICU				0.7060	ICU				0.7560
LOS				C	LOS				C	LOS				C	LOS				C

OPENING YEAR 2022 WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITIONS					FORECAST CUMULATIVE WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	0	0	0	0.0000	NB Left	0	0	0	0.0000	NB Left	0	0	0	0.0000	NB Left	0	0	0	0.0000
NB Thru	0	0	0	0.0000	NB Thru	0	0	0	0.0000	NB Thru	0	0	0	0.0000	NB Thru	0	0	0	0.0000
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	42	1	1,600	0.0263	SB Left	42	1	1,600	0.0263	SB Left	42	1	1,600	0.0263	SB Left	42	1	1,600	0.0263
SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000
SB Right	24	1	1,600	0.0150	SB Right	24	1	1,600	0.0150	SB Right	24	1	1,600	0.0150	SB Right	24	1	1,600	0.0150
EB Left	41	1	1,600	0.0256	EB Left	41	1	1,600	0.0256	EB Left	41	1	1,600	0.0256	EB Left	41	1	1,600	0.0256
EB Thru	1,690	2	3,200	0.5281	EB Thru	1,672	2	3,200	0.5225	EB Thru	1,686	2	3,200	0.5269	EB Thru	1,688	2	3,200	0.5275
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	0	0	0	0.0000	WB Left	0	0	0	0.0000	WB Left	0	0	0	0.0000	WB Left	0	0	0	0.0000
WB Thru	1,620	2	3,200	0.5063	WB Thru	1,780	2	3,200	0.5563	WB Thru	1,661	2	3,200	0.5191	WB Thru	1,832	2	3,200	0.5725
WB Right	15	1	1,600	0.0094	WB Right	15	1	1,600	0.0094	WB Right	15	1	1,600	0.0094	WB Right	15	1	1,600	0.0094
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.7082	ICU				0.7582	ICU				0.7210	ICU				0.7744
LOS				C	LOS				C	LOS				C	LOS				C

FORECAST CUMULATIVE WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	0	0	0	0.0000	NB Left	0	0	0	0.0000	NB Left	0	0	0	0.0000	NB Left	0	0	0	0.0000
NB Thru	0	0	0	0.0000	NB Thru	0	0	0	0.0000	NB Thru	0	0	0	0.0000	NB Thru	0	0	0	0.0000
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	42	1	1,600	0.0263	SB Left	42	1	1,600	0.0263	SB Left	45	1	1,600	0.0281	SB Left	45	1	1,600	0.0281
SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000
SB Right	24	1	1,600	0.0150	SB Right	24	1	1,600	0.0150	SB Right	26	1	1,600	0.0163	SB Right	26	1	1,600	0.0163
EB Left	41	1	1,600	0.0256	EB Left	41	1	1,600	0.0256	EB Left	44	1	1,600	0.0275	EB Left	44	1	1,600	0.0275
EB Thru	1,724	2	3,200	0.5388	EB Thru	1,708	2	3,200	0.5338	EB Thru	1,821	2	3,200	0.5691	EB Thru	1,841	2	3,200	0.5753
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	0	0	0	0.0000	WB Left	0	0	0	0.0000	WB Left	0	0	0	0.0000	WB Left	0	0	0	0.0000
WB Thru	1,668	2	3,200	0.5213	WB Thru	1,839	2	3,200	0.5747	WB Thru	1,975	2	3,200	0.6172	WB Thru	1,982	2	3,200	0.6194
WB Right	15	1	1,600	0.0094	WB Right	15	1	1,600	0.0094	WB Right	16	1	1,600	0.0100	WB Right	16	1	1,600	0.0100
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.7232	ICU				0.7766	ICU				0.8228	ICU				0.8250
LOS				C	LOS				C	LOS				D	LOS				D

Notes:
Key conflicting movements as a part of ICU indicated in **bold**.
Capacity expressed in vehicles per hour of green
Maximum capacity per lane is 1,600
Maximum Capacity for Dual Left-Turn Lanes is 2,880

V/C Ratio	LOS
≤.60	A
.61 to .7	B
.71 to .8	C
.81 to .9	D
.91 to 1.0	E
>1.0	F

INTERSECTION: Abbeywood Ave / Beverly Blvd

EXISTING YEAR 2020 CONDITIONS					EXISTING YEAR 2020 WITH PROJECT CONDITIONS					OPENING YEAR 2022 WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH I-605 IMPROVEMENTS CONDITIONS				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	0	0	0	0.0000	NB Left	0	0	0	0.0000	NB Left	0	0	0	0.0000	NB Left	0	0	0	0.0000
NB Thru	0	0	0	0.0000	NB Thru	0	0	0	0.0000	NB Thru	0	0	0	0.0000	NB Thru	0	0	0	0.0000
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	9	1	1,600	0.0056	SB Left	9	1	1,600	0.0056	SB Left	9	1	1,600	0.0056	SB Left	9	1	1,600	0.0056
SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000
SB Right	22	1	1,600	0.0138	SB Right	22	1	1,600	0.0138	SB Right	22	1	1,600	0.0138	SB Right	22	1	1,600	0.0138
EB Left	45	1	1,600	0.0281	EB Left	45	1	1,600	0.0281	EB Left	45	1	1,600	0.0281	EB Left	45	1	1,600	0.0281
EB Thru	1,877	2	3,200	0.5866	EB Thru	1,898	2	3,200	0.5931	EB Thru	1,892	2	3,200	0.5913	EB Thru	1,892	2	3,200	0.5913
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	0	0	0	0.0000	WB Left	0	0	0	0.0000	WB Left	0	0	0	0.0000	WB Left	0	0	0	0.0000
WB Thru	1,159	2	3,200	0.3622	WB Thru	1,181	2	3,200	0.3691	WB Thru	1,168	2	3,200	0.3650	WB Thru	1,278	2	3,200	0.3994
WB Right	18	1	1,600	0.0113	WB Right	18	1	1,600	0.0113	WB Right	18	1	1,600	0.0113	WB Right	18	1	1,600	0.0113
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.7422	ICU				0.7487	ICU				0.7469	ICU				0.7469
LOS				C	LOS				C	LOS				C	LOS				C

OPENING YEAR 2022 WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITIONS					FORECAST CUMULATIVE WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	0	0	0	0.0000	NB Left	0	0	0	0.0000	NB Left	0	0	0	0.0000	NB Left	0	0	0	0.0000
NB Thru	0	0	0	0.0000	NB Thru	0	0	0	0.0000	NB Thru	0	0	0	0.0000	NB Thru	0	0	0	0.0000
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	9	1	1,600	0.0056	SB Left	9	1	1,600	0.0056	SB Left	9	1	1,600	0.0056	SB Left	9	1	1,600	0.0056
SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000
SB Right	22	1	1,600	0.0138	SB Right	22	1	1,600	0.0138	SB Right	22	1	1,600	0.0138	SB Right	22	1	1,600	0.0138
EB Left	45	1	1,600	0.0281	EB Left	45	1	1,600	0.0281	EB Left	45	1	1,600	0.0281	EB Left	45	1	1,600	0.0281
EB Thru	1,913	2	3,200	0.5978	EB Thru	1,903	2	3,200	0.5947	EB Thru	1,939	2	3,200	0.6059	EB Thru	1,950	2	3,200	0.6094
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	0	0	0	0.0000	WB Left	0	0	0	0.0000	WB Left	0	0	0	0.0000	WB Left	0	0	0	0.0000
WB Thru	1,190	2	3,200	0.3719	WB Thru	1,300	2	3,200	0.4063	WB Thru	1,200	2	3,200	0.3750	WB Thru	1,314	2	3,200	0.4106
WB Right	18	1	1,600	0.0113	WB Right	18	1	1,600	0.0113	WB Right	18	1	1,600	0.0113	WB Right	18	1	1,600	0.0113
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.7534	ICU				0.7503	ICU				0.7615	ICU				0.7650
LOS				C	LOS				C	LOS				C	LOS				C

FORECAST CUMULATIVE WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	0	0	0	0.0000	NB Left	0	0	0	0.0000	NB Left	0	0	0	0.0000	NB Left	0	0	0	0.0000
NB Thru	0	0	0	0.0000	NB Thru	0	0	0	0.0000	NB Thru	0	0	0	0.0000	NB Thru	0	0	0	0.0000
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	9	1	1,600	0.0056	SB Left	9	1	1,600	0.0056	SB Left	10	1	1,600	0.0063	SB Left	10	1	1,600	0.0063
SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000
SB Right	22	1	1,600	0.0138	SB Right	22	1	1,600	0.0138	SB Right	24	1	1,600	0.0150	SB Right	24	1	1,600	0.0150
EB Left	45	1	1,600	0.0281	EB Left	45	1	1,600	0.0281	EB Left	49	1	1,600	0.0306	EB Left	49	1	1,600	0.0306
EB Thru	1,960	2	3,200	0.6125	EB Thru	1,961	2	3,200	0.6128	EB Thru	2,101	2	3,200	0.6566	EB Thru	2,112	2	3,200	0.6600
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	0	0	0	0.0000	WB Left	0	0	0	0.0000	WB Left	0	0	0	0.0000	WB Left	0	0	0	0.0000
WB Thru	1,222	2	3,200	0.3819	WB Thru	1,336	2	3,200	0.4175	WB Thru	1,417	2	3,200	0.4428	WB Thru	1,439	2	3,200	0.4497
WB Right	18	1	1,600	0.0113	WB Right	18	1	1,600	0.0113	WB Right	19	1	1,600	0.0119	WB Right	19	1	1,600	0.0119
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.7681	ICU				0.7684	ICU				0.8129	ICU				0.8163
LOS				C	LOS				C	LOS				D	LOS				D

Notes:
Key conflicting movements as a part of ICU indicated in **bold**.
Capacity expressed in vehicles per hour of green
Maximum capacity per lane is 1,600
Maximum Capacity for Dual Left-Turn Lanes is 2,880

V/C Ratio	LOS
≤.60	A
.61 to .7	B
.71 to .8	C
.81 to .9	D
.91 to 1.0	E
>1.0	F

INTERSECTION: San Gabriel River Pkwy / Beverly Blvd

EXISTING YEAR 2020 CONDITIONS					EXISTING YEAR 2020 WITH PROJECT CONDITIONS					OPENING YEAR 2022 WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH I-605 IMPROVEMENTS CONDITIONS				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	9	1	1,600	0.0056	NB Left	9	1	1,600	0.0056	NB Left	9	1	1,600	0.0056	NB Left	9	1	1,600	0.0056
NB Thru	97	1	1,600	0.0606	NB Thru	97	1	1,600	0.0606	NB Thru	98	1	1,600	0.0613	NB Thru	98	1	1,600	0.0613
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	473	2	2,880	0.1642	SB Left	491	2	2,880	0.1705	SB Left	477	2	2,880	0.1656	SB Left	477	2	2,880	0.1656
SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000
SB Right	260	1	1,600	0.1625	SB Right	260	1	1,600	0.1625	SB Right	262	1	1,600	0.1638	SB Right	192	1	1,600	0.1200
EB Left	101	1	1,600	0.0631	EB Left	101	1	1,600	0.0631	EB Left	102	1	1,600	0.0638	EB Left	102	1	1,600	0.0638
EB Thru	1,278	2	3,200	0.3994	EB Thru	1,298	2	3,200	0.4056	EB Thru	1,288	2	3,200	0.4025	EB Thru	1,288	2	3,200	0.4025
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	68	1	1,600	0.0425	WB Left	68	1	1,600	0.0425	WB Left	69	1	1,600	0.0431	WB Left	69	1	1,600	0.0431
WB Thru	1,556	3	4,800	0.3242	WB Thru	1,563	3	4,800	0.3256	WB Thru	1,569	3	4,800	0.3269	WB Thru	1,729	3	4,800	0.3602
WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.8167	ICU				0.8292	ICU				0.8225	ICU				0.8225
LOS				D	LOS				D	LOS				D	LOS				D

OPENING YEAR 2022 WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITIONS					FORECAST CUMULATIVE WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	9	1	1,600	0.0056	NB Left	9	1	1,600	0.0056	NB Left	9	1	1,600	0.0056	NB Left	9	1	1,600	0.0056
NB Thru	98	1	1,600	0.0613	NB Thru	98	1	1,600	0.0613	NB Thru	98	1	1,600	0.0613	NB Thru	98	1	1,600	0.0613
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	495	2	2,880	0.1719	SB Left	477	2	2,880	0.1656	SB Left	481	2	2,880	0.1670	SB Left	482	2	2,880	0.1674
SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000
SB Right	262	1	1,600	0.1638	SB Right	192	1	1,600	0.1200	SB Right	266	1	1,600	0.1663	SB Right	196	1	1,600	0.1225
EB Left	102	1	1,600	0.0638	EB Left	102	1	1,600	0.0638	EB Left	128	1	1,600	0.0800	EB Left	128	1	1,600	0.0800
EB Thru	1,308	2	3,200	0.4088	EB Thru	1,308	2	3,200	0.4088	EB Thru	1,318	2	3,200	0.4119	EB Thru	1,319	2	3,200	0.4122
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	69	1	1,600	0.0431	WB Left	69	1	1,600	0.0431	WB Left	69	1	1,600	0.0431	WB Left	69	1	1,600	0.0431
WB Thru	1,576	3	4,800	0.3283	WB Thru	1,736	3	4,800	0.3617	WB Thru	1,617	3	4,800	0.3369	WB Thru	1,788	3	4,800	0.3725
WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.8351	ICU				0.8288	ICU				0.8333	ICU				0.8340
LOS				D	LOS				D	LOS				D	LOS				D

FORECAST CUMULATIVE WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	9	1	1,600	0.0056	NB Left	9	1	1,600	0.0056	NB Left	10	1	1,600	0.0063	NB Left	10	1	1,600	0.0063
NB Thru	98	1	1,600	0.0613	NB Thru	98	1	1,600	0.0613	NB Thru	106	1	1,600	0.0663	NB Thru	106	1	1,600	0.0663
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	499	2	2,880	0.1733	SB Left	482	2	2,880	0.1674	SB Left	521	2	2,880	0.1809	SB Left	521	2	2,880	0.1809
SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000
SB Right	266	1	1,600	0.1663	SB Right	196	1	1,600	0.1225	SB Right	211	1	1,600	0.1319	SB Right	211	1	1,600	0.1319
EB Left	128	1	1,600	0.0800	EB Left	128	1	1,600	0.0800	EB Left	136	1	1,600	0.0850	EB Left	136	1	1,600	0.0850
EB Thru	1,338	2	3,200	0.4181	EB Thru	1,339	2	3,200	0.4184	EB Thru	1,422	2	3,200	0.4444	EB Thru	1,442	2	3,200	0.4506
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	69	1	1,600	0.0431	WB Left	69	1	1,600	0.0431	WB Left	75	1	1,600	0.0469	WB Left	75	1	1,600	0.0469
WB Thru	1,624	3	4,800	0.3383	WB Thru	1,795	3	4,800	0.3740	WB Thru	1,926	3	4,800	0.4013	WB Thru	1,933	3	4,800	0.4027
WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.8458	ICU				0.8402	ICU				0.8885	ICU				0.8947
LOS				D	LOS				D	LOS				D	LOS				D

Notes:

Key conflicting movements as a part of ICU indicated in bold.
Capacity expressed in vehicles per hour of green
Maximum capacity per lane is 1,600
Maximum Capacity for Dual Left-Turn Lanes is 2,880

V/C Ratio	LOS
≤.60	A
.61 to .7	B
.71 to .8	C
.81 to .9	D
.91 to 1.0	E
>1.0	F

INTERSECTION: San Gabriel River Pkwy / Beverly Blvd

EXISTING YEAR 2020 CONDITIONS					EXISTING YEAR 2020 WITH PROJECT CONDITIONS					OPENING YEAR 2022 WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH I-605 IMPROVEMENTS CONDITIONS				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	6	1	1,600	0.0038	NB Left	6	1	1,600	0.0038	NB Left	6	1	1,600	0.0038	NB Left	6	1	1,600	0.0038
NB Thru	221	1	1,600	0.1381	NB Thru	221	1	1,600	0.1381	NB Thru	223	1	1,600	0.1394	NB Thru	223	1	1,600	0.1394
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	316	2	2,880	0.1097	SB Left	326	2	2,880	0.1132	SB Left	319	2	2,880	0.1108	SB Left	319	2	2,880	0.1108
SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000
SB Right	254	1	1,600	0.1588	SB Right	254	1	1,600	0.1588	SB Right	256	1	1,600	0.1600	SB Right	181	1	1,600	0.1131
EB Left	96	1	1,600	0.0600	EB Left	96	1	1,600	0.0600	EB Left	97	1	1,600	0.0606	EB Left	97	1	1,600	0.0606
EB Thru	1,579	2	3,200	0.4934	EB Thru	1,590	2	3,200	0.4969	EB Thru	1,592	2	3,200	0.4975	EB Thru	1,592	2	3,200	0.4975
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	62	1	1,600	0.0388	WB Left	62	1	1,600	0.0388	WB Left	62	1	1,600	0.0388	WB Left	62	1	1,600	0.0388
WB Thru	1,119	3	4,800	0.2331	WB Thru	1,141	3	4,800	0.2377	WB Thru	1,128	3	4,800	0.2350	WB Thru	1,238	3	4,800	0.2579
WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.9300	ICU				0.9370	ICU				0.9365	ICU				0.9365
LOS				E	LOS				E	LOS				E	LOS				E

OPENING YEAR 2022 WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITIONS					FORECAST CUMULATIVE WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	6	1	1,600	0.0038	NB Left	6	1	1,600	0.0038	NB Left	6	1	1,600	0.0038	NB Left	6	1	1,600	0.0038
NB Thru	223	1	1,600	0.1394	NB Thru	223	1	1,600	0.1394	NB Thru	223	1	1,600	0.1394	NB Thru	223	1	1,600	0.1394
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	329	2	2,880	0.1142	SB Left	319	2	2,880	0.1108	SB Left	340	2	2,880	0.1181	SB Left	351	2	2,880	0.1219
SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000
SB Right	256	1	1,600	0.1600	SB Right	181	1	1,600	0.1131	SB Right	283	1	1,600	0.1769	SB Right	206	1	1,600	0.1288
EB Left	97	1	1,600	0.0606	EB Left	97	1	1,600	0.0606	EB Left	102	1	1,600	0.0638	EB Left	102	1	1,600	0.0638
EB Thru	1,603	2	3,200	0.5009	EB Thru	1,603	2	3,200	0.5009	EB Thru	1,618	2	3,200	0.5056	EB Thru	1,618	2	3,200	0.5056
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	62	1	1,600	0.0388	WB Left	62	1	1,600	0.0388	WB Left	62	1	1,600	0.0388	WB Left	62	1	1,600	0.0388
WB Thru	1,150	3	4,800	0.2396	WB Thru	1,260	3	4,800	0.2625	WB Thru	1,160	3	4,800	0.2417	WB Thru	1,274	3	4,800	0.2654
WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.9433	ICU				0.9399	ICU				0.9519	ICU				0.9557
LOS				E	LOS				E	LOS				E	LOS				E

FORECAST CUMULATIVE WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	6	1	1,600	0.0038	NB Left	6	1	1,600	0.0038	NB Left	6	1	1,600	0.0038	NB Left	6	1	1,600	0.0038
NB Thru	223	1	1,600	0.1394	NB Thru	223	1	1,600	0.1394	NB Thru	241	1	1,600	0.1506	NB Thru	241	1	1,600	0.1506
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	350	2	2,880	0.1215	SB Left	351	2	2,880	0.1219	SB Left	376	2	2,880	0.1306	SB Left	376	2	2,880	0.1306
SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000	SB Thru	0	0	0	0.0000
SB Right	283	1	1,600	0.1769	SB Right	206	1	1,600	0.1288	SB Right	220	1	1,600	0.1375	SB Right	220	1	1,600	0.1375
EB Left	102	1	1,600	0.0638	EB Left	102	1	1,600	0.0638	EB Left	110	1	1,600	0.0688	EB Left	110	1	1,600	0.0688
EB Thru	1,629	2	3,200	0.5091	EB Thru	1,629	2	3,200	0.5091	EB Thru	1,745	2	3,200	0.5453	EB Thru	1,756	2	3,200	0.5488
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	62	1	1,600	0.0388	WB Left	62	1	1,600	0.0388	WB Left	67	1	1,600	0.0419	WB Left	67	1	1,600	0.0419
WB Thru	1,182	3	4,800	0.2463	WB Thru	1,296	3	4,800	0.2700	WB Thru	1,374	3	4,800	0.2863	WB Thru	1,396	3	4,800	0.2908
WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.9588	ICU				0.9592	ICU				1.0184	ICU				1.0219
LOS				E	LOS				E	LOS				F	LOS				F

Notes:
Key conflicting movements as a part of ICU indicated in **bold**.
Capacity expressed in vehicles per hour of green
Maximum capacity per lane is 1,600
Maximum Capacity for Dual Left-Turn Lanes is 2,880

V/C Ratio	LOS
≤.60	A
.61 to .7	B
.71 to .8	C
.81 to .9	D
.91 to 1.0	E
>1.0	F

INTERSECTION: Durfee Ave / Beverly Blvd

EXISTING YEAR 2020 CONDITIONS					EXISTING YEAR 2020 WITH PROJECT CONDITIONS					OPENING YEAR 2022 WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH I-605 IMPROVEMENTS CONDITIONS				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	2	1	1,600	0.0013	NB Left	2	1	1,600	0.0013	NB Left	2	1	1,600	0.0013	NB Left	2	1	1,600	0.0013
NB Thru	67	1	1,600	0.0419	NB Thru	67	1	1,600	0.0419	NB Thru	67	1	1,600	0.0419	NB Thru	67	1	1,600	0.0419
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	99	1	1,600	0.0619	SB Left	99	1	1,600	0.0619	SB Left	100	1	1,600	0.0625	SB Left	100	1	1,600	0.0625
SB Thru	87	1	1,600	0.0544	SB Thru	87	1	1,600	0.0544	SB Thru	87	1	1,600	0.0544	SB Thru	87	1	1,600	0.0544
SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000
EB Left	18	1	1,600	0.0113	EB Left	18	1	1,600	0.0113	EB Left	18	1	1,600	0.0113	EB Left	18	1	1,600	0.0113
EB Thru	1,197	3	4,800	0.2494	EB Thru	1,217	3	4,800	0.2535	EB Thru	1,206	3	4,800	0.2513	EB Thru	1,206	3	4,800	0.2513
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	52	1	1,600	0.0325	WB Left	52	1	1,600	0.0325	WB Left	52	1	1,600	0.0325	WB Left	67	1	1,600	0.0419
WB Thru	1,591	3	4,800	0.3315	WB Thru	1,598	3	4,800	0.3329	WB Thru	1,604	3	4,800	0.3342	WB Thru	1,679	3	4,800	0.3498
WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.5966	ICU				0.5980	ICU				0.5999	ICU				0.6155
LOS				A	LOS				A	LOS				A	LOS				B

OPENING YEAR 2022 WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITIONS					FORECAST CUMULATIVE WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	2	1	1,600	0.0013	NB Left	2	1	1,600	0.0013	NB Left	2	1	1,600	0.0013	NB Left	2	1	1,600	0.0013
NB Thru	67	1	1,600	0.0419	NB Thru	67	1	1,600	0.0419	NB Thru	69	1	1,600	0.0431	NB Thru	69	1	1,600	0.0431
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	100	1	1,600	0.0625	SB Left	100	1	1,600	0.0625	SB Left	102	1	1,600	0.0638	SB Left	102	1	1,600	0.0638
SB Thru	87	1	1,600	0.0544	SB Thru	87	1	1,600	0.0544	SB Thru	87	1	1,600	0.0544	SB Thru	87	1	1,600	0.0544
SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000
EB Left	18	1	1,600	0.0113	EB Left	18	1	1,600	0.0113	EB Left	18	1	1,600	0.0113	EB Left	18	1	1,600	0.0113
EB Thru	1,206	3	4,800	0.2513	EB Thru	1,226	3	4,800	0.2554	EB Thru	1,258	3	4,800	0.2621	EB Thru	1,259	3	4,800	0.2623
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	52	1	1,600	0.0325	WB Left	67	1	1,600	0.0419	WB Left	55	1	1,600	0.0344	WB Left	70	1	1,600	0.0438
WB Thru	1,611	3	4,800	0.3356	WB Thru	1,686	3	4,800	0.3513	WB Thru	1,631	3	4,800	0.3398	WB Thru	1,706	3	4,800	0.3554
WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.6013	ICU				0.6170	ICU				0.6080	ICU				0.6236
LOS				B	LOS				B	LOS				B	LOS				B

FORECAST CUMULATIVE WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	2	1	1,600	0.0013	NB Left	2	1	1,600	0.0013	NB Left	2	1	1,600	0.0013	NB Left	2	1	1,600	0.0013
NB Thru	69	1	1,600	0.0431	NB Thru	69	1	1,600	0.0431	NB Thru	74	1	1,600	0.0463	NB Thru	74	1	1,600	0.0463
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	102	1	1,600	0.0638	SB Left	102	1	1,600	0.0638	SB Left	110	1	1,600	0.0688	SB Left	110	1	1,600	0.0688
SB Thru	87	1	1,600	0.0544	SB Thru	87	1	1,600	0.0544	SB Thru	94	1	1,600	0.0588	SB Thru	94	1	1,600	0.0588
SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000
EB Left	18	1	1,600	0.0113	EB Left	18	1	1,600	0.0113	EB Left	19	1	1,600	0.0119	EB Left	19	1	1,600	0.0119
EB Thru	1,278	3	4,800	0.2663	EB Thru	1,279	3	4,800	0.2665	EB Thru	1,356	3	4,800	0.2825	EB Thru	1,376	3	4,800	0.2867
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	55	1	1,600	0.0344	WB Left	70	1	1,600	0.0438	WB Left	75	1	1,600	0.0469	WB Left	75	1	1,600	0.0469
WB Thru	1,638	3	4,800	0.3413	WB Thru	1,713	3	4,800	0.3569	WB Thru	1,841	3	4,800	0.3835	WB Thru	1,848	3	4,800	0.3850
WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.6095	ICU				0.6251	ICU				0.6605	ICU				0.6620
LOS				B	LOS				B	LOS				B	LOS				B

Notes:
Key conflicting movements as a part of ICU indicated in **bold**.
Capacity expressed in vehicles per hour of green
Maximum capacity per lane is 1,600
Maximum Capacity for Dual Left-Turn Lanes is 2,880

V/C Ratio	LOS
≤.60	A
.61 to .7	B
.71 to .8	C
.81 to .9	D
.91 to 1.0	E
>1.0	F

INTERSECTION: Durfee Ave / Beverly Blvd

EXISTING YEAR 2020 CONDITIONS					EXISTING YEAR 2020 WITH PROJECT CONDITIONS					OPENING YEAR 2022 WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH I-605 IMPROVEMENTS CONDITIONS				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	25	1	1,600	0.0156	NB Left	25	1	1,600	0.0156	NB Left	25	1	1,600	0.0156	NB Left	25	1	1,600	0.0156
NB Thru	76	1	1,600	0.0475	NB Thru	76	1	1,600	0.0475	NB Thru	76	1	1,600	0.0475	NB Thru	76	1	1,600	0.0475
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	65	1	1,600	0.0406	SB Left	65	1	1,600	0.0406	SB Left	66	1	1,600	0.0413	SB Left	66	1	1,600	0.0413
SB Thru	90	1	1,600	0.0563	SB Thru	90	1	1,600	0.0563	SB Thru	90	1	1,600	0.0563	SB Thru	90	1	1,600	0.0563
SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000
EB Left	49	1	1,600	0.0306	EB Left	49	1	1,600	0.0306	EB Left	49	1	1,600	0.0306	EB Left	49	1	1,600	0.0306
EB Thru	1,580	3	4,800	0.3292	EB Thru	1,591	3	4,800	0.3315	EB Thru	1,592	3	4,800	0.3317	EB Thru	1,592	3	4,800	0.3317
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	58	1	1,600	0.0363	WB Left	58	1	1,600	0.0363	WB Left	58	1	1,600	0.0363	WB Left	68	1	1,600	0.0425
WB Thru	1,093	3	4,800	0.2277	WB Thru	1,115	3	4,800	0.2323	WB Thru	1,101	3	4,800	0.2294	WB Thru	1,126	3	4,800	0.2346
WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.6036	ICU				0.6059	ICU				0.6068	ICU				0.6130
LOS				B	LOS				B	LOS				B	LOS				B

OPENING YEAR 2022 WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITIONS					FORECAST CUMULATIVE WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	25	1	1,600	0.0156	NB Left	25	1	1,600	0.0156	NB Left	25	1	1,600	0.0156	NB Left	25	1	1,600	0.0156
NB Thru	76	1	1,600	0.0475	NB Thru	76	1	1,600	0.0475	NB Thru	80	1	1,600	0.0500	NB Thru	80	1	1,600	0.0500
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	66	1	1,600	0.0413	SB Left	66	1	1,600	0.0413	SB Left	67	1	1,600	0.0419	SB Left	67	1	1,600	0.0419
SB Thru	90	1	1,600	0.0563	SB Thru	90	1	1,600	0.0563	SB Thru	90	1	1,600	0.0563	SB Thru	90	1	1,600	0.0563
SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000
EB Left	49	1	1,600	0.0306	EB Left	49	1	1,600	0.0306	EB Left	49	1	1,600	0.0306	EB Left	49	1	1,600	0.0306
EB Thru	1,603	3	4,800	0.3340	EB Thru	1,603	3	4,800	0.3340	EB Thru	1,618	3	4,800	0.3371	EB Thru	1,618	3	4,800	0.3371
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	58	1	1,600	0.0363	WB Left	68	1	1,600	0.0425	WB Left	62	1	1,600	0.0388	WB Left	72	1	1,600	0.0450
WB Thru	1,123	3	4,800	0.2340	WB Thru	1,148	3	4,800	0.2392	WB Thru	1,152	3	4,800	0.2400	WB Thru	1,177	3	4,800	0.2452
WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.6091	ICU				0.6153	ICU				0.6178	ICU				0.6240
LOS				B	LOS				B	LOS				B	LOS				B

FORECAST CUMULATIVE WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	25	1	1,600	0.0156	NB Left	25	1	1,600	0.0156	NB Left	27	1	1,600	0.0169	NB Left	27	1	1,600	0.0169
NB Thru	80	1	1,600	0.0500	NB Thru	80	1	1,600	0.0500	NB Thru	86	1	1,600	0.0538	NB Thru	86	1	1,600	0.0538
NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000	NB Right	0	0	0	0.0000
SB Left	67	1	1,600	0.0419	SB Left	67	1	1,600	0.0419	SB Left	72	1	1,600	0.0450	SB Left	72	1	1,600	0.0450
SB Thru	90	1	1,600	0.0563	SB Thru	90	1	1,600	0.0563	SB Thru	97	1	1,600	0.0606	SB Thru	97	1	1,600	0.0606
SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000
EB Left	49	1	1,600	0.0306	EB Left	49	1	1,600	0.0306	EB Left	53	1	1,600	0.0331	EB Left	53	1	1,600	0.0331
EB Thru	1,629	3	4,800	0.3394	EB Thru	1,629	3	4,800	0.3394	EB Thru	1,745	3	4,800	0.3635	EB Thru	1,756	3	4,800	0.3658
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	62	1	1,600	0.0388	WB Left	72	1	1,600	0.0450	WB Left	77	1	1,600	0.0481	WB Left	77	1	1,600	0.0481
WB Thru	1,174	3	4,800	0.2446	WB Thru	1,199	3	4,800	0.2498	WB Thru	1,267	3	4,800	0.2640	WB Thru	1,289	3	4,800	0.2685
WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000	WB Right	0	0	0	0.0000
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.6201	ICU				0.6263	ICU				0.6604	ICU				0.6627
LOS				B	LOS				B	LOS				B	LOS				B

Notes:
Key conflicting movements as a part of ICU indicated in **bold**.
Capacity expressed in vehicles per hour of green
Maximum capacity per lane is 1,600
Maximum Capacity for Dual Left-Turn Lanes is 2,880

V/C Ratio	LOS
≤.60	A
.61 to .7	B
.71 to .8	C
.81 to .9	D
.91 to 1.0	E
>1.0	F

INTERSECTION: Rosemead Blvd / Beverly Blvd

EXISTING YEAR 2020 CONDITIONS					EXISTING YEAR 2020 WITH PROJECT CONDITIONS					OPENING YEAR 2022 WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH I-605 IMPROVEMENTS CONDITIONS				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	136	1	1,600	0.0850	NB Left	136	1	1,600	0.0850	NB Left	137	1	1,600	0.0856	NB Left	137	1	1,600	0.0856
NB Thru	863	2	3,200	0.2697	NB Thru	863	2	3,200	0.2697	NB Thru	870	2	3,200	0.2719	NB Thru	870	2	3,200	0.2719
NB Right	144	1	1,600	0.0900	NB Right	147	1	1,600	0.0919	NB Right	145	1	1,600	0.0906	NB Right	145	1	1,600	0.0906
SB Left	326	2	2,880	0.1132	SB Left	329	2	2,880	0.1142	SB Left	329	2	2,880	0.1142	SB Left	329	2	2,880	0.1142
SB Thru	818	2	3,200	0.2556	SB Thru	818	2	3,200	0.2556	SB Thru	825	2	3,200	0.2578	SB Thru	825	2	3,200	0.2578
SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000
EB Left	131	1	1,600	0.0819	EB Left	131	1	1,600	0.0819	EB Left	132	1	1,600	0.0825	EB Left	132	1	1,600	0.0825
EB Thru	834	3	4,800	0.1738	EB Thru	848	3	4,800	0.1767	EB Thru	841	3	4,800	0.1752	EB Thru	841	3	4,800	0.1752
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	168	1	1,600	0.1050	WB Left	169	1	1,600	0.1056	WB Left	169	1	1,600	0.1056	WB Left	204	1	1,600	0.1275
WB Thru	1,024	2	3,200	0.3200	WB Thru	1,029	2	3,200	0.3216	WB Thru	1,032	2	3,200	0.3225	WB Thru	1,072	2	3,200	0.3350
WB Right	376	1	1,600	0.2350	WB Right	377	1	1,600	0.2356	WB Right	379	1	1,600	0.2369	WB Right	379	1	1,600	0.2369
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.9348	ICU				0.9374	ICU				0.9411	ICU				0.9536
LOS				E	LOS				E	LOS				E	LOS				E

OPENING YEAR 2022 WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITIONS					FORECAST CUMULATIVE WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	137	1	1,600	0.0856	NB Left	137	1	1,600	0.0856	NB Left	151	1	1,600	0.0944	NB Left	151	1	1,600	0.0944
NB Thru	870	2	3,200	0.2719	NB Thru	870	2	3,200	0.2719	NB Thru	891	2	3,200	0.2784	NB Thru	891	2	3,200	0.2784
NB Right	148	1	1,600	0.0925	NB Right	148	1	1,600	0.0925	NB Right	170	1	1,600	0.1063	NB Right	170	1	1,600	0.1063
SB Left	332	2	2,880	0.1153	SB Left	332	2	2,880	0.1153	SB Left	338	2	2,880	0.1174	SB Left	338	2	2,880	0.1174
SB Thru	825	2	3,200	0.2578	SB Thru	825	2	3,200	0.2578	SB Thru	846	2	3,200	0.2644	SB Thru	846	2	3,200	0.2644
SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000
EB Left	132	1	1,600	0.0825	EB Left	132	1	1,600	0.0825	EB Left	136	1	1,600	0.0850	EB Left	136	1	1,600	0.0850
EB Thru	855	3	4,800	0.1781	EB Thru	855	3	4,800	0.1781	EB Thru	873	3	4,800	0.1819	EB Thru	874	3	4,800	0.1821
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	170	1	1,600	0.1063	WB Left	205	1	1,600	0.1281	WB Left	187	1	1,600	0.1169	WB Left	223	1	1,600	0.1394
WB Thru	1,037	2	3,200	0.3241	WB Thru	1,077	2	3,200	0.3366	WB Thru	1,039	2	3,200	0.3247	WB Thru	1,079	2	3,200	0.3372
WB Right	380	1	1,600	0.2375	WB Right	380	1	1,600	0.2375	WB Right	381	1	1,600	0.2381	WB Right	381	1	1,600	0.2381
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.9438	ICU				0.9563	ICU				0.9555	ICU				0.9680
LOS				E	LOS				E	LOS				E	LOS				E

FORECAST CUMULATIVE WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	151	1	1,600	0.0944	NB Left	151	1	1,600	0.0944	NB Left	162	1	1,600	0.1013	NB Left	162	1	1,600	0.1013
NB Thru	891	2	3,200	0.2784	NB Thru	891	2	3,200	0.2784	NB Thru	961	2	3,200	0.3003	NB Thru	961	2	3,200	0.3003
NB Right	173	1	1,600	0.1081	NB Right	173	1	1,600	0.1081	NB Right	182	1	1,600	0.1138	NB Right	185	1	1,600	0.1156
SB Left	341	2	2,880	0.1184	SB Left	341	2	2,880	0.1184	SB Left	364	2	2,880	0.1264	SB Left	367	2	2,880	0.1274
SB Thru	846	2	3,200	0.2644	SB Thru	846	2	3,200	0.2644	SB Thru	912	2	3,200	0.2850	SB Thru	912	2	3,200	0.2850
SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000
EB Left	136	1	1,600	0.0850	EB Left	136	1	1,600	0.0850	EB Left	147	1	1,600	0.0919	EB Left	147	1	1,600	0.0919
EB Thru	887	3	4,800	0.1848	EB Thru	888	3	4,800	0.1850	EB Thru	941	3	4,800	0.1960	EB Thru	955	3	4,800	0.1990
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	188	1	1,600	0.1175	WB Left	224	1	1,600	0.1400	WB Left	239	1	1,600	0.1494	WB Left	240	1	1,600	0.1500
WB Thru	1,044	2	3,200	0.3263	WB Thru	1,084	2	3,200	0.3388	WB Thru	1,165	2	3,200	0.3641	WB Thru	1,170	2	3,200	0.3656
WB Right	382	1	1,600	0.2388	WB Right	382	1	1,600	0.2388	WB Right	411	1	1,600	0.2569	WB Right	412	1	1,600	0.2575
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.9581	ICU				0.9706	ICU				1.0327	ICU				1.0352
LOS				E	LOS				E	LOS				F	LOS				F

Notes:
Key conflicting movements as a part of ICU indicated in **bold**.
Capacity expressed in vehicles per hour of green
Maximum capacity per lane is 1,600
Maximum Capacity for Dual Left-Turn Lanes is 2,880

V/C Ratio	LOS
≤.60	A
.61 to .7	B
.71 to .8	C
.81 to .9	D
.91 to 1.0	E
>1.0	F

INTERSECTION: Rosemead Blvd / Beverly Blvd

EXISTING YEAR 2020 CONDITIONS					EXISTING YEAR 2020 WITH PROJECT CONDITIONS					OPENING YEAR 2022 WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH I-605 IMPROVEMENTS CONDITIONS				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	145	1	1,600	0.0906	NB Left	145	1	1,600	0.0906	NB Left	146	1	1,600	0.0913	NB Left	146	1	1,600	0.0913
NB Thru	797	2	3,200	0.2491	NB Thru	797	2	3,200	0.2491	NB Thru	803	2	3,200	0.2509	NB Thru	803	2	3,200	0.2509
NB Right	221	1	1,600	0.1381	NB Right	222	1	1,600	0.1388	NB Right	223	1	1,600	0.1394	NB Right	223	1	1,600	0.1394
SB Left	414	2	2,880	0.1438	SB Left	416	2	2,880	0.1444	SB Left	417	2	2,880	0.1448	SB Left	417	2	2,880	0.1448
SB Thru	973	2	3,200	0.3041	SB Thru	973	2	3,200	0.3041	SB Thru	981	2	3,200	0.3066	SB Thru	981	2	3,200	0.3066
SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000
EB Left	153	1	1,600	0.0956	EB Left	153	1	1,600	0.0956	EB Left	154	1	1,600	0.0963	EB Left	154	1	1,600	0.0963
EB Thru	1,215	3	4,800	0.2531	EB Thru	1,223	3	4,800	0.2548	EB Thru	1,224	3	4,800	0.2550	EB Thru	1,224	3	4,800	0.2550
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	217	1	1,600	0.1356	WB Left	220	1	1,600	0.1375	WB Left	219	1	1,600	0.1369	WB Left	234	1	1,600	0.1463
WB Thru	692	2	3,200	0.2163	WB Thru	708	2	3,200	0.2213	WB Thru	698	2	3,200	0.2181	WB Thru	708	2	3,200	0.2213
WB Right	243	1	1,600	0.1519	WB Right	246	1	1,600	0.1538	WB Right	245	1	1,600	0.1531	WB Right	245	1	1,600	0.1531
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.9316	ICU				0.9358	ICU				0.9398	ICU				0.9492
LOS				E	LOS				E	LOS				E	LOS				E

OPENING YEAR 2022 WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITIONS					OPENING YEAR 2022 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITIONS					FORECAST CUMULATIVE WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	146	1	1,600	0.0913	NB Left	146	1	1,600	0.0913	NB Left	158	1	1,600	0.0988	NB Left	158	1	1,600	0.0988
NB Thru	803	2	3,200	0.2509	NB Thru	803	2	3,200	0.2509	NB Thru	825	2	3,200	0.2578	NB Thru	825	2	3,200	0.2578
NB Right	224	1	1,600	0.1400	NB Right	224	1	1,600	0.1400	NB Right	239	1	1,600	0.1494	NB Right	239	1	1,600	0.1494
SB Left	419	2	2,880	0.1455	SB Left	419	2	2,880	0.1455	SB Left	419	2	2,880	0.1455	SB Left	419	2	2,880	0.1455
SB Thru	981	2	3,200	0.3066	SB Thru	981	2	3,200	0.3066	SB Thru	999	2	3,200	0.3122	SB Thru	999	2	3,200	0.3122
SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000
EB Left	154	1	1,600	0.0963	EB Left	154	1	1,600	0.0963	EB Left	157	1	1,600	0.0981	EB Left	157	1	1,600	0.0981
EB Thru	1,232	3	4,800	0.2567	EB Thru	1,232	3	4,800	0.2567	EB Thru	1,244	3	4,800	0.2592	EB Thru	1,244	3	4,800	0.2592
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	222	1	1,600	0.1388	WB Left	237	1	1,600	0.1481	WB Left	242	1	1,600	0.1513	WB Left	257	1	1,600	0.1606
WB Thru	714	2	3,200	0.2231	WB Thru	724	2	3,200	0.2263	WB Thru	715	2	3,200	0.2234	WB Thru	725	2	3,200	0.2266
WB Right	248	1	1,600	0.1550	WB Right	248	1	1,600	0.1550	WB Right	254	1	1,600	0.1588	WB Right	254	1	1,600	0.1588
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.9434	ICU				0.9527	ICU				0.9715	ICU				0.9808
LOS				E	LOS				E	LOS				E	LOS				E

FORECAST CUMULATIVE WITH PROJECT WITHOUT I-605 IMPROVEMENTS CONDITION					FORECAST CUMULATIVE WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH I-605 IMPROVEMENTS CONDITION					BUILD-OUT YEAR 2042 WITH PROJECT WITH I-605 IMPROVEMENTS CONDITION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio	Movement	Volume	Lanes	Capacity	V/C Ratio
NB Left	158	1	1,600	0.0988	NB Left	158	1	1,600	0.0988	NB Left	170	1	1,600	0.1063	NB Left	170	1	1,600	0.1063
NB Thru	825	2	3,200	0.2578	NB Thru	825	2	3,200	0.2578	NB Thru	889	2	3,200	0.2778	NB Thru	889	2	3,200	0.2778
NB Right	240	1	1,600	0.1500	NB Right	240	1	1,600	0.1500	NB Right	257	1	1,600	0.1606	NB Right	258	1	1,600	0.1613
SB Left	421	2	2,880	0.1462	SB Left	421	2	2,880	0.1462	SB Left	452	2	2,880	0.1569	SB Left	454	2	2,880	0.1576
SB Thru	999	2	3,200	0.3122	SB Thru	999	2	3,200	0.3122	SB Thru	1,077	2	3,200	0.3366	SB Thru	1,077	2	3,200	0.3366
SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000	SB Right	0	0	0	0.0000
EB Left	157	1	1,600	0.0981	EB Left	157	1	1,600	0.0981	EB Left	169	1	1,600	0.1056	EB Left	169	1	1,600	0.1056
EB Thru	1,252	3	4,800	0.2608	EB Thru	1,252	3	4,800	0.2608	EB Thru	1,342	3	4,800	0.2796	EB Thru	1,350	3	4,800	0.2813
EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000	EB Right	0	0	0	0.0000
WB Left	245	1	1,600	0.1531	WB Left	260	1	1,600	0.1625	WB Left	276	1	1,600	0.1725	WB Left	279	1	1,600	0.1744
WB Thru	731	2	3,200	0.2284	WB Thru	741	2	3,200	0.2316	WB Thru	782	2	3,200	0.2444	WB Thru	798	2	3,200	0.2494
WB Right	257	1	1,600	0.1606	WB Right	257	1	1,600	0.1606	WB Right	274	1	1,600	0.1713	WB Right	277	1	1,600	0.1731
Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500	Yellow Clearance				0.1500
ICU				0.9749	ICU				0.9843	ICU				1.0450	ICU				1.0486
LOS				E	LOS				E	LOS				F	LOS				F

Notes:
Key conflicting movements as a part of ICU indicated in **bold**.
Capacity expressed in vehicles per hour of green
Maximum capacity per lane is 1,600
Maximum Capacity for Dual Left-Turn Lanes is 2,880

V/C Ratio	LOS
≤.60	A
.61 to .7	B
.71 to .8	C
.81 to .9	D
.91 to 1.0	E
>1.0	F

Appendix G: Existing Year (2020) Conditions Synchro Analysis Worksheets

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Existing 2020 WO Proj WO I-605 Int Imp AM Peak Hour























Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	1681	0	4	1615	0	0
Future Volume (vph)	1681	0	4	1615	0	0
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		0	65		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt						
Flt Protected			0.950			
Satd. Flow (prot)	2994	0	1543	3086	1560	0
Flt Permitted			0.950			
Satd. Flow (perm)	2994	0	1543	3086	1560	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1847	0	4	1775	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1847	0	4	1775	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	66.7%
Analysis Period (min)	15
	ICU Level of Service C

Beverly Blvd Warehouse
5: Pioneer Blvd & I-605 NB Ramps

Existing 2020 WO Proj WO I-605 Int Imp AM Peak Hour

													
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER	
Lane Configurations													
Traffic Volume (vph)	0	0	15	1009	112	2	0	175	53	109	0	662	
Future Volume (vph)	0	0	15	1009	112	2	0	175	53	109	0	662	
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)	-2%				-2%			2%				6%	
Storage Length (ft)	0	0		0		0	0		0		0	0	
Storage Lanes	0	1		1		0	0		1		1	1	
Taper Length (ft)	25			25			25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor													
Frt			0.865		0.998				0.850			0.850	
Flt Protected				0.950						0.950			
Satd. Flow (prot)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319	
Flt Permitted				0.950						0.950			
Satd. Flow (perm)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319	
Link Speed (mph)	40				40			25			40		
Link Distance (ft)	162				517			450			227		
Travel Time (s)	2.8				8.8			12.3			3.9		
Confl. Peds. (#/hr)			2			2			2			2	
Confl. Bikes (#/hr)						2			2				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)													
Mid-Block Traffic (%)	0%				0%			0%			0%		
Adj. Flow (vph)	0	0	17	1134	126	2	0	197	60	122	0	744	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	17	1134	128	0	0	197	60	122	0	744	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)	0				24			24			12		
Link Offset(ft)	0				0			0			0		
Crosswalk Width(ft)	16				16			16			16		
Two way Left Turn Lane													
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29	
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9	
Sign Control	Stop				Free			Stop			Stop		
Intersection Summary													
Area Type:	Other												
Control Type:	Unsignalized												
Intersection Capacity Utilization	102.4%						ICU Level of Service G						
Analysis Period (min)	15												

Intersection	
Intersection Delay, s/veh	19.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑		↑		↑	↑	↑	
Traffic Vol, veh/h	0	13	29	276	37	0	29	0	230	276	346	2
Future Vol, veh/h	0	13	29	276	37	0	29	0	230	276	346	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	14	32	300	40	0	32	0	250	300	376	2
Number of Lanes	0	1	1	0	1	0	1	0	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	10.7	23.6	13.7	20.3
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	88%	100%	0%
Vol Thru, %	0%	0%	100%	0%	12%	0%	99%
Vol Right, %	0%	100%	0%	100%	0%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	230	13	29	313	276	348
LT Vol	29	0	0	0	276	276	0
Through Vol	0	0	13	0	37	0	346
RT Vol	0	230	0	29	0	0	2
Lane Flow Rate	32	250	14	32	340	300	378
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.067	0.444	0.031	0.064	0.67	0.577	0.673
Departure Headway (Hd)	7.619	6.39	8.004	7.282	7.091	6.918	6.405
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	473	568	449	494	507	519	560
Service Time	5.321	4.09	5.717	4.995	5.18	4.716	4.202
HCM Lane V/C Ratio	0.068	0.44	0.031	0.065	0.671	0.578	0.675
HCM Control Delay	10.9	14.1	11	10.5	23.6	18.8	21.5
HCM Lane LOS	B	B	B	B	C	C	C
HCM 95th-tile Q	0.2	2.3	0.1	0.2	4.9	3.6	5

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Existing 2020 WO Proj WO I-605 Int Imp PM Peak Hour






















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	1881	5	3	1176	1	6
Future Volume (vph)	1881	5	3	1176	1	6
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		0	65		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt					0.884	
Flt Protected			0.950		0.993	
Satd. Flow (prot)	2994	0	1543	3086	1369	0
Flt Permitted			0.950		0.993	
Satd. Flow (perm)	2994	0	1543	3086	1369	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1959	5	3	1225	1	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1964	0	3	1225	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	73.5%
ICU Level of Service	D
Analysis Period (min)	15

Beverly Blvd Warehouse
5: Pioneer Blvd & I-605 NB Ramps

Existing 2020 WO Proj WO I-605 Int Imp PM Peak Hour

												
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Traffic Volume (vph)	0	0	16	447	141	4	0	224	14	93	0	563
Future Volume (vph)	0	0	16	447	141	4	0	224	14	93	0	563
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	-2%				-2%			2%			6%	
Storage Length (ft)	0	0		0		0	0		0		0	0
Storage Lanes	0	1		1		0	0		1		1	1
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865		0.996				0.850			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Link Speed (mph)	40				40			25			40	
Link Distance (ft)	162				517			450			227	
Travel Time (s)	2.8				8.8			12.3			3.9	
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%			0%			0%	
Adj. Flow (vph)	0	0	18	491	155	4	0	246	15	102	0	619
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	18	491	159	0	0	246	15	102	0	619
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				24			24			12	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane												
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9
Sign Control	Stop				Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	67.3%						ICU Level of Service C					
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖		↖		↗	↖	↗	
Traffic Vol, veh/h	0	8	48	300	27	0	22	0	221	116	300	3
Future Vol, veh/h	0	8	48	300	27	0	22	0	221	116	300	3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	9	52	323	29	0	24	0	238	125	323	3
Number of Lanes	0	1	1	0	1	0	1	0	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	10.1	21.9	12.5	15.9
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	92%	100%	0%
Vol Thru, %	0%	0%	100%	0%	8%	0%	99%
Vol Right, %	0%	100%	0%	100%	0%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	221	8	48	327	116	303
LT Vol	22	0	0	0	300	116	0
Through Vol	0	0	8	0	27	0	300
RT Vol	0	221	0	48	0	0	3
Lane Flow Rate	24	238	9	52	352	125	326
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.047	0.394	0.018	0.096	0.658	0.238	0.575
Departure Headway (Hd)	7.202	5.976	7.411	6.692	6.732	6.867	6.351
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	493	596	486	539	534	520	564
Service Time	5	3.773	5.111	4.392	4.806	4.654	4.138
HCM Lane V/C Ratio	0.049	0.399	0.019	0.096	0.659	0.24	0.578
HCM Control Delay	10.4	12.7	10.2	10.1	21.9	11.8	17.5
HCM Lane LOS	B	B	B	B	C	B	C
HCM 95th-tile Q	0.1	1.9	0.1	0.3	4.8	0.9	3.6

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Existing 2020 With Proj WO I-605 Int Imp AM Peak Hour






















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	1681	38	41	1615	7	22
Future Volume (vph)	1681	38	41	1615	7	22
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		170	140		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.899	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	2994	1340	1543	3086	1386	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	2994	1340	1543	3086	1386	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1847	42	45	1775	8	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1847	42	45	1775	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	66.7%
ICU Level of Service	C
Analysis Period (min)	15

Beverly Blvd Warehouse
5: Pioneer Blvd & I-605 NB Ramps

Existing 2020 With Proj WO I-605 Int Imp AM Peak Hour

												
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Traffic Volume (vph)	0	0	15	1016	112	2	0	175	53	109	0	693
Future Volume (vph)	0	0	15	1016	112	2	0	175	53	109	0	693
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	-2%				-2%			2%				6%
Storage Length (ft)	0	0		0		0	0		0		0	0
Storage Lanes	0	1		1		0	0		1		1	1
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865		0.998				0.850			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319
Link Speed (mph)	40				40			25			40	
Link Distance (ft)	162				517			450			227	
Travel Time (s)	2.8				8.8			12.3			3.9	
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%			0%			0%	
Adj. Flow (vph)	0	0	17	1142	126	2	0	197	60	122	0	779
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	17	1142	128	0	0	197	60	122	0	779
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				24			24			12	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane												
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9
Sign Control	Stop				Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	102.8%						ICU Level of Service G					
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	20.1
Intersection LOS	C







Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖		↖		↗	↖	↗	
Traffic Vol, veh/h	0	13	29	276	37	0	29	0	230	276	364	2
Future Vol, veh/h	0	13	29	276	37	0	29	0	230	276	364	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	14	32	300	40	0	32	0	250	300	396	2
Number of Lanes	0	1	1	0	1	0	1	0	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	10.7	23.8	13.8	21.5
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	88%	100%	0%
Vol Thru, %	0%	0%	100%	0%	12%	0%	99%
Vol Right, %	0%	100%	0%	100%	0%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	230	13	29	313	276	366
LT Vol	29	0	0	0	276	276	0
Through Vol	0	0	13	0	37	0	364
RT Vol	0	230	0	29	0	0	2
Lane Flow Rate	32	250	14	32	340	300	398
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.067	0.446	0.032	0.064	0.673	0.577	0.709
Departure Headway (Hd)	7.657	6.426	8.05	7.328	7.125	6.928	6.415
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	471	565	447	491	504	516	557
Service Time	5.357	4.126	5.763	5.041	5.211	4.727	4.213
HCM Lane V/C Ratio	0.068	0.442	0.031	0.065	0.675	0.581	0.715
HCM Control Delay	10.9	14.2	11	10.5	23.8	18.9	23.5
HCM Lane LOS	B	B	B	B	C	C	C
HCM 95th-tile Q	0.2	2.3	0.1	0.2	5	3.6	5.7




















Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Existing 2020 With Proj WO I-605 Int Imp PM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	
Traffic Volume (vph)	1881	26	22	1176	23	72
Future Volume (vph)	1881	26	22	1176	23	72
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		170	140		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt		0.850			0.898	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	2994	1340	1543	3086	1384	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	2994	1340	1543	3086	1384	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1959	27	23	1225	24	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1959	27	23	1225	99	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	76.5%			ICU Level of Service D		
Analysis Period (min)	15					

Beverly Blvd Warehouse
5: Pioneer Blvd & I-605 NB Ramps

Existing 2020 With Proj WO I-605 Int Imp PM Peak Hour

												
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Traffic Volume (vph)	0	0	16	469	141	4	0	224	14	93	0	579
Future Volume (vph)	0	0	16	469	141	4	0	224	14	93	0	579
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	-2%				-2%			2%				6%
Storage Length (ft)	0	0		0		0	0		0		0	0
Storage Lanes	0	1		1		0	0		1		1	1
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865		0.996				0.850			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Link Speed (mph)	40				40			25				40
Link Distance (ft)	162				517			450				227
Travel Time (s)	2.8				8.8			12.3				3.9
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%			0%				0%
Adj. Flow (vph)	0	0	18	515	155	4	0	246	15	102	0	636
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	18	515	159	0	0	246	15	102	0	636
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				24			24				12
Link Offset(ft)	0				0			0				0
Crosswalk Width(ft)	16				16			16				16
Two way Left Turn Lane												
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9
Sign Control	Stop				Free			Stop				Stop

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 68.8% ICU Level of Service C

Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	17
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑		↑		↑	↑	↑	
Traffic Vol, veh/h	0	8	48	300	27	0	22	0	221	116	310	3
Future Vol, veh/h	0	8	48	300	27	0	22	0	221	116	310	3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	9	52	323	29	0	24	0	238	125	333	3
Number of Lanes	0	1	1	0	1	0	1	0	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	10.2	22.1	12.5	16.5
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	92%	100%	0%
Vol Thru, %	0%	0%	100%	0%	8%	0%	99%
Vol Right, %	0%	100%	0%	100%	0%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	221	8	48	327	116	313
LT Vol	22	0	0	0	300	116	0
Through Vol	0	0	8	0	27	0	310
RT Vol	0	221	0	48	0	0	3
Lane Flow Rate	24	238	9	52	352	125	337
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.048	0.396	0.018	0.097	0.66	0.238	0.595
Departure Headway (Hd)	7.229	6.002	7.453	6.735	6.76	6.877	6.361
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	492	594	483	535	531	519	562
Service Time	5.027	3.799	5.153	4.435	4.839	4.664	4.147
HCM Lane V/C Ratio	0.049	0.401	0.019	0.097	0.663	0.241	0.6
HCM Control Delay	10.4	12.7	10.3	10.2	22.1	11.8	18.2
HCM Lane LOS	B	B	B	B	C	B	C
HCM 95th-tile Q	0.2	1.9	0.1	0.3	4.8	0.9	3.9

Appendix H: Opening Year (2022) (W/O I-605 Interchange Improvements) Synchro Analysis Worksheets

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Opening 2022 WO Proj WO I-605 Int Imp AM Peak Hour






















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	1694	0	4	1628	0	0
Future Volume (vph)	1694	0	4	1628	0	0
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		0	65		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt						
Flt Protected			0.950			
Satd. Flow (prot)	2994	0	1543	3086	1560	0
Flt Permitted			0.950			
Satd. Flow (perm)	2994	0	1543	3086	1560	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1862	0	4	1789	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1862	0	4	1789	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	67.1%
Analysis Period (min)	15
	ICU Level of Service C

Beverly Blvd Warehouse
5: Pioneer Blvd & I-605 NB Ramps

Opening 2022 WO Proj WO I-605 Int Imp AM Peak Hour

												
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Traffic Volume (vph)	0	0	15	1017	113	2	0	177	53	110	0	667
Future Volume (vph)	0	0	15	1017	113	2	0	177	53	110	0	667
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	-2%				-2%			2%				6%
Storage Length (ft)	0	0		0		0	0		0		0	0
Storage Lanes	0	1		1		0	0		1		1	1
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865		0.998				0.850			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319
Link Speed (mph)	40				40			25			40	
Link Distance (ft)	162				517			450			227	
Travel Time (s)	2.8				8.8			12.3			3.9	
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%			0%			0%	
Adj. Flow (vph)	0	0	17	1143	127	2	0	199	60	124	0	749
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	17	1143	129	0	0	199	60	124	0	749
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				24			24			12	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane												
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9
Sign Control	Stop				Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 103.1% ICU Level of Service G

Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	20
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖		↖		↗	↖	↗	
Traffic Vol, veh/h	0	13	29	278	37	0	29	0	232	278	349	2
Future Vol, veh/h	0	13	29	278	37	0	29	0	232	278	349	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	14	32	302	40	0	32	0	252	302	379	2
Number of Lanes	0	1	1	0	1	0	1	0	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	10.7	24	13.9	21.1
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	88%	100%	0%
Vol Thru, %	0%	0%	100%	0%	12%	0%	99%
Vol Right, %	0%	100%	0%	100%	0%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	232	13	29	315	278	351
LT Vol	29	0	0	0	278	278	0
Through Vol	0	0	13	0	37	0	349
RT Vol	0	232	0	29	0	0	2
Lane Flow Rate	32	252	14	32	342	302	382
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.067	0.449	0.032	0.064	0.676	0.591	0.691
Departure Headway (Hd)	7.641	6.41	8.033	7.311	7.21	7.037	6.523
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	471	565	447	491	503	517	557
Service Time	5.359	4.128	5.766	5.044	5.21	4.737	4.223
HCM Lane V/C Ratio	0.068	0.446	0.031	0.065	0.68	0.584	0.686
HCM Control Delay	10.9	14.3	11	10.5	24	19.4	22.5
HCM Lane LOS	B	B	B	B	C	C	C
HCM 95th-tile Q	0.2	2.3	0.1	0.2	5	3.8	5.4

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Opening 2022 WO Proj WO I-605 Int Imp PM Peak Hour






















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	1896	5	3	1185	1	6
Future Volume (vph)	1896	5	3	1185	1	6
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		0	65		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt					0.884	
Flt Protected			0.950		0.993	
Satd. Flow (prot)	2994	0	1543	3086	1369	0
Flt Permitted			0.950		0.993	
Satd. Flow (perm)	2994	0	1543	3086	1369	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1975	5	3	1234	1	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1980	0	3	1234	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	74.0%
ICU Level of Service	D
Analysis Period (min)	15

Beverly Blvd Warehouse
5: Pioneer Blvd & I-605 NB Ramps

Opening 2022 WO Proj WO I-605 Int Imp PM Peak Hour

												
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Traffic Volume (vph)	0	0	16	451	142	4	0	225	14	94	0	568
Future Volume (vph)	0	0	16	451	142	4	0	225	14	94	0	568
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	-2%				-2%			2%				6%
Storage Length (ft)	0	0		0		0	0		0		0	0
Storage Lanes	0	1		1		0	0		1		1	1
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865		0.996				0.850			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Link Speed (mph)	40				40			25				40
Link Distance (ft)	162				517			450				227
Travel Time (s)	2.8				8.8			12.3				3.9
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%			0%				0%
Adj. Flow (vph)	0	0	18	496	156	4	0	247	15	103	0	624
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	18	496	160	0	0	247	15	103	0	624
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				24			24				12
Link Offset(ft)	0				0			0				0
Crosswalk Width(ft)	16				16			16				16
Two way Left Turn Lane												
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9
Sign Control	Stop				Free			Stop				Stop

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 67.7% ICU Level of Service C

Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	16.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖		↖		↗	↖	↗	
Traffic Vol, veh/h	0	8	48	302	27	0	22	0	223	117	302	3
Future Vol, veh/h	0	8	48	302	27	0	22	0	223	117	302	3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	9	52	325	29	0	24	0	240	126	325	3
Number of Lanes	0	1	1	0	1	0	1	0	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	10.1	22.2	12.6	16.1
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	92%	100%	0%
Vol Thru, %	0%	0%	100%	0%	8%	0%	99%
Vol Right, %	0%	100%	0%	100%	0%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	223	8	48	329	117	305
LT Vol	22	0	0	0	302	117	0
Through Vol	0	0	8	0	27	0	302
RT Vol	0	223	0	48	0	0	3
Lane Flow Rate	24	240	9	52	354	126	328
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.047	0.399	0.018	0.096	0.663	0.241	0.58
Departure Headway (Hd)	7.221	5.995	7.439	6.721	6.749	6.885	6.369
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	492	595	484	536	534	518	564
Service Time	5.019	3.791	5.139	4.421	4.823	4.671	4.154
HCM Lane V/C Ratio	0.049	0.403	0.019	0.097	0.663	0.243	0.582
HCM Control Delay	10.4	12.8	10.3	10.1	22.2	11.9	17.7
HCM Lane LOS	B	B	B	B	C	B	C
HCM 95th-tile Q	0.1	1.9	0.1	0.3	4.8	0.9	3.7

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Opening 2022 With Proj WO I-605 Int Imp AM Peak Hour























Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	1694	38	41	1628	7	22
Future Volume (vph)	1694	38	41	1628	7	22
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		170	140		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt		0.850			0.899	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	2994	1340	1543	3086	1386	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	2994	1340	1543	3086	1386	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1862	42	45	1789	8	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1862	42	45	1789	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	67.1%
ICU Level of Service	C
Analysis Period (min)	15

Beverly Blvd Warehouse
5: Pioneer Blvd & I-605 NB Ramps

Opening 2022 With Proj WO I-605 Int Imp AM Peak Hour

													
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER	
Lane Configurations													
Traffic Volume (vph)	0	0	15	1024	113	2	0	177	53	110	0	698	
Future Volume (vph)	0	0	15	1024	113	2	0	177	53	110	0	698	
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)	-2%				-2%			2%				6%	
Storage Length (ft)	0	0		0		0	0		0		0	0	
Storage Lanes	0	1		1		0	0		1		1	1	
Taper Length (ft)	25			25			25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor													
Frt			0.865		0.998				0.850			0.850	
Flt Protected				0.950						0.950			
Satd. Flow (prot)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319	
Flt Permitted				0.950						0.950			
Satd. Flow (perm)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319	
Link Speed (mph)	40				40			25				40	
Link Distance (ft)	162				517			450				227	
Travel Time (s)	2.8				8.8			12.3				3.9	
Confl. Peds. (#/hr)			2			2			2			2	
Confl. Bikes (#/hr)						2			2				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)													
Mid-Block Traffic (%)	0%				0%			0%				0%	
Adj. Flow (vph)	0	0	17	1151	127	2	0	199	60	124	0	784	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	17	1151	129	0	0	199	60	124	0	784	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)	0				24			24				12	
Link Offset(ft)	0				0			0				0	
Crosswalk Width(ft)	16				16			16				16	
Two way Left Turn Lane													
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29	
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9	
Sign Control	Stop				Free			Stop				Stop	
Intersection Summary													
Area Type:	Other												
Control Type:	Unsignalized												
Intersection Capacity Utilization	103.5%						ICU Level of Service G						
Analysis Period (min)	15												

Intersection	
Intersection Delay, s/veh	20.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑		↑		↑	↑	↑	
Traffic Vol, veh/h	0	13	29	278	37	0	29	0	232	278	367	2
Future Vol, veh/h	0	13	29	278	37	0	29	0	232	278	367	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	14	32	302	40	0	32	0	252	302	399	2
Number of Lanes	0	1	1	0	1	0	1	0	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	10.8	24.2	14	22
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	88%	100%	0%
Vol Thru, %	0%	0%	100%	0%	12%	0%	99%
Vol Right, %	0%	100%	0%	100%	0%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	232	13	29	315	278	369
LT Vol	29	0	0	0	278	278	0
Through Vol	0	0	13	0	37	0	367
RT Vol	0	232	0	29	0	0	2
Lane Flow Rate	32	252	14	32	342	302	401
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.067	0.452	0.032	0.064	0.679	0.583	0.717
Departure Headway (Hd)	7.676	6.449	8.082	7.36	7.141	6.948	6.435
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	469	562	445	489	503	517	558
Service Time	5.38	4.149	5.796	5.074	5.228	4.747	4.233
HCM Lane V/C Ratio	0.068	0.448	0.031	0.065	0.68	0.584	0.719
HCM Control Delay	10.9	14.4	11.1	10.6	24.2	19.1	24.1
HCM Lane LOS	B	B	B	B	C	C	C
HCM 95th-tile Q	0.2	2.3	0.1	0.2	5.1	3.7	5.8

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Opening 2022 With Proj WO I-605 Int Imp PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	
Traffic Volume (vph)	1896	26	22	1185	23	72
Future Volume (vph)	1896	26	22	1185	23	72
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		170	140		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt		0.850			0.898	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	2994	1340	1543	3086	1384	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	2994	1340	1543	3086	1384	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1975	27	23	1234	24	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1975	27	23	1234	99	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other




















Control Type: Unsignalized

Intersection Capacity Utilization 77.0% ICU Level of Service D

Analysis Period (min) 15

Beverly Blvd Warehouse
5: Pioneer Blvd & I-605 NB Ramps

Opening 2022 With Proj WO I-605 Int Imp PM Peak Hour

												
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Traffic Volume (vph)	0	0	16	473	142	4	0	225	14	94	0	584
Future Volume (vph)	0	0	16	473	142	4	0	225	14	94	0	584
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	-2%				-2%			2%				6%
Storage Length (ft)	0	0		0		0	0		0		0	0
Storage Lanes	0	1		1		0	0		1		1	1
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865		0.996				0.850			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Link Speed (mph)	40			40			25			40		
Link Distance (ft)	162			517			450			227		
Travel Time (s)	2.8			8.8			12.3			3.9		
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	0	0	18	520	156	4	0	247	15	103	0	642
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	18	520	160	0	0	247	15	103	0	642
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0			24			24			12		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9
Sign Control	Stop				Free			Stop				Stop

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 69.1% ICU Level of Service C

Analysis Period (min) 15

Intersection	
Intersection Delay, s/veh	17.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑		↑		↑	↑	↑	
Traffic Vol, veh/h	0	8	48	302	27	0	22	0	223	117	312	3
Future Vol, veh/h	0	8	48	302	27	0	22	0	223	117	312	3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	9	52	325	29	0	24	0	240	126	335	3
Number of Lanes	0	1	1	0	1	0	1	0	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	10.2	22.5	12.8	16.6
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	92%	100%	0%
Vol Thru, %	0%	0%	100%	0%	8%	0%	99%
Vol Right, %	0%	100%	0%	100%	0%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	223	8	48	329	117	315
LT Vol	22	0	0	0	302	117	0
Through Vol	0	0	8	0	27	0	312
RT Vol	0	223	0	48	0	0	3
Lane Flow Rate	24	240	9	52	354	126	339
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.048	0.408	0.018	0.097	0.666	0.241	0.6
Departure Headway (Hd)	7.348	6.12	7.483	6.764	6.776	6.893	6.377
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	490	592	480	532	531	517	562
Service Time	5.048	3.82	5.197	4.478	4.866	4.69	4.174
HCM Lane V/C Ratio	0.049	0.405	0.019	0.098	0.667	0.244	0.603
HCM Control Delay	10.4	13	10.3	10.2	22.5	11.9	18.4
HCM Lane LOS	B	B	B	B	C	B	C
HCM 95th-tile Q	0.2	2	0.1	0.3	4.9	0.9	3.9

Appendix I: Opening Year (2022) (W/ I-605 Interchange Improvements) Synchro Analysis Worksheets

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Opening 2022 WO Proj With I-605 Int Imp AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	1694	0	4	1788	0	0
Future Volume (vph)	1694	0	4	1788	0	0
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		0	65		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt						
Flt Protected			0.950			
Satd. Flow (prot)	2994	0	1543	3086	1560	0
Flt Permitted			0.950			
Satd. Flow (perm)	2994	0	1543	3086	1560	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1862	0	4	1965	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1862	0	4	1965	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.2%
Analysis Period (min)	15
	ICU Level of Service C

Beverly Blvd Warehouse
2: I-605 SB Ramps & Beverly Blvd





















Opening 2022 WO Proj With I-605 Int Imp AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑					↘↗		↗
Traffic Volume (veh/h)	0	969	725	386	1632	0	0	0	0	536	0	160
Future Volume (veh/h)	0	969	725	386	1632	0	0	0	0	536	0	160
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1847	1847	1947	1947	0				1818	0	1818
Adj Flow Rate, veh/h	0	1077	806	429	1813	0				596	0	178
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1788	775	516	2584	0				708	0	325
Arrive On Green	0.00	0.51	0.51	0.14	0.70	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	3601	1521	3598	3797	0				3359	0	1541
Grp Volume(v), veh/h	0	1077	806	429	1813	0				596	0	178
Grp Sat Flow(s),veh/h/ln	0	1754	1521	1799	1850	0				1679	0	1541
Q Serve(g_s), s	0.0	21.5	50.5	11.5	28.7	0.0				16.9	0.0	10.2
Cycle Q Clear(g_c), s	0.0	21.5	50.5	11.5	28.7	0.0				16.9	0.0	10.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1788	775	516	2584	0				708	0	325
V/C Ratio(X)	0.00	0.60	1.04	0.83	0.70	0.00				0.84	0.00	0.55
Avail Cap(c_a), veh/h	0	1788	775	672	2744	0				932	0	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.2	24.3	41.3	8.8	0.0				37.5	0.0	34.9
Incr Delay (d2), s/veh	0.0	0.6	43.3	6.8	0.8	0.0				5.5	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.0	25.4	5.4	9.1	0.0				7.2	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.8	67.6	48.1	9.6	0.0				43.0	0.0	36.3
LnGrp LOS	A	B	F	D	A	A				D	A	D
Approach Vol, veh/h		1883			2242						774	
Approach Delay, s/veh		39.1			17.0						41.5	
Approach LOS		D			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	18.7	55.0		25.4		73.7						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	18.5	50.5		27.5		73.5						
Max Q Clear Time (g_c+I1), s	13.5	52.5		18.9		30.7						
Green Ext Time (p_c), s	0.7	0.0		2.0		21.3						
Intersection Summary												
HCM 6th Ctrl Delay				29.3								
HCM 6th LOS				C								

Beverly Blvd Warehouse
5: Pioneer Blvd & I-605 NB Ramps

Opening 2022 WO Proj With I-605 Int Imp AM Peak Hour

													
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER	
Lane Configurations													
Traffic Volume (vph)	0	0	15	1017	113	2	0	177	53	110	0	667	
Future Volume (vph)	0	0	15	1017	113	2	0	177	53	110	0	667	
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)	-2%				-2%			2%				6%	
Storage Length (ft)	0	0		0		0	0		0		0	0	
Storage Lanes	0	1		1		0	0		1		1	1	
Taper Length (ft)	25			25			25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor													
Frt			0.865		0.998				0.850			0.850	
Flt Protected				0.950						0.950			
Satd. Flow (prot)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319	
Flt Permitted				0.950						0.950			
Satd. Flow (perm)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319	
Link Speed (mph)	40				40			25			40		
Link Distance (ft)	162				517			450			227		
Travel Time (s)	2.8				8.8			12.3			3.9		
Confl. Peds. (#/hr)			2			2			2			2	
Confl. Bikes (#/hr)						2			2				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)													
Mid-Block Traffic (%)	0%				0%			0%			0%		
Adj. Flow (vph)	0	0	17	1143	127	2	0	199	60	124	0	749	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	17	1143	129	0	0	199	60	124	0	749	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)	0				24			24			12		
Link Offset(ft)	0				0			0			0		
Crosswalk Width(ft)	16				16			16			16		
Two way Left Turn Lane													
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29	
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9	
Sign Control	Stop				Free			Stop			Stop		
Intersection Summary													
Area Type:	Other												
Control Type:	Unsignalized												
Intersection Capacity Utilization	103.1%						ICU Level of Service G						
Analysis Period (min)	15												

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Opening 2022 WO Proj With I-605 Int Imp PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	1896	5	3	1295	1	6
Future Volume (vph)	1896	5	3	1295	1	6
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		0	65		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Fr _t					0.884	
Fl _t Protected			0.950		0.993	
Satd. Flow (prot)	2994	0	1543	3086	1369	0
Fl _t Permitted			0.950		0.993	
Satd. Flow (perm)	2994	0	1543	3086	1369	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1975	5	3	1349	1	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1980	0	3	1349	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	74.0%
ICU Level of Service	D
Analysis Period (min)	15

Beverly Blvd Warehouse
2: I-605 SB Ramps & Beverly Blvd





















Opening 2022 WO Proj With I-605 Int Imp PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑					↘↗		↗
Traffic Volume (veh/h)	0	1476	426	154	1188	0	0	0	0	660	0	110
Future Volume (veh/h)	0	1476	426	154	1188	0	0	0	0	660	0	110
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1847	1847	1947	1947	0				1818	0	1818
Adj Flow Rate, veh/h	0	1522	439	159	1225	0				680	0	113
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1771	767	257	2350	0				830	0	381
Arrive On Green	0.00	0.50	0.50	0.07	0.63	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	3601	1520	3598	3797	0				3359	0	1541
Grp Volume(v), veh/h	0	1522	439	159	1225	0				680	0	113
Grp Sat Flow(s),veh/h/ln	0	1754	1520	1799	1850	0				1679	0	1541
Q Serve(g_s), s	0.0	29.0	15.4	3.3	13.8	0.0				14.6	0.0	4.6
Cycle Q Clear(g_c), s	0.0	29.0	15.4	3.3	13.8	0.0				14.6	0.0	4.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1771	767	257	2350	0				830	0	381
V/C Ratio(X)	0.00	0.86	0.57	0.62	0.52	0.00				0.82	0.00	0.30
Avail Cap(c_a), veh/h	0	1882	816	871	3098	0				1187	0	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.6	13.2	34.5	7.6	0.0				27.2	0.0	23.4
Incr Delay (d2), s/veh	0.0	4.1	0.9	2.4	0.2	0.0				3.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.6	4.6	1.4	4.1	0.0				5.7	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.6	14.0	36.9	7.8	0.0				30.3	0.0	23.8
LnGrp LOS	A	C	B	D	A	A				C	A	C
Approach Vol, veh/h		1961			1384						793	
Approach Delay, s/veh		19.2			11.1						29.3	
Approach LOS		B			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.0	43.1		23.4		53.0						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	18.5	41.0		27.0		64.0						
Max Q Clear Time (g_c+I1), s	5.3	31.0		16.6		15.8						
Green Ext Time (p_c), s	0.4	7.6		2.3		11.4						
Intersection Summary												
HCM 6th Ctrl Delay				18.4								
HCM 6th LOS				B								

Beverly Blvd Warehouse
5: Pioneer Blvd & I-605 NB Ramps

Opening 2022 WO Proj With I-605 Int Imp PM Peak Hour

													
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER	
Lane Configurations													
Traffic Volume (vph)	0	0	16	451	142	4	0	225	14	94	0	568	
Future Volume (vph)	0	0	16	451	142	4	0	225	14	94	0	568	
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)	-2%				-2%			2%				6%	
Storage Length (ft)	0	0		0		0	0		0		0	0	
Storage Lanes	0	1		1		0	0		1		1	1	
Taper Length (ft)	25			25			25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor													
Frt			0.865		0.996				0.850			0.850	
Flt Protected				0.950						0.950			
Satd. Flow (prot)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319	
Flt Permitted				0.950						0.950			
Satd. Flow (perm)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319	
Link Speed (mph)	40				40			25				40	
Link Distance (ft)	162				517			450				227	
Travel Time (s)	2.8				8.8			12.3				3.9	
Confl. Peds. (#/hr)			2			2			2			2	
Confl. Bikes (#/hr)						2			2				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)													
Mid-Block Traffic (%)	0%				0%			0%				0%	
Adj. Flow (vph)	0	0	18	496	156	4	0	247	15	103	0	624	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	18	496	160	0	0	247	15	103	0	624	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)	0				24			24				12	
Link Offset(ft)	0				0			0				0	
Crosswalk Width(ft)	16				16			16				16	
Two way Left Turn Lane													
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29	
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9	
Sign Control	Stop				Free			Stop				Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 67.7% ICU Level of Service C

Analysis Period (min) 15

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Opening 2022 With Proj With I-605 Int Imp AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	
Traffic Volume (vph)	1694	20	59	1788	7	22
Future Volume (vph)	1694	20	59	1788	7	22
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		170	140		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.899	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	2994	1340	1543	3086	1386	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	2994	1340	1543	3086	1386	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1862	22	65	1965	8	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1862	22	65	1965	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.2%
ICU Level of Service	C
Analysis Period (min)	15

Beverly Blvd Warehouse
2: I-605 SB Ramps & Beverly Blvd





















Opening 2022 With Proj With I-605 Int Imp AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑					↘↗		↗
Traffic Volume (veh/h)	0	978	738	386	1669	0	0	0	0	536	0	178
Future Volume (veh/h)	0	978	738	386	1669	0	0	0	0	536	0	178
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1847	1847	1947	1947	0				1818	0	1818
Adj Flow Rate, veh/h	0	1087	820	429	1854	0				596	0	198
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1787	774	516	2583	0				709	0	325
Arrive On Green	0.00	0.51	0.51	0.14	0.70	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	3601	1521	3598	3797	0				3359	0	1541
Grp Volume(v), veh/h	0	1087	820	429	1854	0				596	0	198
Grp Sat Flow(s),veh/h/ln	0	1754	1521	1799	1850	0				1679	0	1541
Q Serve(g_s), s	0.0	21.8	50.5	11.5	30.1	0.0				16.9	0.0	11.5
Cycle Q Clear(g_c), s	0.0	21.8	50.5	11.5	30.1	0.0				16.9	0.0	11.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1787	774	516	2583	0				709	0	325
V/C Ratio(X)	0.00	0.61	1.06	0.83	0.72	0.00				0.84	0.00	0.61
Avail Cap(c_a), veh/h	0	1787	774	671	2742	0				931	0	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.3	24.3	41.3	9.1	0.0				37.5	0.0	35.4
Incr Delay (d2), s/veh	0.0	0.6	49.1	6.8	0.9	0.0				5.4	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.2	26.6	5.4	9.6	0.0				7.2	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.9	73.4	48.1	9.9	0.0				42.9	0.0	37.2
LnGrp LOS	A	B	F	D	A	A				D	A	D
Approach Vol, veh/h		1907			2283						794	
Approach Delay, s/veh		41.8			17.1						41.5	
Approach LOS		D			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	18.7	55.0		25.4		73.7						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	18.5	50.5		27.5		73.5						
Max Q Clear Time (g_c+I1), s	13.5	52.5		18.9		32.1						
Green Ext Time (p_c), s	0.7	0.0		2.1		21.7						
Intersection Summary												
HCM 6th Ctrl Delay			30.4									
HCM 6th LOS			C									

Beverly Blvd Warehouse
5: Pioneer Blvd & I-605 NB Ramps

Opening 2022 With Proj With I-605 Int Imp AM Peak Hour

													
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER	
Lane Configurations													
Traffic Volume (vph)	0	0	15	1024	113	2	0	177	53	110	0	698	
Future Volume (vph)	0	0	15	1024	113	2	0	177	53	110	0	698	
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)	-2%				-2%			2%				6%	
Storage Length (ft)	0	0		0		0	0		0		0	0	
Storage Lanes	0	1		1		0	0		1		1	1	
Taper Length (ft)	25			25			25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor													
Frt			0.865		0.998				0.850			0.850	
Flt Protected				0.950						0.950			
Satd. Flow (prot)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319	
Flt Permitted				0.950						0.950			
Satd. Flow (perm)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319	
Link Speed (mph)	40				40			25			40		
Link Distance (ft)	162				517			450			227		
Travel Time (s)	2.8				8.8			12.3			3.9		
Confl. Peds. (#/hr)			2			2			2			2	
Confl. Bikes (#/hr)						2			2				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)													
Mid-Block Traffic (%)	0%				0%			0%			0%		
Adj. Flow (vph)	0	0	17	1151	127	2	0	199	60	124	0	784	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	17	1151	129	0	0	199	60	124	0	784	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)	0				24			24			12		
Link Offset(ft)	0				0			0			0		
Crosswalk Width(ft)	16				16			16			16		
Two way Left Turn Lane													
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29	
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9	
Sign Control	Stop				Free			Stop			Stop		
Intersection Summary													
Area Type:	Other												
Control Type:	Unsignalized												
Intersection Capacity Utilization	103.5%						ICU Level of Service G						
Analysis Period (min)	15												

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Opening 2022 With Proj With I-605 Int Imp PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	
Traffic Volume (vph)	1896	16	32	1295	23	72
Future Volume (vph)	1896	16	32	1295	23	72
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		170	140		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.898	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	2994	1340	1543	3086	1384	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	2994	1340	1543	3086	1384	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1975	17	33	1349	24	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1975	17	33	1349	99	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	77.0%
ICU Level of Service	D
Analysis Period (min)	15

Beverly Blvd Warehouse
2: I-605 SB Ramps & Beverly Blvd





















Opening 2022 With Proj With I-605 Int Imp PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑					↘↗		↗
Traffic Volume (veh/h)	0	1505	463	154	1207	0	0	0	0	660	0	120
Future Volume (veh/h)	0	1505	463	154	1207	0	0	0	0	660	0	120
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1847	1847	1947	1947	0				1818	0	1818
Adj Flow Rate, veh/h	0	1552	477	159	1244	0				680	0	124
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1779	771	256	2355	0				829	0	380
Arrive On Green	0.00	0.51	0.51	0.07	0.64	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	3601	1521	3598	3797	0				3359	0	1541
Grp Volume(v), veh/h	0	1552	477	159	1244	0				680	0	124
Grp Sat Flow(s),veh/h/ln	0	1754	1521	1799	1850	0				1679	0	1541
Q Serve(g_s), s	0.0	30.2	17.4	3.3	14.2	0.0				14.8	0.0	5.1
Cycle Q Clear(g_c), s	0.0	30.2	17.4	3.3	14.2	0.0				14.8	0.0	5.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1779	771	256	2355	0				829	0	380
V/C Ratio(X)	0.00	0.87	0.62	0.62	0.53	0.00				0.82	0.00	0.33
Avail Cap(c_a), veh/h	0	1864	808	862	3068	0				1175	0	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.8	13.7	34.8	7.7	0.0				27.4	0.0	23.8
Incr Delay (d2), s/veh	0.0	4.7	1.3	2.4	0.2	0.0				3.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.2	5.3	1.5	4.2	0.0				5.8	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.6	15.0	37.3	7.9	0.0				30.7	0.0	24.3
LnGrp LOS	A	C	B	D	A	A				C	A	C
Approach Vol, veh/h		2029			1403						804	
Approach Delay, s/veh		20.0			11.2						29.7	
Approach LOS		C			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.0	43.6		23.6		53.6						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	18.5	41.0		27.0		64.0						
Max Q Clear Time (g_c+I1), s	5.3	32.2		16.8		16.2						
Green Ext Time (p_c), s	0.4	6.9		2.3		11.7						
Intersection Summary												
HCM 6th Ctrl Delay				18.9								
HCM 6th LOS				B								

Beverly Blvd Warehouse
5: Pioneer Blvd & I-605 NB Ramps

Opening 2022 With Proj With I-605 Int Imp PM Peak Hour

													
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER	
Lane Configurations													
Traffic Volume (vph)	0	0	16	473	142	4	0	225	14	94	0	584	
Future Volume (vph)	0	0	16	473	142	4	0	225	14	94	0	584	
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)	-2%				-2%			2%				6%	
Storage Length (ft)	0	0		0		0	0		0		0	0	
Storage Lanes	0	1		1		0	0		1		1	1	
Taper Length (ft)	25			25			25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor													
Frt			0.865		0.996				0.850			0.850	
Flt Protected				0.950						0.950			
Satd. Flow (prot)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319	
Flt Permitted				0.950						0.950			
Satd. Flow (perm)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319	
Link Speed (mph)	40				40			25				40	
Link Distance (ft)	162				517			450				227	
Travel Time (s)	2.8				8.8			12.3				3.9	
Confl. Peds. (#/hr)			2			2			2			2	
Confl. Bikes (#/hr)						2			2				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)													
Mid-Block Traffic (%)	0%				0%			0%				0%	
Adj. Flow (vph)	0	0	18	520	156	4	0	247	15	103	0	642	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	18	520	160	0	0	247	15	103	0	642	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)	0				24			24				12	
Link Offset(ft)	0				0			0				0	
Crosswalk Width(ft)	16				16			16				16	
Two way Left Turn Lane													
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29	
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9	
Sign Control	Stop				Free			Stop				Stop	

Intersection Summary

Area Type: Other

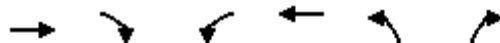
Control Type: Unsignalized

Intersection Capacity Utilization 69.1% ICU Level of Service C

Analysis Period (min) 15

Appendix J: Cumulative Conditions (2022) (W/O I-605 Interchange Improvements) Synchro Analysis Worksheets

Beverly Blvd Warehouse Forecast Cumulative 2022 WO Proj WO I-605 Int Imp AM Peak Hour
1: Site Driveway & Beverly Blvd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	1728	0	4	1676	0	0
Future Volume (vph)	1728	0	4	1676	0	0
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		0	65		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt						
Flt Protected			0.950			
Satd. Flow (prot)	2994	0	1543	3086	1560	0
Flt Permitted			0.950			
Satd. Flow (perm)	2994	0	1543	3086	1560	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1899	0	4	1842	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1899	0	4	1842	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary




















Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 68.3% ICU Level of Service C

Analysis Period (min) 15

Beverly Blvd Warehouse Forecast Cumulative 2022 WO Proj WO I-605 Int Imp AM Peak Hour
5: Pioneer Blvd & I-605 NB Ramps

												
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Traffic Volume (vph)	0	0	15	1019	113	2	0	177	53	110	0	689
Future Volume (vph)	0	0	15	1019	113	2	0	177	53	110	0	689
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	-2%				-2%			2%				6%
Storage Length (ft)	0	0		0		0	0		0		0	0
Storage Lanes	0	1		1		0	0		1		1	1
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865		0.998				0.850			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319
Link Speed (mph)	40				40			25			40	
Link Distance (ft)	162				517			450			227	
Travel Time (s)	2.8				8.8			12.3			3.9	
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%			0%			0%	
Adj. Flow (vph)	0	0	17	1145	127	2	0	199	60	124	0	774
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	17	1145	129	0	0	199	60	124	0	774
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				24			24			12	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane												
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9
Sign Control	Stop				Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 103.2% ICU Level of Service G

Analysis Period (min) 15

Beverly Blvd Warehouse Forecast Cumulative 2022 WO Proj WO I-605 Int Imp AM Peak Hour
6: San Gabriel River Pkwy/I-605 SB Off Ramp & Rooks Rd/Rose Hills Rd

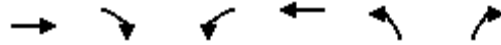
Intersection	
Intersection Delay, s/veh	21.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑		↑		↑	↑	↑	
Traffic Vol, veh/h	0	13	29	278	37	0	29	0	236	278	375	2
Future Vol, veh/h	0	13	29	278	37	0	29	0	236	278	375	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	14	32	302	40	0	32	0	257	302	408	2
Number of Lanes	0	1	1	0	1	0	1	0	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	10.8	24.4	14.2	23.2
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	88%	100%	0%
Vol Thru, %	0%	0%	100%	0%	12%	0%	99%
Vol Right, %	0%	100%	0%	100%	0%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	236	13	29	315	278	377
LT Vol	29	0	0	0	278	278	0
Through Vol	0	0	13	0	37	0	375
RT Vol	0	236	0	29	0	0	2
Lane Flow Rate	32	257	14	32	342	302	410
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.067	0.461	0.032	0.065	0.681	0.593	0.746
Departure Headway (Hd)	7.696	6.464	8.118	7.396	7.268	7.064	6.55
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	467	559	442	485	500	514	557
Service Time	5.415	4.183	5.852	5.13	5.268	4.764	4.25
HCM Lane V/C Ratio	0.069	0.46	0.032	0.066	0.684	0.588	0.736
HCM Control Delay	11	14.6	11.1	10.6	24.4	19.5	26
HCM Lane LOS	B	B	B	B	C	C	D
HCM 95th-tile Q	0.2	2.4	0.1	0.2	5.1	3.8	6.4

Beverly Blvd Warehouse Forecast Cumulative 2022 WO Proj WO I-605 Int Imp PM Peak Hour
1: Site Driveway & Beverly Blvd






















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	
Traffic Volume (vph)	1943	5	3	1217	1	6
Future Volume (vph)	1943	5	3	1217	1	6
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		0	65		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt					0.884	
Flt Protected			0.950		0.993	
Satd. Flow (prot)	2994	0	1543	3086	1369	0
Flt Permitted			0.950		0.993	
Satd. Flow (perm)	2994	0	1543	3086	1369	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2024	5	3	1268	1	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2029	0	3	1268	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	75.5%
ICU Level of Service	D
Analysis Period (min)	15

Beverly Blvd Warehouse Forecast Cumulative 2022 WO Proj WO I-605 Int Imp PM Peak Hour
5: Pioneer Blvd & I-605 NB Ramps

												
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Traffic Volume (vph)	0	0	16	452	142	4	0	225	14	94	0	574
Future Volume (vph)	0	0	16	452	142	4	0	225	14	94	0	574
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	-2%				-2%			2%				6%
Storage Length (ft)	0	0		0		0	0		0		0	0
Storage Lanes	0	1		1		0	0		1		1	1
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865		0.996				0.850			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Link Speed (mph)	40				40			25				40
Link Distance (ft)	162				517			450				227
Travel Time (s)	2.8				8.8			12.3				3.9
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%			0%				0%
Adj. Flow (vph)	0	0	18	497	156	4	0	247	15	103	0	631
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	18	497	160	0	0	247	15	103	0	631
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				24			24				12
Link Offset(ft)	0				0			0				0
Crosswalk Width(ft)	16				16			16				16
Two way Left Turn Lane												
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9
Sign Control	Stop				Free			Stop				Stop

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 67.8% ICU Level of Service C

Analysis Period (min) 15

Beverly Blvd Warehouse Forecast Cumulative 2022 WO Proj WO I-605 Int Imp PM Peak Hour
6: San Gabriel River Pkwy/I-605 SB Off Ramp & Rooks Rd/Rose Hills Rd

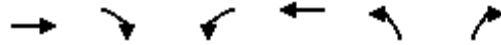
Intersection	
Intersection Delay, s/veh	17.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑		↑		↑	↑	↑	
Traffic Vol, veh/h	0	8	48	302	27	0	22	0	248	117	307	3
Future Vol, veh/h	0	8	48	302	27	0	22	0	248	117	307	3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	9	52	325	29	0	24	0	267	126	330	3
Number of Lanes	0	1	1	0	1	0	1	0	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	10.3	23	13.5	16.6
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	92%	100%	0%
Vol Thru, %	0%	0%	100%	0%	8%	0%	99%
Vol Right, %	0%	100%	0%	100%	0%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	248	8	48	329	117	310
LT Vol	22	0	0	0	302	117	0
Through Vol	0	0	8	0	27	0	307
RT Vol	0	248	0	48	0	0	3
Lane Flow Rate	24	267	9	52	354	126	333
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.048	0.454	0.018	0.098	0.672	0.243	0.596
Departure Headway (Hd)	7.357	6.133	7.576	6.857	6.839	7.057	6.54
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	489	592	474	525	524	512	557
Service Time	5.061	3.833	5.29	4.57	4.935	4.757	4.24
HCM Lane V/C Ratio	0.049	0.451	0.019	0.099	0.676	0.246	0.598
HCM Control Delay	10.4	13.8	10.4	10.3	23	12	18.4
HCM Lane LOS	B	B	B	B	C	B	C
HCM 95th-tile Q	0.2	2.4	0.1	0.3	5	0.9	3.9

Beverly Blvd Warehouse Forecast Cumulative 2022 With Proj WO I-605 Int Imp AM Peak Hour
1: Site Driveway & Beverly Blvd






















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	1728	38	41	1676	7	22
Future Volume (vph)	1728	38	41	1676	7	22
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		170	140		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.899	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	2994	1340	1543	3086	1386	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	2994	1340	1543	3086	1386	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1899	42	45	1842	8	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1899	42	45	1842	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	68.3%
ICU Level of Service	C
Analysis Period (min)	15

Beverly Blvd Warehouse Forecast Cumulative 2022 With Proj WO I-605 Int Imp AM Peak Hour
5: Pioneer Blvd & I-605 NB Ramps

												
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Traffic Volume (vph)	0	0	15	1026	113	2	0	177	53	110	0	720
Future Volume (vph)	0	0	15	1026	113	2	0	177	53	110	0	720
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	-2%				-2%			2%				6%
Storage Length (ft)	0	0		0		0	0		0		0	0
Storage Lanes	0	1		1		0	0		1		1	1
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865		0.998				0.850			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319
Link Speed (mph)	40				40			25			40	
Link Distance (ft)	162				517			450			227	
Travel Time (s)	2.8				8.8			12.3			3.9	
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%			0%			0%	
Adj. Flow (vph)	0	0	17	1153	127	2	0	199	60	124	0	809
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	17	1153	129	0	0	199	60	124	0	809
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				24			24			12	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane												
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9
Sign Control	Stop				Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 103.7% ICU Level of Service G

Analysis Period (min) 15

Beverly Blvd Warehouse Forecast Cumulative 2022 With Proj WO I-605 Int Imp AM Peak Hour
6: San Gabriel River Pkwy/I-605 SB Off Ramp & Rooks Rd/Rose Hills Rd

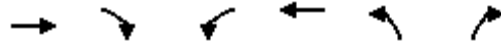
Intersection	
Intersection Delay, s/veh	22.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑		↑		↑	↑	↑	
Traffic Vol, veh/h	0	13	29	278	37	0	29	0	236	278	393	2
Future Vol, veh/h	0	13	29	278	37	0	29	0	236	278	393	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	14	32	302	40	0	32	0	257	302	427	2
Number of Lanes	0	1	1	0	1	0	1	0	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	10.9	24.6	14.3	25.1
HCM LOS	B	C	B	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	88%	100%	0%
Vol Thru, %	0%	0%	100%	0%	12%	0%	99%
Vol Right, %	0%	100%	0%	100%	0%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	236	13	29	315	278	395
LT Vol	29	0	0	0	278	278	0
Through Vol	0	0	13	0	37	0	393
RT Vol	0	236	0	29	0	0	2
Lane Flow Rate	32	257	14	32	342	302	429
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.068	0.463	0.032	0.065	0.684	0.594	0.782
Departure Headway (Hd)	7.732	6.5	8.167	7.445	7.296	7.073	6.56
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	465	557	439	482	500	514	554
Service Time	5.449	4.217	5.899	5.176	5.296	4.773	4.26
HCM Lane V/C Ratio	0.069	0.461	0.032	0.066	0.684	0.588	0.774
HCM Control Delay	11	14.7	11.2	10.7	24.6	19.6	28.9
HCM Lane LOS	B	B	B	B	C	C	D
HCM 95th-tile Q	0.2	2.4	0.1	0.2	5.1	3.8	7.2

Beverly Blvd Warehouse Forecast Cumulative 2022 With Proj WO I-605 Int Imp PM Peak Hour
1: Site Driveway & Beverly Blvd






















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	1943	26	22	1217	23	72
Future Volume (vph)	1943	26	22	1217	23	72
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		170	140		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt		0.850			0.898	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	2994	1340	1543	3086	1384	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	2994	1340	1543	3086	1384	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2024	27	23	1268	24	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2024	27	23	1268	99	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	78.6%
ICU Level of Service	D
Analysis Period (min)	15

Beverly Blvd Warehouse Forecast Cumulative 2022 With Proj WO I-605 Int Imp PM Peak Hour
5: Pioneer Blvd & I-605 NB Ramps

												
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Traffic Volume (vph)	0	0	16	474	142	4	0	225	14	94	0	590
Future Volume (vph)	0	0	16	474	142	4	0	225	14	94	0	590
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	-2%				-2%			2%				6%
Storage Length (ft)	0	0		0		0	0		0		0	0
Storage Lanes	0	1		1		0	0		1		1	1
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865		0.996				0.850			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Link Speed (mph)	40				40			25				40
Link Distance (ft)	162				517			450				227
Travel Time (s)	2.8				8.8			12.3				3.9
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%			0%				0%
Adj. Flow (vph)	0	0	18	521	156	4	0	247	15	103	0	648
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	18	521	160	0	0	247	15	103	0	648
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				24			24				12
Link Offset(ft)	0				0			0				0
Crosswalk Width(ft)	16				16			16				16
Two way Left Turn Lane												
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9
Sign Control	Stop				Free			Stop				Stop

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 69.2% ICU Level of Service C

Analysis Period (min) 15

Beverly Blvd Warehouse Forecast Cumulative 2022 With Proj WO I-605 Int Imp PM Peak Hour
6: San Gabriel River Pkwy/I-605 SB Off Ramp & Rooks Rd/Rose Hills Rd

Intersection	
Intersection Delay, s/veh	18
Intersection LOS	C

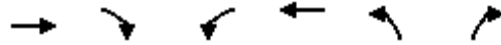
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑		↑		↑		↑	↑	↑	
Traffic Vol, veh/h	0	8	48	302	27	0	22	0	248	117	317	3
Future Vol, veh/h	0	8	48	302	27	0	22	0	248	117	317	3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	9	52	325	29	0	24	0	267	126	341	3
Number of Lanes	0	1	1	0	1	0	1	0	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	10.4	23.3	13.6	17.6
HCM LOS	B	C	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	92%	100%	0%
Vol Thru, %	0%	0%	100%	0%	8%	0%	99%
Vol Right, %	0%	100%	0%	100%	0%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	248	8	48	329	117	320
LT Vol	22	0	0	0	302	117	0
Through Vol	0	0	8	0	27	0	317
RT Vol	0	248	0	48	0	0	3
Lane Flow Rate	24	267	9	52	354	126	344
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.049	0.456	0.018	0.099	0.675	0.247	0.626
Departure Headway (Hd)	7.386	6.157	7.616	6.897	6.983	7.069	6.552
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	487	587	470	520	520	511	554
Service Time	5.103	3.874	5.354	4.634	4.983	4.769	4.252
HCM Lane V/C Ratio	0.049	0.455	0.019	0.1	0.681	0.247	0.621
HCM Control Delay	10.5	13.9	10.5	10.4	23.3	12.1	19.6
HCM Lane LOS	B	B	B	B	C	B	C
HCM 95th-tile Q	0.2	2.4	0.1	0.3	5	1	4.3

Appendix K: Cumulative Conditions (2022) (W/ I-605 Interchange Improvements) Synchro Analysis Worksheets

Beverly Blvd Warehouse Forecast Cumulative WO Proj With I-605 Int Imp AM Peak Hour
 1: Site Driveway & Beverly Blvd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	1730	0	4	1847	0	0
Future Volume (vph)	1730	0	4	1847	0	0
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		0	65		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt						
Flt Protected			0.950			
Satd. Flow (prot)	2994	0	1543	3086	1560	0
Flt Permitted			0.950			
Satd. Flow (perm)	2994	0	1543	3086	1560	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1901	0	4	2030	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1901	0	4	2030	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	




















Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	72.2%
ICU Level of Service	C
Analysis Period (min)	15

Beverly Blvd Warehouse Forecast Cumulative WO Proj With I-605 Int Imp AM Peak Hour
 2: I-605 SB Ramps & Beverly Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑					↘↗		↗
Traffic Volume (veh/h)	0	999	731	386	1680	0	0	0	0	536	0	171
Future Volume (veh/h)	0	999	731	386	1680	0	0	0	0	536	0	171
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1847	1847	1947	1947	0				1818	0	1818
Adj Flow Rate, veh/h	0	1110	812	429	1867	0				596	0	190
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1787	775	516	2584	0				709	0	325
Arrive On Green	0.00	0.51	0.51	0.14	0.70	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	3601	1521	3598	3797	0				3359	0	1541
Grp Volume(v), veh/h	0	1110	812	429	1867	0				596	0	190
Grp Sat Flow(s),veh/h/ln	0	1754	1521	1799	1850	0				1679	0	1541
Q Serve(g_s), s	0.0	22.5	50.5	11.5	30.5	0.0				16.9	0.0	11.0
Cycle Q Clear(g_c), s	0.0	22.5	50.5	11.5	30.5	0.0				16.9	0.0	11.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1787	775	516	2584	0				709	0	325
V/C Ratio(X)	0.00	0.62	1.05	0.83	0.72	0.00				0.84	0.00	0.58
Avail Cap(c_a), veh/h	0	1787	775	671	2743	0				932	0	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.5	24.3	41.3	9.1	0.0				37.5	0.0	35.2
Incr Delay (d2), s/veh	0.0	0.7	45.7	6.8	0.9	0.0				5.4	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.4	25.9	5.4	9.7	0.0				7.2	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.1	70.1	48.1	10.0	0.0				43.0	0.0	36.9
LnGrp LOS	A	B	F	D	B	A				D	A	D
Approach Vol, veh/h		1922			2296						786	
Approach Delay, s/veh		40.1			17.1						41.5	
Approach LOS		D			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	18.7	55.0		25.4		73.7						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	18.5	50.5		27.5		73.5						
Max Q Clear Time (g_c+I1), s	13.5	52.5		18.9		32.5						
Green Ext Time (p_c), s	0.7	0.0		2.0		21.8						
Intersection Summary												
HCM 6th Ctrl Delay				29.8								
HCM 6th LOS				C								

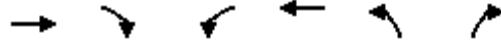
Beverly Blvd Warehouse Forecast Cumulative WO Proj With I-605 Int Imp AM Peak Hour
 5: Pioneer Blvd & I-605 NB Ramps

												
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Traffic Volume (vph)	0	0	15	1021	113	2	0	177	53	110	0	689
Future Volume (vph)	0	0	15	1021	113	2	0	177	53	110	0	689
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	-2%				-2%			2%				6%
Storage Length (ft)	0	0		0		0	0		0		0	0
Storage Lanes	0	1		1		0	0		1		1	1
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865		0.998				0.850			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319
Link Speed (mph)	40				40			25				40
Link Distance (ft)	162				517			450				227
Travel Time (s)	2.8				8.8			12.3				3.9
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%			0%				0%
Adj. Flow (vph)	0	0	17	1147	127	2	0	199	60	124	0	774
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	17	1147	129	0	0	199	60	124	0	774
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				24			24				12
Link Offset(ft)	0				0			0				0
Crosswalk Width(ft)	16				16			16				16
Two way Left Turn Lane												
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9
Sign Control	Stop				Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	103.3%
ICU Level of Service	G
Analysis Period (min)	15

Beverly Blvd Warehouse Forecast Cumulative 2022 WO Proj With I-605 Int Imp PM Peak Hour
1: Site Driveway & Beverly Blvd





















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	1954	5	3	1331	1	6
Future Volume (vph)	1954	5	3	1331	1	6
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		0	65		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt					0.884	
Flt Protected			0.950		0.993	
Satd. Flow (prot)	2994	0	1543	3086	1369	0
Flt Permitted			0.950		0.993	
Satd. Flow (perm)	2994	0	1543	3086	1369	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2035	5	3	1386	1	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2040	0	3	1386	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	




















Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	75.9%
Analysis Period (min)	15
	ICU Level of Service D

Beverly Blvd Warehouse Forecast Cumulative 2022 WO Proj With I-605 Int Imp PM Peak Hour
2: I-605 SB Ramps & Beverly Blvd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1512	448	154	1220	0	0	0	0	660	0	114
Future Volume (veh/h)	0	1512	448	154	1220	0	0	0	0	660	0	114
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1847	1847	1947	1947	0				1818	0	1818
Adj Flow Rate, veh/h	0	1559	462	159	1258	0				680	0	118
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1780	771	256	2356	0				829	0	380
Arrive On Green	0.00	0.51	0.51	0.07	0.64	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	3601	1521	3598	3797	0				3359	0	1541
Grp Volume(v), veh/h	0	1559	462	159	1258	0				680	0	118
Grp Sat Flow(s),veh/h/ln	0	1754	1521	1799	1850	0				1679	0	1541
Q Serve(g_s), s	0.0	30.4	16.6	3.3	14.5	0.0				14.8	0.0	4.8
Cycle Q Clear(g_c), s	0.0	30.4	16.6	3.3	14.5	0.0				14.8	0.0	4.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1780	771	256	2356	0				829	0	380
V/C Ratio(X)	0.00	0.88	0.60	0.62	0.53	0.00				0.82	0.00	0.31
Avail Cap(c_a), veh/h	0	1862	807	861	3065	0				1174	0	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.9	13.5	34.9	7.7	0.0				27.5	0.0	23.7
Incr Delay (d2), s/veh	0.0	4.9	1.1	2.4	0.2	0.0				3.3	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.4	5.0	1.5	4.3	0.0				5.8	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.8	14.6	37.3	7.9	0.0				30.7	0.0	24.2
LnGrp LOS	A	C	B	D	A	A				C	A	C
Approach Vol, veh/h		2021			1417						798	
Approach Delay, s/veh		20.1			11.2						29.8	
Approach LOS		C			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.0	43.7		23.6		53.7						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	18.5	41.0		27.0		64.0						
Max Q Clear Time (g_c+I1), s	5.3	32.4		16.8		16.5						
Green Ext Time (p_c), s	0.4	6.8		2.3		11.9						
Intersection Summary												
HCM 6th Ctrl Delay				19.0								
HCM 6th LOS				B								

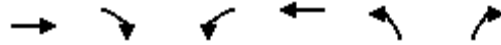
Beverly Blvd Warehouse Forecast Cumulative 2022 WO Proj With I-605 Int Imp PM Peak Hour
5: Pioneer Blvd & I-605 NB Ramps

												
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Traffic Volume (vph)	0	0	16	463	142	4	0	225	14	94	0	574
Future Volume (vph)	0	0	16	463	142	4	0	225	14	94	0	574
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	-2%				-2%			2%				6%
Storage Length (ft)	0	0		0		0	0		0		0	0
Storage Lanes	0	1		1		0	0		1		1	1
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865		0.996				0.850			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Link Speed (mph)	40				40			25				40
Link Distance (ft)	162				517			450				227
Travel Time (s)	2.8				8.8			12.3				3.9
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%			0%				0%
Adj. Flow (vph)	0	0	18	509	156	4	0	247	15	103	0	631
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	18	509	160	0	0	247	15	103	0	631
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				24			24				12
Link Offset(ft)	0				0			0				0
Crosswalk Width(ft)	16				16			16				16
Two way Left Turn Lane												
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9
Sign Control	Stop				Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	68.5%
	ICU Level of Service C
Analysis Period (min)	15

Beverly Blvd Warehouse Forecast Cumulative With Proj With I-605 Int Imp AM Peak Hour
1: Site Driveway & Beverly Blvd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	1730	20	59	1847	7	22
Future Volume (vph)	1730	20	59	1847	7	22
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		170	140		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.899	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	2994	1340	1543	3086	1386	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	2994	1340	1543	3086	1386	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1901	22	65	2030	8	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1901	22	65	2030	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	72.2%
ICU Level of Service	C
Analysis Period (min)	15

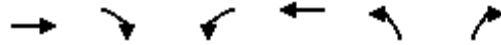
Beverly Blvd Warehouse Forecast Cumulative With Proj With I-605 Int Imp AM Peak Hour
 2: I-605 SB Ramps & Beverly Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑↑		↑
Traffic Volume (veh/h)	0	1008	744	386	1717	0	0	0	0	536	0	189
Future Volume (veh/h)	0	1008	744	386	1717	0	0	0	0	536	0	189
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1847	1847	1947	1947	0				1818	0	1818
Adj Flow Rate, veh/h	0	1120	827	429	1908	0				596	0	210
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1786	774	516	2582	0				710	0	326
Arrive On Green	0.00	0.51	0.51	0.14	0.70	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	3601	1521	3598	3797	0				3359	0	1541
Grp Volume(v), veh/h	0	1120	827	429	1908	0				596	0	210
Grp Sat Flow(s),veh/h/ln	0	1754	1521	1799	1850	0				1679	0	1541
Q Serve(g_s), s	0.0	22.8	50.5	11.5	31.9	0.0				16.9	0.0	12.3
Cycle Q Clear(g_c), s	0.0	22.8	50.5	11.5	31.9	0.0				16.9	0.0	12.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1786	774	516	2582	0				710	0	326
V/C Ratio(X)	0.00	0.63	1.07	0.83	0.74	0.00				0.84	0.00	0.64
Avail Cap(c_a), veh/h	0	1786	774	671	2741	0				931	0	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.6	24.4	41.3	9.4	0.0				37.5	0.0	35.7
Incr Delay (d2), s/veh	0.0	0.7	52.2	6.8	1.0	0.0				5.4	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.6	27.3	5.4	10.2	0.0				7.2	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.3	76.6	48.2	10.4	0.0				42.9	0.0	37.9
LnGrp LOS	A	B	F	D	B	A				D	A	D
Approach Vol, veh/h		1947			2337						806	
Approach Delay, s/veh		43.0			17.3						41.6	
Approach LOS		D			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	18.7	55.0		25.5		73.7						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	18.5	50.5		27.5		73.5						
Max Q Clear Time (g_c+I1), s	13.5	52.5		18.9		33.9						
Green Ext Time (p_c), s	0.7	0.0		2.1		22.2						
Intersection Summary												
HCM 6th Ctrl Delay				31.0								
HCM 6th LOS				C								

Beverly Blvd Warehouse Forecast Cumulative With Proj With I-605 Int Imp AM Peak Hour
5: Pioneer Blvd & I-605 NB Ramps

Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Traffic Volume (vph)	0	0	15	1028	113	2	0	177	53	110	0	720
Future Volume (vph)	0	0	15	1028	113	2	0	177	53	110	0	720
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	-2%				-2%			2%				6%
Storage Length (ft)	0	0		0		0	0		0		0	0
Storage Lanes	0	1		1		0	0		1		1	1
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865		0.998				0.850			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319
Link Speed (mph)	40				40			25				40
Link Distance (ft)	162				517			450				227
Travel Time (s)	2.8				8.8			12.3				3.9
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%			0%				0%
Adj. Flow (vph)	0	0	17	1155	127	2	0	199	60	124	0	809
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	17	1155	129	0	0	199	60	124	0	809
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				24			24				12
Link Offset(ft)	0				0			0				0
Crosswalk Width(ft)	16				16			16				16
Two way Left Turn Lane												
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9
Sign Control	Stop				Free			Stop				Stop
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	103.8%						ICU Level of Service G					
Analysis Period (min)	15											

Beverly Blvd Warehouse Forecast Cumulative 2022 With Proj With I-605 Int Imp PM Peak Hour
1: Site Driveway & Beverly Blvd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	
Traffic Volume (vph)	1954	16	32	1331	23	72
Future Volume (vph)	1954	16	32	1331	23	72
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		170	140		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt		0.850			0.898	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	2994	1340	1543	3086	1384	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	2994	1340	1543	3086	1384	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2035	17	33	1386	24	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2035	17	33	1386	99	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	




















Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	78.9%
ICU Level of Service	D
Analysis Period (min)	15

Beverly Blvd Warehouse Forecast Cumulative 2022 With Proj With I-605 Int Imp PM Peak Hour
2: I-605 SB Ramps & Beverly Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑					↘↗		↗
Traffic Volume (veh/h)	0	1541	485	154	1239	0	0	0	0	660	0	124
Future Volume (veh/h)	0	1541	485	154	1239	0	0	0	0	660	0	124
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1847	1847	1947	1947	0				1818	0	1818
Adj Flow Rate, veh/h	0	1589	500	159	1277	0				680	0	128
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1787	774	256	2361	0				828	0	380
Arrive On Green	0.00	0.51	0.51	0.07	0.64	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	3601	1521	3598	3797	0				3359	0	1541
Grp Volume(v), veh/h	0	1589	500	159	1277	0				680	0	128
Grp Sat Flow(s),veh/h/ln	0	1754	1521	1799	1850	0				1679	0	1541
Q Serve(g_s), s	0.0	31.7	18.7	3.3	14.9	0.0				14.9	0.0	5.3
Cycle Q Clear(g_c), s	0.0	31.7	18.7	3.3	14.9	0.0				14.9	0.0	5.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1787	774	256	2361	0				828	0	380
V/C Ratio(X)	0.00	0.89	0.65	0.62	0.54	0.00				0.82	0.00	0.34
Avail Cap(c_a), veh/h	0	1846	800	854	3039	0				1164	0	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.2	14.0	35.2	7.8	0.0				27.7	0.0	24.1
Incr Delay (d2), s/veh	0.0	5.7	1.7	2.5	0.2	0.0				3.3	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.0	5.8	1.5	4.4	0.0				5.9	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.8	15.7	37.6	8.0	0.0				31.1	0.0	24.6
LnGrp LOS	A	C	B	D	A	A				C	A	C
Approach Vol, veh/h		2089			1436						808	
Approach Delay, s/veh		21.1			11.3						30.1	
Approach LOS		C			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.0	44.2		23.7		54.2						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	18.5	41.0		27.0		64.0						
Max Q Clear Time (g_c+I1), s	5.3	33.7		16.9		16.9						
Green Ext Time (p_c), s	0.4	6.0		2.3		12.2						
Intersection Summary												
HCM 6th Ctrl Delay				19.5								
HCM 6th LOS				B								

Beverly Blvd Warehouse Forecast Cumulative 2022 With Proj With I-605 Int Imp PM Peak Hour
5: Pioneer Blvd & I-605 NB Ramps

												
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Traffic Volume (vph)	0	0	16	485	142	4	0	225	14	94	0	590
Future Volume (vph)	0	0	16	485	142	4	0	225	14	94	0	590
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	-2%				-2%			2%				6%
Storage Length (ft)	0	0		0		0	0		0		0	0
Storage Lanes	0	1		1		0	0		1		1	1
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865		0.996				0.850			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Link Speed (mph)	40				40			25				40
Link Distance (ft)	162				517			450				227
Travel Time (s)	2.8				8.8			12.3				3.9
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%			0%				0%
Adj. Flow (vph)	0	0	18	533	156	4	0	247	15	103	0	648
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	18	533	160	0	0	247	15	103	0	648
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				24			24				12
Link Offset(ft)	0				0			0				0
Crosswalk Width(ft)	16				16			16				16
Two way Left Turn Lane												
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9
Sign Control	Stop				Free			Stop				Stop

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 69.9% ICU Level of Service C

Analysis Period (min) 15

Appendix L: Build-out Year (2042) Synchro and Sidra Analysis Worksheets

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Build-out 2042 WO Proj With I-605 Int Imp AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	1866	0	4	1991	0	0
Future Volume (vph)	1866	0	4	1991	0	0
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		0	65		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt						
Flt Protected			0.950			
Satd. Flow (prot)	2994	0	1543	3086	1560	0
Flt Permitted			0.950			
Satd. Flow (perm)	2994	0	1543	3086	1560	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.95	0.91	0.91	0.95	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1964	0	4	2096	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1964	0	4	2096	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	76.9%
ICU Level of Service	D
Analysis Period (min)	15

Beverly Blvd Warehouse
2: I-605 SB Ramps & Beverly Blvd




















Build-out 2042 WO Proj With I-605 Int Imp AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖↗	↑↑					↖↗		↗
Traffic Volume (veh/h)	0	1077	789	417	1811	0	0	0	0	579	0	184
Future Volume (veh/h)	0	1077	789	417	1811	0	0	0	0	579	0	184
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1847	1847	1947	1947	0				1818	0	1818
Adj Flow Rate, veh/h	0	1134	831	439	1906	0				609	0	194
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1772	768	525	2574	0				720	0	330
Arrive On Green	0.00	0.50	0.50	0.15	0.70	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	3601	1520	3598	3797	0				3359	0	1541
Grp Volume(v), veh/h	0	1134	831	439	1906	0				609	0	194
Grp Sat Flow(s),veh/h/ln	0	1754	1520	1799	1850	0				1679	0	1541
Q Serve(g_s), s	0.0	23.6	50.5	11.9	32.3	0.0				17.4	0.0	11.3
Cycle Q Clear(g_c), s	0.0	23.6	50.5	11.9	32.3	0.0				17.4	0.0	11.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1772	768	525	2574	0				720	0	330
V/C Ratio(X)	0.00	0.64	1.08	0.84	0.74	0.00				0.85	0.00	0.59
Avail Cap(c_a), veh/h	0	1772	768	666	2719	0				924	0	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.1	24.8	41.6	9.5	0.0				37.7	0.0	35.3
Incr Delay (d2), s/veh	0.0	0.8	57.1	7.4	1.0	0.0				5.9	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.9	28.3	5.6	10.4	0.0				7.5	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.9	81.8	49.0	10.6	0.0				43.6	0.0	37.0
LnGrp LOS	A	B	F	D	B	A				D	A	D
Approach Vol, veh/h		1965			2345						803	
Approach Delay, s/veh		45.5			17.8						42.0	
Approach LOS		D			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.1	55.0		25.9		74.1						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	18.5	50.5		27.5		73.5						
Max Q Clear Time (g_c+I1), s	13.9	52.5		19.4		34.3						
Green Ext Time (p_c), s	0.7	0.0		2.0		22.0						
Intersection Summary												
HCM 6th Ctrl Delay				32.2								
HCM 6th LOS				C								

Beverly Blvd Warehouse
5: Pioneer Blvd & I-605 NB Ramps

Build-out 2042 WO Proj With I-605 Int Imp AM Peak Hour

												
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Traffic Volume (vph)	0	0	16	1102	122	2	0	191	57	119	0	743
Future Volume (vph)	0	0	16	1102	122	2	0	191	57	119	0	743
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	-2%				-2%			2%			6%	
Storage Length (ft)	0	0		0		0	0		0		0	0
Storage Lanes	0	1		1		0	0		1		1	1
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt			0.865		0.998				0.850			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319
Link Speed (mph)	40				40			25			40	
Link Distance (ft)	162				517			450			227	
Travel Time (s)	2.8				8.8			12.3			3.9	
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%			0%			0%	
Adj. Flow (vph)	0	0	17	1160	128	2	0	201	60	125	0	782
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	17	1160	130	0	0	201	60	125	0	782
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				24			24			12	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane												
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9
Sign Control	Stop				Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	110.0%						ICU Level of Service H					
Analysis Period (min)	15											

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Build-out 2042 WO Proj With I-605 Int Imp PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (vph)	2106	5	3	1435	1	6
Future Volume (vph)	2106	5	3	1435	1	6
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		0	65		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Fr _t					0.884	
Fl _t Protected			0.950		0.993	
Satd. Flow (prot)	2994	0	1543	3086	1369	0
Fl _t Permitted			0.950		0.993	
Satd. Flow (perm)	2994	0	1543	3086	1369	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2194	5	3	1495	1	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2199	0	3	1495	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	80.9%
ICU Level of Service	D
Analysis Period (min)	15

Beverly Blvd Warehouse
2: I-605 SB Ramps & Beverly Blvd




















Build-out 2042 WO Proj With I-605 Int Imp PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑					↘↗		↗
Traffic Volume (veh/h)	0	1630	482	167	1315	0	0	0	0	713	0	123
Future Volume (veh/h)	0	1630	482	167	1315	0	0	0	0	713	0	123
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1847	1847	1947	1947	0				1818	0	1818
Adj Flow Rate, veh/h	0	1680	497	172	1356	0				735	0	127
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1758	762	268	2333	0				870	0	399
Arrive On Green	0.00	0.50	0.50	0.07	0.63	0.00				0.26	0.00	0.26
Sat Flow, veh/h	0	3601	1520	3598	3797	0				3359	0	1541
Grp Volume(v), veh/h	0	1680	497	172	1356	0				735	0	127
Grp Sat Flow(s),veh/h/ln	0	1754	1520	1799	1850	0				1679	0	1541
Q Serve(g_s), s	0.0	37.4	19.8	3.8	17.4	0.0				16.9	0.0	5.4
Cycle Q Clear(g_c), s	0.0	37.4	19.8	3.8	17.4	0.0				16.9	0.0	5.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1758	762	268	2333	0				870	0	399
V/C Ratio(X)	0.00	0.96	0.65	0.64	0.58	0.00				0.84	0.00	0.32
Avail Cap(c_a), veh/h	0	1764	764	816	2904	0				1112	0	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.5	15.1	36.7	8.8	0.0				28.7	0.0	24.4
Incr Delay (d2), s/veh	0.0	12.6	2.0	2.6	0.2	0.0				4.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.9	6.3	1.7	5.5	0.0				6.9	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.0	17.1	39.3	9.0	0.0				33.6	0.0	24.8
LnGrp LOS	A	C	B	D	A	A				C	A	C
Approach Vol, veh/h		2177			1528						862	
Approach Delay, s/veh		28.6			12.4						32.3	
Approach LOS		C			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.6	45.4		25.6		55.9						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	18.5	41.0		27.0		64.0						
Max Q Clear Time (g_c+I1), s	5.8	39.4		18.9		19.4						
Green Ext Time (p_c), s	0.4	1.5		2.2		13.3						
Intersection Summary												
HCM 6th Ctrl Delay				23.9								
HCM 6th LOS				C								

Beverly Blvd Warehouse
5: Pioneer Blvd & I-605 NB Ramps

Build-out 2042 WO Proj With I-605 Int Imp PM Peak Hour

												
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Traffic Volume (vph)	0	0	17	499	153	4	0	244	15	102	0	619
Future Volume (vph)	0	0	17	499	153	4	0	244	15	102	0	619
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	-2%				-2%			2%				6%
Storage Length (ft)	0	0		0		0	0		0		0	0
Storage Lanes	0	1		1		0	0		1		1	1
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865		0.996				0.850			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Link Speed (mph)	40				40			25			40	
Link Distance (ft)	162				517			450			227	
Travel Time (s)	2.8				8.8			12.3			3.9	
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%				0%			0%			0%	
Adj. Flow (vph)	0	0	18	525	161	4	0	257	16	107	0	652
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	18	525	165	0	0	257	16	107	0	652
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				24			24			12	
Link Offset(ft)	0				0			0			0	
Crosswalk Width(ft)	16				16			16			16	
Two way Left Turn Lane												
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9
Sign Control	Stop				Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 72.5% ICU Level of Service C

Analysis Period (min) 15

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Build-out 2042 With Proj With I-605 Int Imp AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	1866	20	59	1991	7	22
Future Volume (vph)	1866	20	59	1991	7	22
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		170	140		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt		0.850			0.899	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	2994	1340	1543	3086	1386	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	2994	1340	1543	3086	1386	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.95	0.91	0.91	0.95	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1964	22	65	2096	8	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1964	22	65	2096	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	76.9%
ICU Level of Service	D
Analysis Period (min)	15

Beverly Blvd Warehouse
2: I-605 SB Ramps & Beverly Blvd





















Build-out 2042 With Proj With I-605 Int Imp AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖↗	↑↑					↖↗		↗
Traffic Volume (veh/h)	0	1086	802	417	1848	0	0	0	0	579	0	202
Future Volume (veh/h)	0	1086	802	417	1848	0	0	0	0	579	0	202
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1847	1847	1947	1947	0				1818	0	1818
Adj Flow Rate, veh/h	0	1143	844	439	1945	0				609	0	213
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1771	767	525	2573	0				721	0	331
Arrive On Green	0.00	0.50	0.50	0.15	0.70	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	3601	1520	3598	3797	0				3359	0	1541
Grp Volume(v), veh/h	0	1143	844	439	1945	0				609	0	213
Grp Sat Flow(s),veh/h/ln	0	1754	1520	1799	1850	0				1679	0	1541
Q Serve(g_s), s	0.0	23.9	50.5	11.9	33.8	0.0				17.4	0.0	12.6
Cycle Q Clear(g_c), s	0.0	23.9	50.5	11.9	33.8	0.0				17.4	0.0	12.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1771	767	525	2573	0				721	0	331
V/C Ratio(X)	0.00	0.65	1.10	0.84	0.76	0.00				0.84	0.00	0.64
Avail Cap(c_a), veh/h	0	1771	767	665	2718	0				923	0	423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.2	24.8	41.6	9.8	0.0				37.7	0.0	35.8
Incr Delay (d2), s/veh	0.0	0.8	63.3	7.5	1.2	0.0				5.9	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.0	29.7	5.6	11.0	0.0				7.5	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.0	88.1	49.0	11.0	0.0				43.5	0.0	38.0
LnGrp LOS	A	B	F	D	B	A				D	A	D
Approach Vol, veh/h		1987			2384						822	
Approach Delay, s/veh		48.4			18.0						42.1	
Approach LOS		D			B						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.1	55.0		26.0		74.1						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	18.5	50.5		27.5		73.5						
Max Q Clear Time (g_c+I1), s	13.9	52.5		19.4		35.8						
Green Ext Time (p_c), s	0.7	0.0		2.1		22.2						
Intersection Summary												
HCM 6th Ctrl Delay				33.4								
HCM 6th LOS				C								

Beverly Blvd Warehouse
5: Pioneer Blvd & I-605 NB Ramps

Build-out 2042 With Proj With I-605 Int Imp AM Peak Hour

													
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER	
Lane Configurations													
Traffic Volume (vph)	0	0	16	1109	122	2	0	191	57	119	0	774	
Future Volume (vph)	0	0	16	1109	122	2	0	191	57	119	0	774	
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)	-2%				-2%			2%				6%	
Storage Length (ft)	0	0		0		0	0		0		0	0	
Storage Lanes	0	1		1		0	0		1		1	1	
Taper Length (ft)	25			25			25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor													
Frt			0.865		0.998				0.850			0.850	
Flt Protected				0.950						0.950			
Satd. Flow (prot)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319	
Flt Permitted				0.950						0.950			
Satd. Flow (perm)	0	0	1398	1535	1613	0	0	1584	1346	1474	0	1319	
Link Speed (mph)	40				40			25			40		
Link Distance (ft)	162				517			450			227		
Travel Time (s)	2.8				8.8			12.3			3.9		
Confl. Peds. (#/hr)			2			2			2			2	
Confl. Bikes (#/hr)						2			2				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)													
Mid-Block Traffic (%)	0%				0%			0%			0%		
Adj. Flow (vph)	0	0	17	1167	128	2	0	201	60	125	0	815	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	17	1167	130	0	0	201	60	125	0	815	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)	0				24			24			12		
Link Offset(ft)	0				0			0			0		
Crosswalk Width(ft)	16				16			16			16		
Two way Left Turn Lane													
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29	
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9	
Sign Control	Stop				Free			Stop			Stop		
Intersection Summary													
Area Type:	Other												
Control Type:	Unsignalized												
Intersection Capacity Utilization	110.5%						ICU Level of Service H						
Analysis Period (min)	15												

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Build-out 2042 With Proj With I-605 Int Imp PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	2106	16	32	1435	23	72
Future Volume (vph)	2106	16	32	1435	23	72
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	3%			-3%	5%	
Storage Length (ft)		170	140		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Flt		0.850			0.898	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	2994	1340	1543	3086	1384	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	2994	1340	1543	3086	1384	0
Link Speed (mph)	40			40	20	
Link Distance (ft)	404			224	418	
Travel Time (s)	6.9			3.8	14.3	
Confl. Peds. (#/hr)		5	5			5
Confl. Bikes (#/hr)		5				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2194	17	33	1495	24	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2194	17	33	1495	99	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.27	1.27	1.22	1.22	1.28	1.28
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	83.9%
ICU Level of Service	E
Analysis Period (min)	15

Beverly Blvd Warehouse
2: I-605 SB Ramps & Beverly Blvd




















Build-out 2042 With Proj With I-605 Int Imp PM Peak Hour

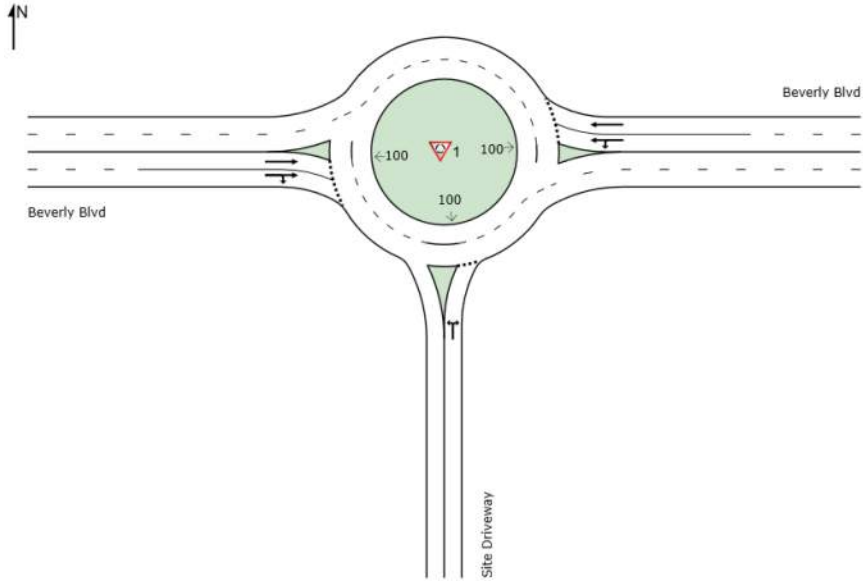


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑					↘↗		↗
Traffic Volume (veh/h)	0	1659	519	167	1334	0	0	0	0	713	0	133
Future Volume (veh/h)	0	1659	519	167	1334	0	0	0	0	713	0	133
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1847	1847	1947	1947	0				1818	0	1818
Adj Flow Rate, veh/h	0	1710	535	172	1375	0				735	0	137
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1759	762	268	2334	0				871	0	399
Arrive On Green	0.00	0.50	0.50	0.07	0.63	0.00				0.26	0.00	0.26
Sat Flow, veh/h	0	3601	1520	3598	3797	0				3359	0	1541
Grp Volume(v), veh/h	0	1710	535	172	1375	0				735	0	137
Grp Sat Flow(s),veh/h/ln	0	1754	1520	1799	1850	0				1679	0	1541
Q Serve(g_s), s	0.0	38.8	22.1	3.8	17.9	0.0				17.0	0.0	5.9
Cycle Q Clear(g_c), s	0.0	38.8	22.1	3.8	17.9	0.0				17.0	0.0	5.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1759	762	268	2334	0				871	0	399
V/C Ratio(X)	0.00	0.97	0.70	0.64	0.59	0.00				0.84	0.00	0.34
Avail Cap(c_a), veh/h	0	1760	762	814	2897	0				1109	0	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.8	15.7	36.8	8.9	0.0				28.7	0.0	24.6
Incr Delay (d2), s/veh	0.0	15.3	2.9	2.6	0.2	0.0				4.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.0	7.2	1.7	5.6	0.0				6.9	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.2	18.6	39.4	9.1	0.0				33.6	0.0	25.1
LnGrp LOS	A	D	B	D	A	A				C	A	C
Approach Vol, veh/h		2245			1547						872	
Approach Delay, s/veh		31.2			12.5						32.3	
Approach LOS		C			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.6	45.5		25.7		56.1						
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5						
Max Green Setting (Gmax), s	18.5	41.0		27.0		64.0						
Max Q Clear Time (g_c+I1), s	5.8	40.8		19.0		19.9						
Green Ext Time (p_c), s	0.4	0.2		2.2		13.6						
Intersection Summary												
HCM 6th Ctrl Delay				25.2								
HCM 6th LOS				C								

Beverly Blvd Warehouse
5: Pioneer Blvd & I-605 NB Ramps

Build-out 2042 With Proj With I-605 Int Imp PM Peak Hour

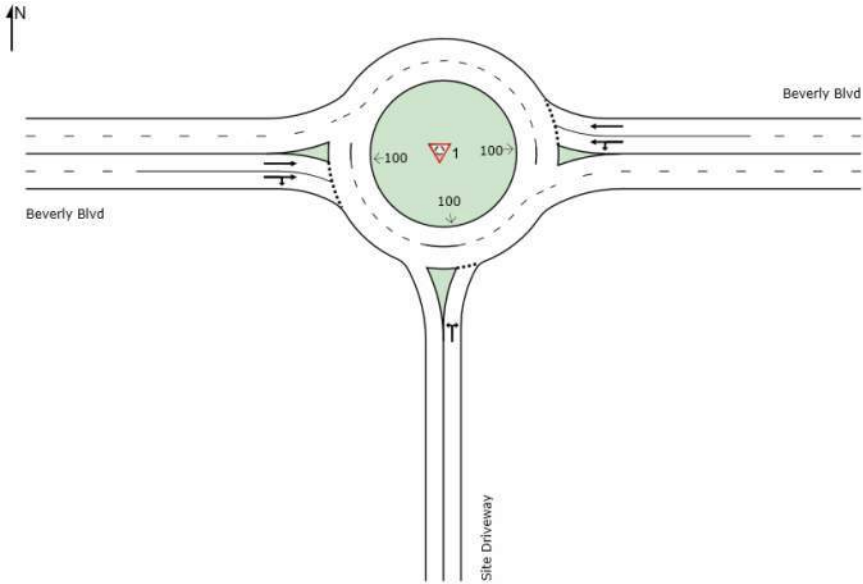
												
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Traffic Volume (vph)	0	0	17	521	153	4	0	244	15	102	0	635
Future Volume (vph)	0	0	17	521	153	4	0	244	15	102	0	635
Ideal Flow (vphpl)	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	-2%				-2%			2%				6%
Storage Length (ft)	0	0		0		0	0		0		0	0
Storage Lanes	0	1		1		0	0		1		1	1
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.865		0.996				0.850			0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	0	1398	1535	1610	0	0	1584	1346	1474	0	1319
Link Speed (mph)	40			40			25			40		
Link Distance (ft)	162			517			450			227		
Travel Time (s)	2.8			8.8			12.3			3.9		
Confl. Peds. (#/hr)			2			2			2			2
Confl. Bikes (#/hr)						2			2			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%			0%		
Adj. Flow (vph)	0	0	18	548	161	4	0	257	16	107	0	668
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	18	548	165	0	0	257	16	107	0	668
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0			24			24			12		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.26	1.26	1.26	1.29	1.29	1.29
Turning Speed (mph)	15	9	9	15		9	15		9	15	15	9
Sign Control	Stop			Free			Stop			Stop		
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	74.0%						ICU Level of Service D					
Analysis Period (min)	15											



Build-out with Project 2042 AM Peak Hour (With I-605 Interchange Improvements)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: Site Driveway														
3	L2	7	0.0	8	0.0	0.128	17.2	LOS C	0.4	9.6	0.84	0.84	0.84	29.4
18	R2	22	0.0	24	0.0	0.128	17.2	LOS C	0.4	9.6	0.84	0.84	0.84	28.5
Approach		29	0.0	32	0.0	0.128	17.2	LOS C	0.4	9.6	0.84	0.84	0.84	28.7
East: Beverly Blvd														
1	L2	59	0.0	65	0.0	0.819	17.5	LOS C	16.2	405.3	0.23	0.05	0.23	29.7
6	T1	1991	0.0	2188	0.0	0.819	17.2	LOS C	16.2	405.3	0.23	0.05	0.23	29.8
Approach		2050	0.0	2253	0.0	0.819	17.2	LOS C	16.2	405.3	0.23	0.05	0.23	29.8
West: Beverly Blvd														
2	T1	1886	0.0	2051	0.0	0.792	16.2	LOS C	11.5	287.7	0.59	0.29	0.59	30.2
12	R2	20	0.0	22	0.0	0.792	15.9	LOS C	11.3	283.7	0.58	0.28	0.58	29.5
Approach		1886	0.0	2073	0.0	0.792	16.2	LOS C	11.5	287.7	0.59	0.29	0.59	30.2
All Vehicles		3965	0.0	4357	0.0	0.819	16.7	LOS C	16.2	405.3	0.40	0.17	0.40	30.0

Lane Use and Performance													
South: Site Driveway	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	[Total veh/h	HV] %						[Veh	Dist] ft				
South: Site Driveway													
Lane 1 ^d	32	0.0	249	0.128	100	17.2	LOS C	0.4	9.6	Full	1600	0.0	0.0
Approach	32	0.0		0.128		17.2	LOS C	0.4	9.6				
East: Beverly Blvd													
Lane 1	1098	0.0	1340	0.819	100	17.5	LOS C	16.2	405.3	Full	1600	0.0	0.0
Lane 2 ^d	1155	0.0	1411	0.819	100	16.9	LOS C	15.8	394.9	Full	1600	0.0	0.0
Approach	2253	0.0		0.819		17.2	LOS C	16.2	405.3				
West: Beverly Blvd													
Lane 1	1008	0.0	1272	0.792	100	16.6	LOS C	11.5	287.7	Full	1600	0.0	0.0
Lane 2 ^d	1065	0.0	1344	0.792	100	15.9	LOS C	11.3	283.7	Full	1600	0.0	0.0
Approach	2073	0.0		0.792		16.2	LOS C	11.5	287.7				
Intersection	4357	0.0		0.819		16.7	LOS C	16.2	405.3				



Build-out with Project 2042 PM Peak Hour (With I-605 Interchange Improvements)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[Total veh/h]	HV %	[Total veh/h]	HV %				[Veh. veh]	Dist] ft				
South: Site Driveway														
3	L2	23	0.0	24	0.0	0.450	31.3	LOS D	1.6	39.7	0.91	1.01	1.32	24.8
18	R2	72	0.0	75	0.0	0.450	31.3	LOS D	1.6	39.7	0.91	1.01	1.32	24.2
Approach		95	0.0	99	0.0	0.450	31.3	LOS D	1.6	39.7	0.91	1.01	1.32	24.3
East: Beverly Blvd														
1	L2	32	0.0	33	0.0	0.563	9.0	LOS A	4.6	116.0	0.19	0.06	0.19	33.4
6	T1	1435	0.0	1495	0.0	0.563	8.8	LOS A	4.6	116.0	0.19	0.06	0.19	33.4
Approach		1467	0.0	1528	0.0	0.563	8.8	LOS A	4.6	116.0	0.19	0.06	0.19	33.4
West: Beverly Blvd														
2	T1	2106	0.0	2194	0.0	0.822	17.7	LOS C	15.0	373.8	0.50	0.19	0.50	29.7
12	R2	16	0.0	17	0.0	0.822	17.3	LOS C	14.7	366.9	0.49	0.18	0.49	29.0
Approach		2122	0.0	2210	0.0	0.822	17.7	LOS C	15.0	373.8	0.50	0.19	0.50	29.7
All Vehicles		3684	0.0	3838	0.0	0.822	14.5	LOS B	15.0	373.8	0.39	0.16	0.40	30.9

Lane Use and Performance

	DEMAND FLOWS		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block %
	[Total veh/h]	HV %						[Veh]	Dist] ft				
South: Site Driveway													
Lane 1 ^d	99	0.0	220	0.450	100	31.3	LOS D	1.6	39.7	Full	1600	0.0	0.0
Approach	99	0.0		0.450		31.3	LOS D	1.6	39.7				
East: Beverly Blvd													
Lane 1	744	0.0	1321	0.563	100	9.0	LOS A	4.6	116.0	Full	1600	0.0	0.0
Lane 2 ^d	784	0.0	1391	0.563	100	8.7	LOS A	4.5	113.0	Full	1600	0.0	0.0
Approach	1528	0.0		0.563		8.8	LOS A	4.6	116.0				
West: Beverly Blvd													
Lane 1	1076	0.0	1309	0.822	100	18.0	LOS C	15.0	373.8	Full	1600	0.0	0.0
Lane 2 ^d	1134	0.0	1380	0.822	100	17.3	LOS C	14.7	366.9	Full	1600	0.0	0.0
Approach	2210	0.0		0.822		17.7	LOS C	15.0	373.8				
Intersection	3838	0.0		0.822		14.5	LOS B	15.0	373.8				

Appendix M: Traffic Signal Warrant Worksheets

SIGNAL WARRANT WORKSHEET
Warrant 3, Peak Hour
CA MUTCD

Project Name:	<u>Beverly Blvd Warehouse</u>	Year/Condition:	<u>2020 EP (WO I-605)</u>
Intersection:	<u>Site Driveway @ Beverly Blvd [1]</u>	Computed By:	<u>AT</u>
Client:	<u>City of Pico Rivera</u>	Checked By:	<u>CRD</u>

Section 4C.04 Warrant 3, Peak Hour

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

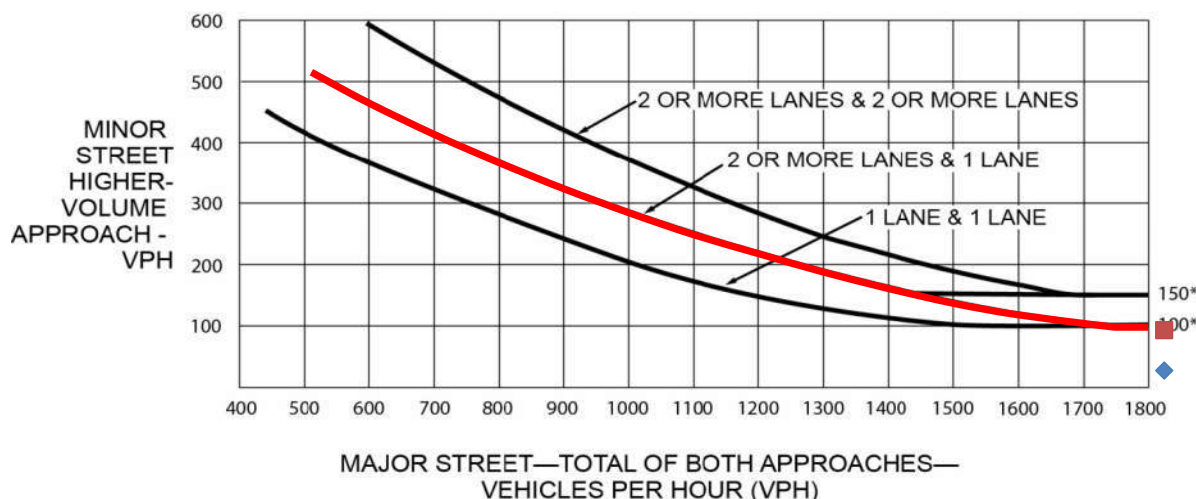
This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

The need for a traffic control signal shall be considered if the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

	Major Street	Minor Street	
Street Name	Beverly Blvd	Site Driveway	
No. of Lanes	2+	1	
Hour	Volume* (vph)		Warrant 3 Met?
AM	3375	29	NO ◆
PM	3105	95	NO ■
			▲

*Total of both approaches for major street, higher volume approach only for minor street

Figure 4C - 3. Warrant 3, Peak Hour (100%)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: 2014 CA MUTCD

SIGNAL WARRANT WORKSHEET
Warrant 3, Peak Hour
CA MUTCD

Project Name:	<u>Beverly Blvd Warehouse</u>	Year/Condition:	<u>2022 OY+P (WO I-605)</u>
Intersection:	<u>Site Driveway @ Beverly Blvd [1]</u>	Computed By:	<u>AT</u>
Client:	<u>City of Pico Rivera</u>	Checked By:	<u>CRD</u>

Section 4C.04 Warrant 3, Peak Hour

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

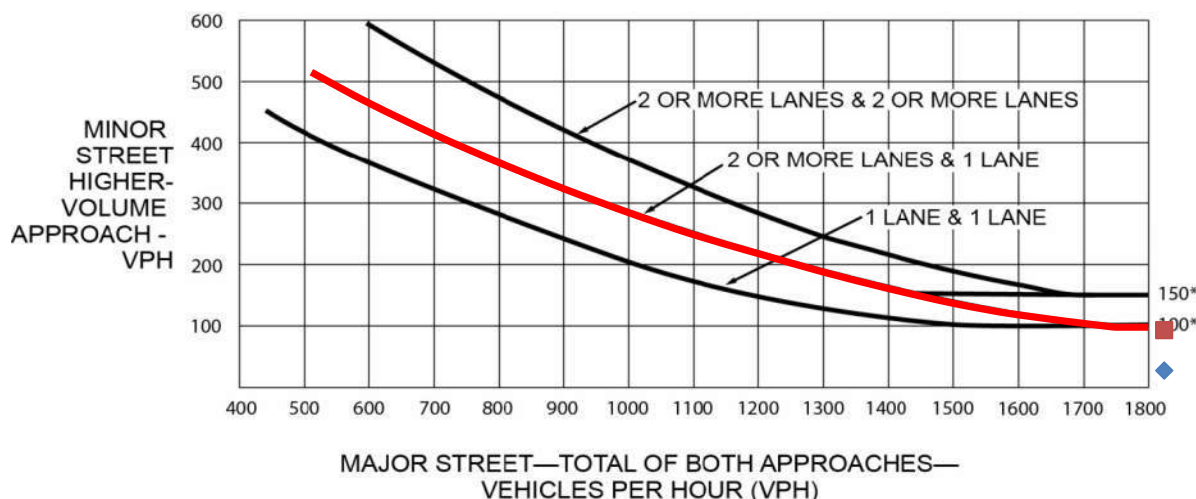
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	Major Street	Minor Street	
Street Name	Beverly Blvd	Site Driveway	
No. of Lanes	2+	1	
Hour	Volume* (vph)		Warrant 3 Met?
AM	3401	29	NO ◆
PM	3129	95	NO ■
			▲

*Total of both approaches for major street, higher volume approach only for minor street

Figure 4C - 3. Warrant 3, Peak Hour (100%)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: 2014 CA MUTCD

SIGNAL WARRANT WORKSHEET
Warrant 3, Peak Hour
CA MUTCD

Project Name: Beverly Blvd Warehouse **Year/Condition:** 2022 OY+P (With I-605)
Intersection: Site Driveway @ Beverly Blvd [1] **Computed By:** AT
Client: City of Pico Rivera **Checked By:** CRD

Section 4C.04 Warrant 3, Peak Hour

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

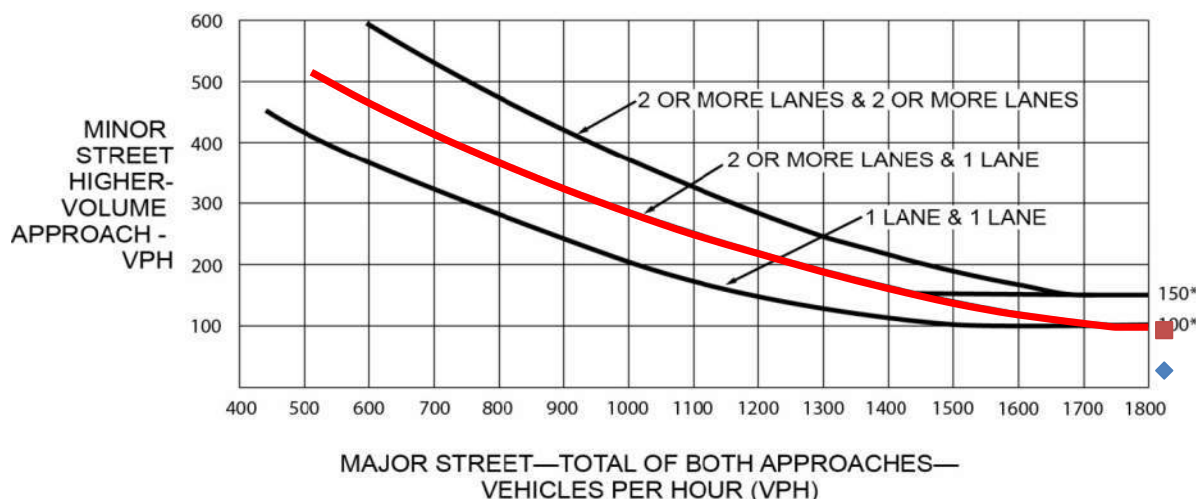
This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

The need for a traffic control signal shall be considered if the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

	Major Street	Minor Street	
Street Name	Beverly Blvd	Site Driveway	
No. of Lanes	2+	1	
Hour	Volume* (vph)		Warrant 3 Met?
AM	3561	29	NO ◆
PM	3239	95	NO ■
			▲

*Total of both approaches for major street, higher volume approach only for minor street

Figure 4C - 3. Warrant 3, Peak Hour (100%)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: 2014 CA MUTCD

SIGNAL WARRANT WORKSHEET
Warrant 3, Peak Hour
CA MUTCD

Project Name: Beverly Blvd Warehouse **Year/Condition:** 2022 FC+P (WO I-605)
Intersection: Site Driveway @ Beverly Blvd [1] **Computed By:** AT
Client: City of Pico Rivera **Checked By:** CRD

Section 4C.04 Warrant 3, Peak Hour

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

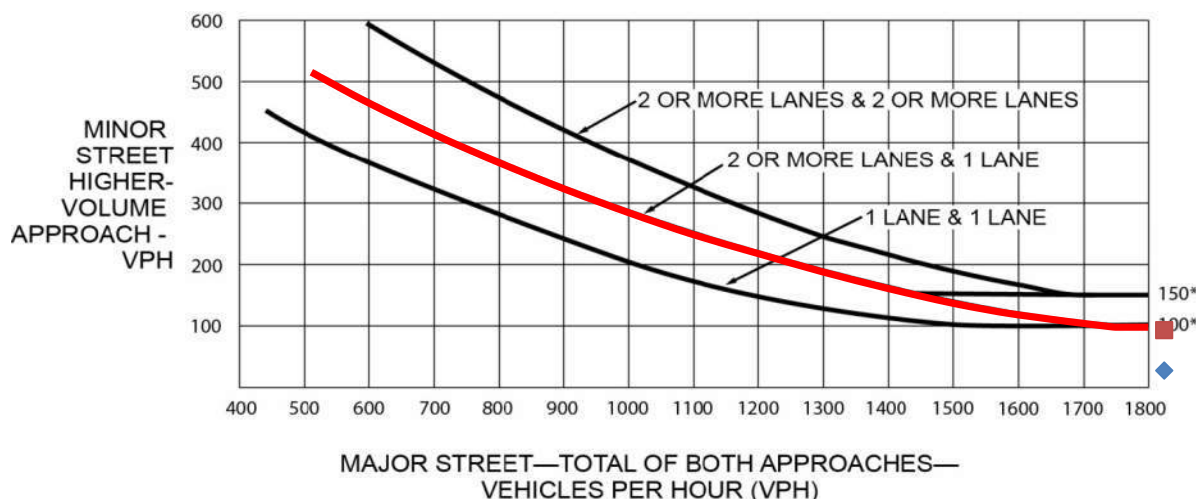
This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

The need for a traffic control signal shall be considered if the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

	Major Street	Minor Street	
Street Name	Beverly Blvd	Site Driveway	
No. of Lanes	2+	1	
Hour	Volume* (vph)		Warrant 3 Met?
AM	3483	29	NO ◆
PM	3208	95	NO ■
			▲

*Total of both approaches for major street, higher volume approach only for minor street

Figure 4C - 3. Warrant 3, Peak Hour (100%)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: 2014 CA MUTCD

SIGNAL WARRANT WORKSHEET
Warrant 3, Peak Hour
CA MUTCD

Project Name: Beverly Blvd Warehouse **Year/Condition:** 2022 FC+P (With I-605)
Intersection: Site Driveway @ Beverly Blvd [1] **Computed By:** AT
Client: City of Pico Rivera **Checked By:** CRD

Section 4C.04 Warrant 3, Peak Hour

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

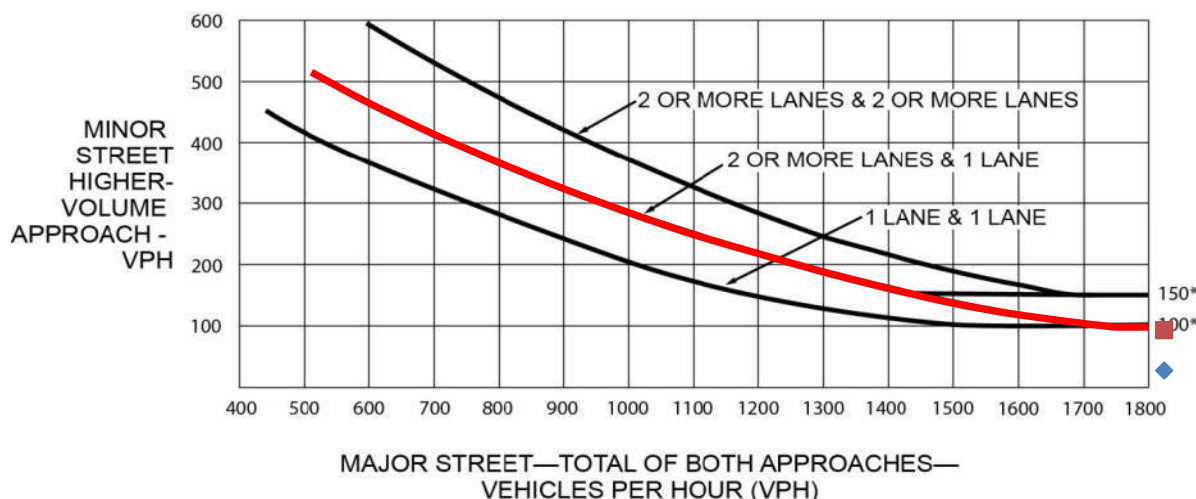
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The need for a traffic control signal shall be considered if the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

	Major Street	Minor Street	
Street Name	Beverly Blvd	Site Driveway	
No. of Lanes	2+	1	
Hour	Volume* (vph)		Warrant 3 Met?
AM	3656	29	NO ◆
PM	3333	95	NO ■
			▲

*Total of both approaches for major street, higher volume approach only for minor street

Figure 4C - 3. Warrant 3, Peak Hour (100%)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: 2014 CA MUTCD

SIGNAL WARRANT WORKSHEET
Warrant 3, Peak Hour
CA MUTCD

Project Name: Beverly Blvd Warehouse **Year/Condition:** 2042 BO+P (With I-605)
Intersection: Site Driveway @ Beverly Blvd [1] **Computed By:** AT
Client: City of Pico Rivera **Checked By:** CRD

Section 4C.04 Warrant 3, Peak Hour

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

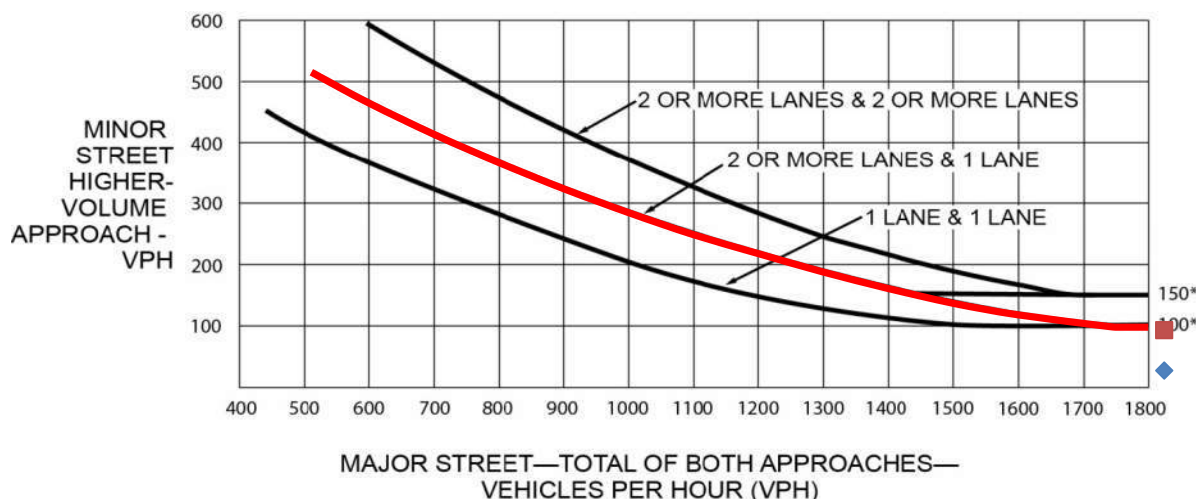
This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

The need for a traffic control signal shall be considered if the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

	Major Street	Minor Street	
Street Name	Beverly Blvd	Site Driveway	
No. of Lanes	2+	1	
Hour	Volume* (vph)		Warrant 3 Met?
AM	3936	29	NO ◆
PM	3589	95	NO ■
			▲

*Total of both approaches for major street, higher volume approach only for minor street

Figure 4C - 3. Warrant 3, Peak Hour (100%)













*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: 2014 CA MUTCD

Appendix N: Queue Length Reports







Beverly Blvd Warehouse Forecast Cumulative 2022 WO Proj WO I-605 Int Imp AM Peak Hour
1: Site Driveway & Beverly Blvd

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations							
Traffic Volume (veh/h)	1728	0	4	1676	0	0	
Future Volume (Veh/h)	1728	0	4	1676	0	0	
Sign Control	Free			Free	Stop		
Grade	3%			-3%	5%		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Hourly flow rate (vph)	1899	0	4	1842	0	0	
Pedestrians				5	5		
Lane Width (ft)				12.0	12.0		
Walking Speed (ft/s)				3.5	3.5		
Percent Blockage				0	0		
Right turn flare (veh)							
Median type	None			None			
Median storage veh							
Upstream signal (ft)	404			1042			
pX, platoon unblocked							
vC, conflicting volume				1904	2833	960	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol				1904	2833	960	
tC, single (s)				4.1	6.8	6.9	
tC, 2 stage (s)							
tF (s)				2.2	3.5	3.3	
p0 queue free %				99	100	100	
cM capacity (veh/h)				315	14	258	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	
Volume Total	1266	633	4	921	921	0	
Volume Left	0	0	4	0	0	0	
Volume Right	0	0	0	0	0	0	
cSH	1700	1700	315	1700	1700	1700	
Volume to Capacity	0.74	0.37	0.01	0.54	0.54	0.00	
Queue Length 95th (ft)	0	0	1	0	0	0	
Control Delay (s)	0.0	0.0	16.6	0.0	0.0	0.0	
Lane LOS				C	A		
Approach Delay (s)	0.0	0.0		0.0			
Approach LOS				A			
Intersection Summary							
Average Delay	0.0						
Intersection Capacity Utilization	68.3%			ICU Level of Service	C		
Analysis Period (min)	15						







Beverly Blvd Warehouse Forecast Cumulative 2022 WO Proj WO I-605 Int Imp PM Peak Hour
1: Site Driveway & Beverly Blvd

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (veh/h)	1943	5	3	1217	1	6
Future Volume (Veh/h)	1943	5	3	1217	1	6
Sign Control	Free			Free	Stop	
Grade	3%			-3%	5%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	2024	5	3	1268	1	6
Pedestrians				5	5	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				3.5	3.5	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	404			1042		
pX, platoon unblocked						
vC, conflicting volume				2034	2672	1024
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				2034	2672	1024
tC, single (s)				4.1	6.8	6.9
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				99	94	97
cM capacity (veh/h)				281	18	234
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	1349	680	3	634	634	7
Volume Left	0	0	3	0	0	1
Volume Right	0	5	0	0	0	6
cSH	1700	1700	281	1700	1700	87
Volume to Capacity	0.79	0.40	0.01	0.37	0.37	0.08
Queue Length 95th (ft)	0	0	1	0	0	6
Control Delay (s)	0.0	0.0	18.0	0.0	0.0	50.2
Lane LOS	C			F		
Approach Delay (s)	0.0		0.0		50.2	
Approach LOS	C			F		
Intersection Summary						
Average Delay	0.1					
Intersection Capacity Utilization	75.5%			ICU Level of Service	D	
Analysis Period (min)	15					

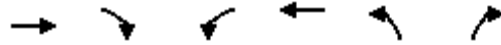
Beverly Blvd Warehouse Forecast Cumulative 2022 With Proj WO I-605 Int Imp AM Peak Hour
1: Site Driveway & Beverly Blvd

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↓	↑↑	↓		
Traffic Volume (veh/h)	1728	38	41	1676	7	22	
Future Volume (Veh/h)	1728	38	41	1676	7	22	
Sign Control	Free			Free	Stop		
Grade	3%			-3%	5%		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Hourly flow rate (vph)	1899	42	45	1842	8	24	
Pedestrians				5	5		
Lane Width (ft)				12.0	12.0		
Walking Speed (ft/s)				3.5	3.5		
Percent Blockage				0	0		
Right turn flare (veh)							
Median type	None			None			
Median storage veh)							
Upstream signal (ft)	404			1042			
pX, platoon unblocked							
vC, conflicting volume			1904		2915	960	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			1904		2915	960	
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			86		25	91	
cM capacity (veh/h)			315		11	258	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	950	950	42	45	921	921	32
Volume Left	0	0	0	45	0	0	8
Volume Right	0	0	42	0	0	0	24
cSH	1700	1700	1700	315	1700	1700	38
Volume to Capacity	0.56	0.56	0.02	0.14	0.54	0.54	0.84
Queue Length 95th (ft)	0	0	0	12	0	0	78
Control Delay (s)	0.0	0.0	0.0	18.3	0.0	0.0	258.3
Lane LOS				C			F
Approach Delay (s)	0.0			0.4			258.3
Approach LOS							F
Intersection Summary							
Average Delay			2.4				
Intersection Capacity Utilization			68.3%		ICU Level of Service		C
Analysis Period (min)			15				

Beverly Blvd Warehouse Forecast Cumulative 2022 With Proj WO I-605 Int Imp PM Peak Hour
1: Site Driveway & Beverly Blvd

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓	
Traffic Volume (veh/h)	1943	26	22	1217	23	72	
Future Volume (Veh/h)	1943	26	22	1217	23	72	
Sign Control	Free			Free	Stop		
Grade	3%			-3%	5%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Hourly flow rate (vph)	2024	27	23	1268	24	75	
Pedestrians				5	5		
Lane Width (ft)				12.0	12.0		
Walking Speed (ft/s)				3.5	3.5		
Percent Blockage				0	0		
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	404			1042			
pX, platoon unblocked							
vC, conflicting volume				2029	2709	1022	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol				2029	2709	1022	
tC, single (s)				4.1	6.8	6.9	
tC, 2 stage (s)							
tF (s)				2.2	3.5	3.3	
p0 queue free %				92	0	68	
cM capacity (veh/h)				282	16	234	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1012	1012	27	23	634	634	99
Volume Left	0	0	0	23	0	0	24
Volume Right	0	0	27	0	0	0	75
cSH	1700	1700	1700	282	1700	1700	54
Volume to Capacity	0.60	0.60	0.02	0.08	0.37	0.37	1.83
Queue Length 95th (ft)	0	0	0	7	0	0	238
Control Delay (s)	0.0	0.0	0.0	18.9	0.0	0.0	558.9
Lane LOS				C	F		
Approach Delay (s)	0.0				0.3	558.9	
Approach LOS							F
Intersection Summary							
Average Delay				16.2			
Intersection Capacity Utilization				78.6%	ICU Level of Service	D	
Analysis Period (min)				15			

Beverly Blvd Warehouse Forecast Cumulative WO Proj With I-605 Int Imp AM Peak Hour
1: Site Driveway & Beverly Blvd



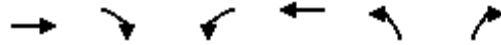
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑		↙	↑↑	↘		
Traffic Volume (veh/h)	1730	0	4	1847	0	0	
Future Volume (Veh/h)	1730	0	4	1847	0	0	
Sign Control	Free			Free	Stop		
Grade	3%			-3%	5%		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Hourly flow rate (vph)	1901	0	4	2030	0	0	
Pedestrians				5	5		
Lane Width (ft)				12.0	12.0		
Walking Speed (ft/s)				3.5	3.5		
Percent Blockage				0	0		
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	404			404			
pX, platoon unblocked				0.61			
vC, conflicting volume				1906	2929	960	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol				1906	2884	960	
tC, single (s)				4.1	6.8	6.9	
tC, 2 stage (s)							
tF (s)				2.2	3.5	3.3	
p0 queue free %				99	100	100	
cM capacity (veh/h)				315	8	258	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	
Volume Total	1267	634	4	1015	1015	0	
Volume Left	0	0	4	0	0	0	
Volume Right	0	0	0	0	0	0	
cSH	1700	1700	315	1700	1700	1700	
Volume to Capacity	0.75	0.37	0.01	0.60	0.60	0.00	
Queue Length 95th (ft)	0	0	1	0	0	0	
Control Delay (s)	0.0	0.0	16.6	0.0	0.0	0.0	
Lane LOS				C	A		
Approach Delay (s)	0.0	0.0		0.0			
Approach LOS				A			
Intersection Summary							
Average Delay			0.0				
Intersection Capacity Utilization			72.2%	ICU Level of Service		C	
Analysis Period (min)			15				

Beverly Blvd Warehouse Forecast Cumulative WO Proj With I-605 Int Imp AM Peak Hour
 2: I-605 SB Ramps & Beverly Blvd



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1110	812	429	1867	596	190
v/c Ratio	0.70	0.77	0.73	0.78	0.76	0.47
Control Delay	24.2	9.8	47.9	14.0	42.4	27.2
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0
Total Delay	24.2	9.8	47.9	14.5	42.4	27.2
Queue Length 50th (ft)	297	56	143	391	194	75
Queue Length 95th (ft)	394	235	205	531	260	146
Internal Link Dist (ft)	100			558		
Turn Bay Length (ft)			150		400	300
Base Capacity (vph)	1910	1138	692	2777	1004	496
Starvation Cap Reductn	0	0	0	432	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.71	0.62	0.80	0.59	0.38
Intersection Summary						

Beverly Blvd Warehouse Forecast Cumulative 2022 WO Proj With I-605 Int Imp PM Peak Hour
1: Site Driveway & Beverly Blvd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (veh/h)	1954	5	3	1331	1	6
Future Volume (Veh/h)	1954	5	3	1331	1	6
Sign Control	Free			Free	Stop	
Grade	3%			-3%	5%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	2035	5	3	1386	1	6
Pedestrians				5	5	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				3.5	3.5	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	404			404		
pX, platoon unblocked				0.80		
vC, conflicting volume				2045	2742	1030
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				2045	2676	1030
tC, single (s)				4.1	6.8	6.9
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				99	93	97
cM capacity (veh/h)				278	14	232
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	1357	683	3	693	693	7
Volume Left	0	0	3	0	0	1
Volume Right	0	5	0	0	0	6
cSH	1700	1700	278	1700	1700	73
Volume to Capacity	0.80	0.40	0.01	0.41	0.41	0.10
Queue Length 95th (ft)	0	0	1	0	0	8
Control Delay (s)	0.0	0.0	18.1	0.0	0.0	59.2
Lane LOS	C			F		
Approach Delay (s)	0.0		0.0			59.2
Approach LOS				F		
Intersection Summary						
Average Delay	0.1					
Intersection Capacity Utilization	75.9%			ICU Level of Service	D	
Analysis Period (min)	15					

Beverly Blvd Warehouse Forecast Cumulative 2022 WO Proj With I-605 Int Imp PM Peak Hour
 2: I-605 SB Ramps & Beverly Blvd

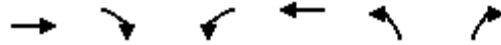


Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1559	462	159	1258	680	118
v/c Ratio	0.93	0.50	0.42	0.55	0.78	0.26
Control Delay	33.7	5.6	40.3	10.3	36.8	12.0
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	33.7	5.6	40.3	10.4	36.8	12.0
Queue Length 50th (ft)	410	25	42	185	176	17
Queue Length 95th (ft)	#652	101	75	269	246	59
Internal Link Dist (ft)	100			558		
Turn Bay Length (ft)			150		400	300
Base Capacity (vph)	1680	932	750	2677	1068	537
Starvation Cap Reductn	0	0	0	291	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.50	0.21	0.53	0.64	0.22

Intersection Summary

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

Beverly Blvd Warehouse Forecast Cumulative With Proj With I-605 Int Imp AM Peak Hour
1: Site Driveway & Beverly Blvd









Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↓	↑↑	↓		
Traffic Volume (veh/h)	1730	20	59	1847	7	22	
Future Volume (Veh/h)	1730	20	59	1847	7	22	
Sign Control	Free			Free	Stop		
Grade	3%			-3%	5%		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Hourly flow rate (vph)	1901	22	65	2030	8	24	
Pedestrians				5	5		
Lane Width (ft)				12.0	12.0		
Walking Speed (ft/s)				3.5	3.5		
Percent Blockage				0	0		
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	404			404			
pX, platoon unblocked				0.60			
vC, conflicting volume				1906	3051	960	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol				1906	3085	960	
tC, single (s)				4.1	6.8	6.9	
tC, 2 stage (s)							
tF (s)				2.2	3.5	3.3	
p0 queue free %				79	0	91	
cM capacity (veh/h)				315	4	258	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	950	950	22	65	1015	1015	32
Volume Left	0	0	0	65	0	0	8
Volume Right	0	0	22	0	0	0	24
cSH	1700	1700	1700	315	1700	1700	17
Volume to Capacity	0.56	0.56	0.01	0.21	0.60	0.60	1.88
Queue Length 95th (ft)	0	0	0	19	0	0	113
Control Delay (s)	0.0	0.0	0.0	19.4	0.0	0.0	881.2
Lane LOS				C	F		
Approach Delay (s)	0.0				0.6	881.2	
Approach LOS							F
Intersection Summary							
Average Delay				7.3			
Intersection Capacity Utilization				72.2%	ICU Level of Service	C	
Analysis Period (min)				15			

Beverly Blvd Warehouse Forecast Cumulative With Proj With I-605 Int Imp AM Peak Hour
 2: I-605 SB Ramps & Beverly Blvd



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1120	827	429	1908	596	210
v/c Ratio	0.70	0.78	0.73	0.79	0.76	0.52
Control Delay	24.3	10.5	48.1	14.5	42.6	29.4
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0
Total Delay	24.3	10.5	48.1	15.1	42.6	29.4
Queue Length 50th (ft)	301	63	143	410	195	89
Queue Length 95th (ft)	399	258	205	557	260	164
Internal Link Dist (ft)	100			558		
Turn Bay Length (ft)			150		400	300
Base Capacity (vph)	1896	1135	687	2775	997	493
Starvation Cap Reductn	0	0	0	423	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.73	0.62	0.81	0.60	0.43
Intersection Summary						

Beverly Blvd Warehouse Forecast Cumulative 2022 With Proj With I-605 Int Imp PM Peak Hour
1: Site Driveway & Beverly Blvd

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓		
Traffic Volume (veh/h)	1954	16	32	1331	23	72		
Future Volume (Veh/h)	1954	16	32	1331	23	72		
Sign Control	Free			Free	Stop			
Grade	3%			-3%	5%			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Hourly flow rate (vph)	2035	17	33	1386	24	75		
Pedestrians				5	5			
Lane Width (ft)				12.0	12.0			
Walking Speed (ft/s)				3.5	3.5			
Percent Blockage				0	0			
Right turn flare (veh)								
Median type	None			None				
Median storage (veh)								
Upstream signal (ft)	404			404				
pX, platoon unblocked				0.79				
vC, conflicting volume				2040	2799	1028		
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol				2040	2747	1028		
tC, single (s)				4.1	6.8	6.9		
tC, 2 stage (s)								
tF (s)				2.2	3.5	3.3		
p0 queue free %				88	0	68		
cM capacity (veh/h)				279	11	232		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	
Volume Total	1018	1018	17	33	693	693	99	
Volume Left	0	0	0	33	0	0	24	
Volume Right	0	0	17	0	0	0	75	
cSH	1700	1700	1700	279	1700	1700	41	
Volume to Capacity	0.60	0.60	0.01	0.12	0.41	0.41	2.43	
Queue Length 95th (ft)	0	0	0	10	0	0	268	
Control Delay (s)	0.0	0.0	0.0	19.6	0.0	0.0	862.7	
Lane LOS				C	F			
Approach Delay (s)	0.0			0.5				862.7
Approach LOS								F
Intersection Summary								
Average Delay			24.1					
Intersection Capacity Utilization			78.9%	ICU Level of Service		D		
Analysis Period (min)			15					

Beverly Blvd Warehouse Forecast Cumulative 2022 With Proj With I-605 Int Imp PM Peak Hour
 2: I-605 SB Ramps & Beverly Blvd



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1589	500	159	1277	680	128
v/c Ratio	0.95	0.53	0.42	0.56	0.78	0.28
Control Delay	36.0	6.1	40.3	10.4	36.8	13.7
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	36.0	6.1	40.3	10.5	36.8	13.7
Queue Length 50th (ft)	424	29	42	189	176	22
Queue Length 95th (ft)	#672	114	75	275	246	67
Internal Link Dist (ft)	100			558		
Turn Bay Length (ft)			150		400	300
Base Capacity (vph)	1680	944	750	2677	1068	535
Starvation Cap Reductn	0	0	0	288	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.53	0.21	0.53	0.64	0.24

Intersection Summary

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

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Build-out 2042 WO Proj With I-605 Int Imp AM Peak Hour













Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Traffic Volume (veh/h)	1866	0	4	1991	0	0
Future Volume (Veh/h)	1866	0	4	1991	0	0
Sign Control	Free			Free	Stop	
Grade	3%			-3%	5%	
Peak Hour Factor	0.95	0.91	0.91	0.95	0.91	0.91
Hourly flow rate (vph)	1964	0	4	2096	0	0
Pedestrians				5	5	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				3.5	3.5	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	404			404		
pX, platoon unblocked				0.58		
vC, conflicting volume				1969	3025	992
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				1969	3043	992
tC, single (s)				4.1	6.8	6.9
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				99	100	100
cM capacity (veh/h)				297	6	245
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	1309	655	4	1048	1048	0
Volume Left	0	0	4	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	297	1700	1700	1700
Volume to Capacity	0.77	0.39	0.01	0.62	0.62	0.00
Queue Length 95th (ft)	0	0	1	0	0	0
Control Delay (s)	0.0	0.0	17.3	0.0	0.0	0.0
Lane LOS				C		
Approach Delay (s)	0.0	0.0				0.0
Approach LOS						A
Intersection Summary						
Average Delay				0.0		
Intersection Capacity Utilization				76.9%	ICU Level of Service	D
Analysis Period (min)				15		



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1134	831	439	1906	609	194
v/c Ratio	0.71	0.78	0.75	0.79	0.77	0.48
Control Delay	24.8	10.8	49.0	14.6	43.3	27.7
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0
Total Delay	24.8	10.8	49.0	15.2	43.3	27.7
Queue Length 50th (ft)	312	68	149	416	203	79
Queue Length 95th (ft)	406	265	209	555	267	150
Internal Link Dist (ft)	100			558		
Turn Bay Length (ft)			150		400	300
Base Capacity (vph)	1874	1129	680	2755	985	488
Starvation Cap Reductn	0	0	0	428	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.74	0.65	0.82	0.62	0.40
Intersection Summary						

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Build-out 2042 WO Proj With I-605 Int Imp PM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2106	5	3	1435	1	6
Future Volume (Veh/h)	2106	5	3	1435	1	6
Sign Control	Free			Free	Stop	
Grade	3%			-3%	5%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	2194	5	3	1495	1	6
Pedestrians				5	5	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				3.5	3.5	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)	404			404		
pX, platoon unblocked					0.76	
vC, conflicting volume			2204		2955	1110
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2204		2941	1110
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		89	97
cM capacity (veh/h)			241		9	205
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	1463	736	3	748	748	7
Volume Left	0	0	3	0	0	1
Volume Right	0	5	0	0	0	6
cSH	1700	1700	241	1700	1700	50
Volume to Capacity	0.86	0.43	0.01	0.44	0.44	0.14
Queue Length 95th (ft)	0	0	1	0	0	11
Control Delay (s)	0.0	0.0	20.1	0.0	0.0	88.7
Lane LOS			C			F
Approach Delay (s)	0.0		0.0			88.7
Approach LOS						F
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			80.9%		ICU Level of Service	D
Analysis Period (min)			15			



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1680	497	172	1356	735	127
v/c Ratio	1.02	0.54	0.45	0.60	0.81	0.28
Control Delay	52.8	7.0	41.1	11.5	38.2	15.2
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	52.8	7.0	41.1	11.6	38.2	15.2
Queue Length 50th (ft)	~546	38	47	224	195	26
Queue Length 95th (ft)	#738	129	80	302	271	72
Internal Link Dist (ft)	100			558		
Turn Bay Length (ft)			150		400	300
Base Capacity (vph)	1647	920	735	2624	1047	519
Starvation Cap Reductn	0	0	0	282	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.54	0.23	0.58	0.70	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Build-out 2042 With Proj With I-605 Int Imp AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↓	↑↑	↓		
Traffic Volume (veh/h)	1866	20	59	1991	7	22	
Future Volume (Veh/h)	1866	20	59	1991	7	22	
Sign Control	Free			Free	Stop		
Grade	3%			-3%	5%		
Peak Hour Factor	0.95	0.91	0.91	0.95	0.91	0.91	
Hourly flow rate (vph)	1964	22	65	2096	8	24	
Pedestrians				5	5		
Lane Width (ft)				12.0	12.0		
Walking Speed (ft/s)				3.5	3.5		
Percent Blockage				0	0		
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	404			404			
pX, platoon unblocked				0.57			
vC, conflicting volume				1969	3147	992	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol				1969	3256	992	
tC, single (s)				4.1	6.8	6.9	
tC, 2 stage (s)							
tF (s)				2.2	3.5	3.3	
p0 queue free %				78	0	90	
cM capacity (veh/h)				297	3	245	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	982	982	22	65	1048	1048	32
Volume Left	0	0	0	65	0	0	8
Volume Right	0	0	22	0	0	0	24
cSH	1700	1700	1700	297	1700	1700	12
Volume to Capacity	0.58	0.58	0.01	0.22	0.62	0.62	2.59
Queue Length 95th (ft)	0	0	0	20	0	0	123
Control Delay (s)	0.0	0.0	0.0	20.5	0.0	0.0	1340.4
Lane LOS				C	F		
Approach Delay (s)	0.0				0.6	1340.4	
Approach LOS							F
Intersection Summary							
Average Delay				10.6			
Intersection Capacity Utilization				76.9%	ICU Level of Service	D	
Analysis Period (min)				15			



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1143	844	439	1945	609	213
v/c Ratio	0.71	0.79	0.75	0.81	0.77	0.53
Control Delay	24.9	11.5	49.2	15.2	43.5	29.8
Queue Delay	0.0	0.0	0.0	0.7	0.0	0.0
Total Delay	24.9	11.5	49.2	15.9	43.5	29.8
Queue Length 50th (ft)	315	80	149	435	203	92
Queue Length 95th (ft)	411	286	209	581	267	167
Internal Link Dist (ft)	100			558		
Turn Bay Length (ft)			150		400	300
Base Capacity (vph)	1866	1127	676	2744	980	486
Starvation Cap Reductn	0	0	0	417	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.75	0.65	0.84	0.62	0.44
Intersection Summary						

Beverly Blvd Warehouse
1: Site Driveway & Beverly Blvd

Build-out 2042 With Proj With I-605 Int Imp PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓	
Traffic Volume (veh/h)	2106	16	32	1435	23	72	
Future Volume (Veh/h)	2106	16	32	1435	23	72	
Sign Control	Free			Free	Stop		
Grade	3%			-3%	5%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Hourly flow rate (vph)	2194	17	33	1495	24	75	
Pedestrians				5	5		
Lane Width (ft)				12.0	12.0		
Walking Speed (ft/s)				3.5	3.5		
Percent Blockage				0	0		
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)	404			404			
pX, platoon unblocked				0.76			
vC, conflicting volume	2199			3012	1107		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2199			3016	1107		
tC, single (s)	4.1			6.8	6.9		
tC, 2 stage (s)							
tF (s)	2.2			3.5	3.3		
p0 queue free %	86			0	64		
cM capacity (veh/h)	242			7	206		
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1097	1097	17	33	748	748	99
Volume Left	0	0	0	33	0	0	24
Volume Right	0	0	17	0	0	0	75
cSH	1700	1700	1700	242	1700	1700	26
Volume to Capacity	0.65	0.65	0.01	0.14	0.44	0.44	3.83
Queue Length 95th (ft)	0	0	0	12	0	0	Err
Control Delay (s)	0.0	0.0	0.0	22.2	0.0	0.0	Err
Lane LOS				C	F		
Approach Delay (s)	0.0			0.5	Err		Err
Approach LOS					F		
Intersection Summary							
Average Delay	258.1						
Intersection Capacity Utilization	83.9%			ICU Level of Service	E		
Analysis Period (min)	15						



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1710	535	172	1375	735	137
v/c Ratio	1.04	0.57	0.45	0.61	0.81	0.30
Control Delay	58.2	7.5	41.1	11.6	38.2	16.1
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	58.2	7.5	41.1	11.7	38.2	16.1
Queue Length 50th (ft)	~565	44	47	230	195	31
Queue Length 95th (ft)	#758	145	80	309	271	79
Internal Link Dist (ft)	100			558		
Turn Bay Length (ft)			150		400	300
Base Capacity (vph)	1647	932	735	2624	1047	519
Starvation Cap Reductn	0	0	0	279	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.57	0.23	0.59	0.70	0.26

Intersection Summary

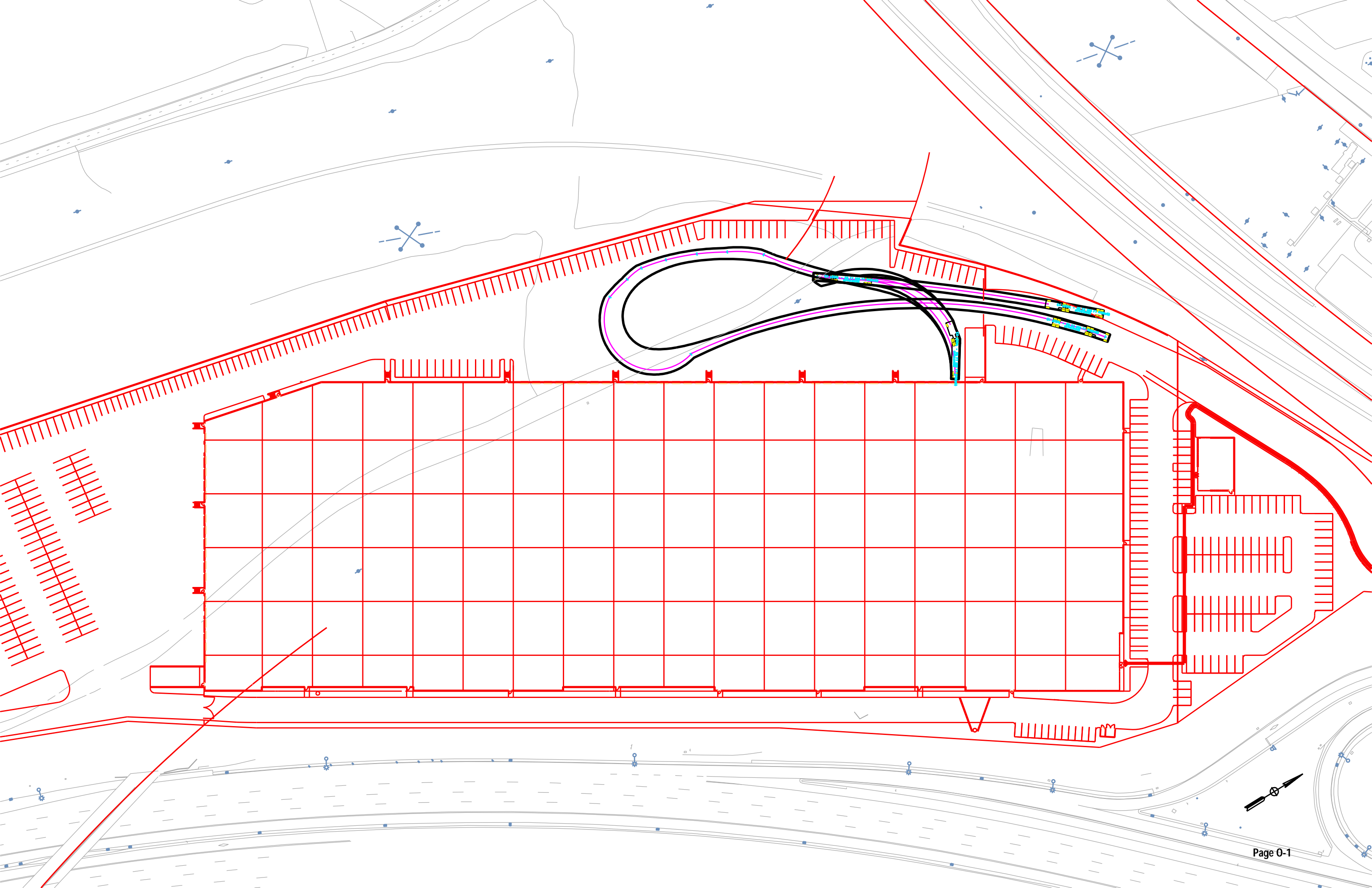
~ Volume exceeds capacity, queue is theoretically infinite.

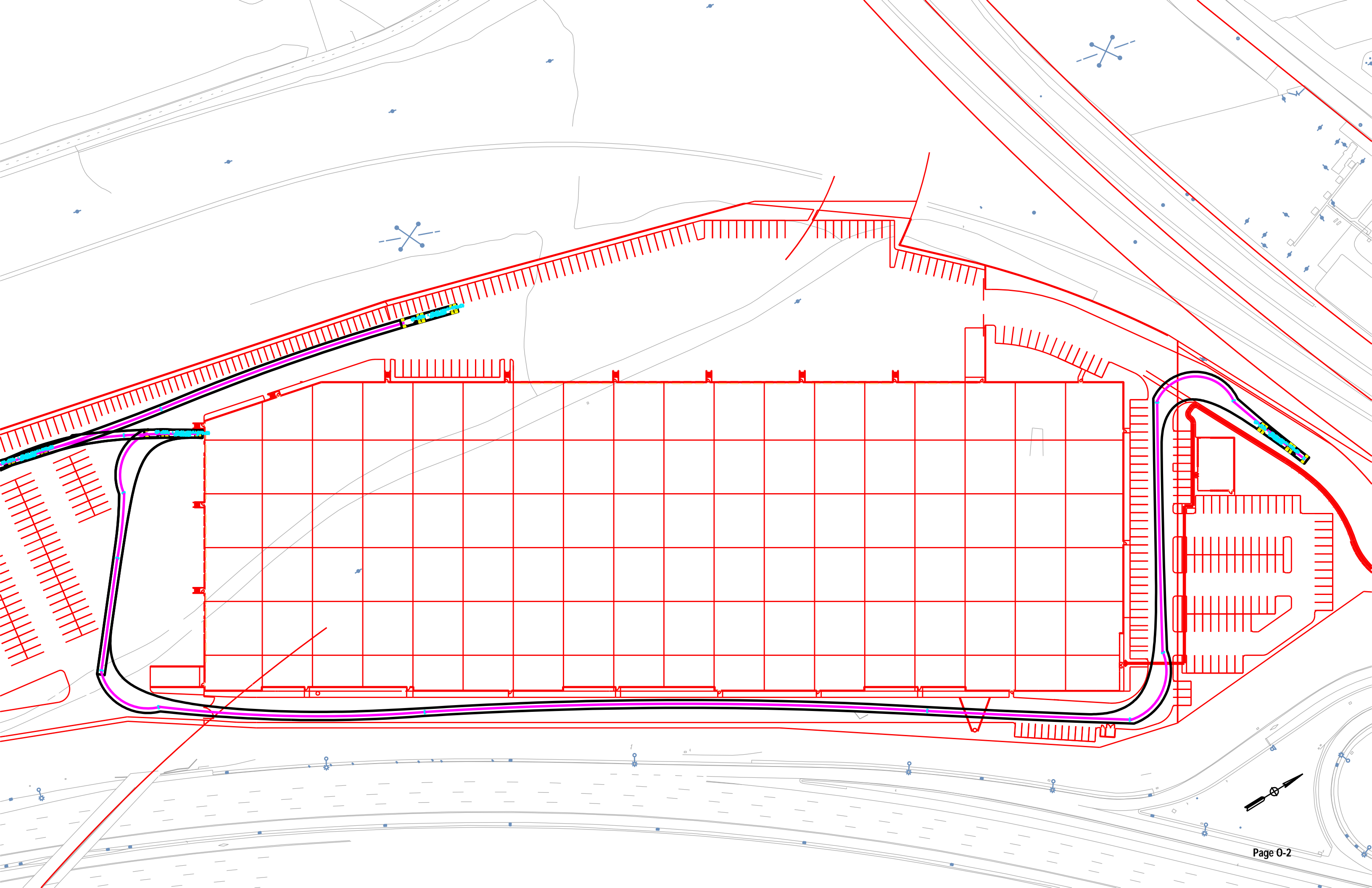
Queue shown is maximum after two cycles.

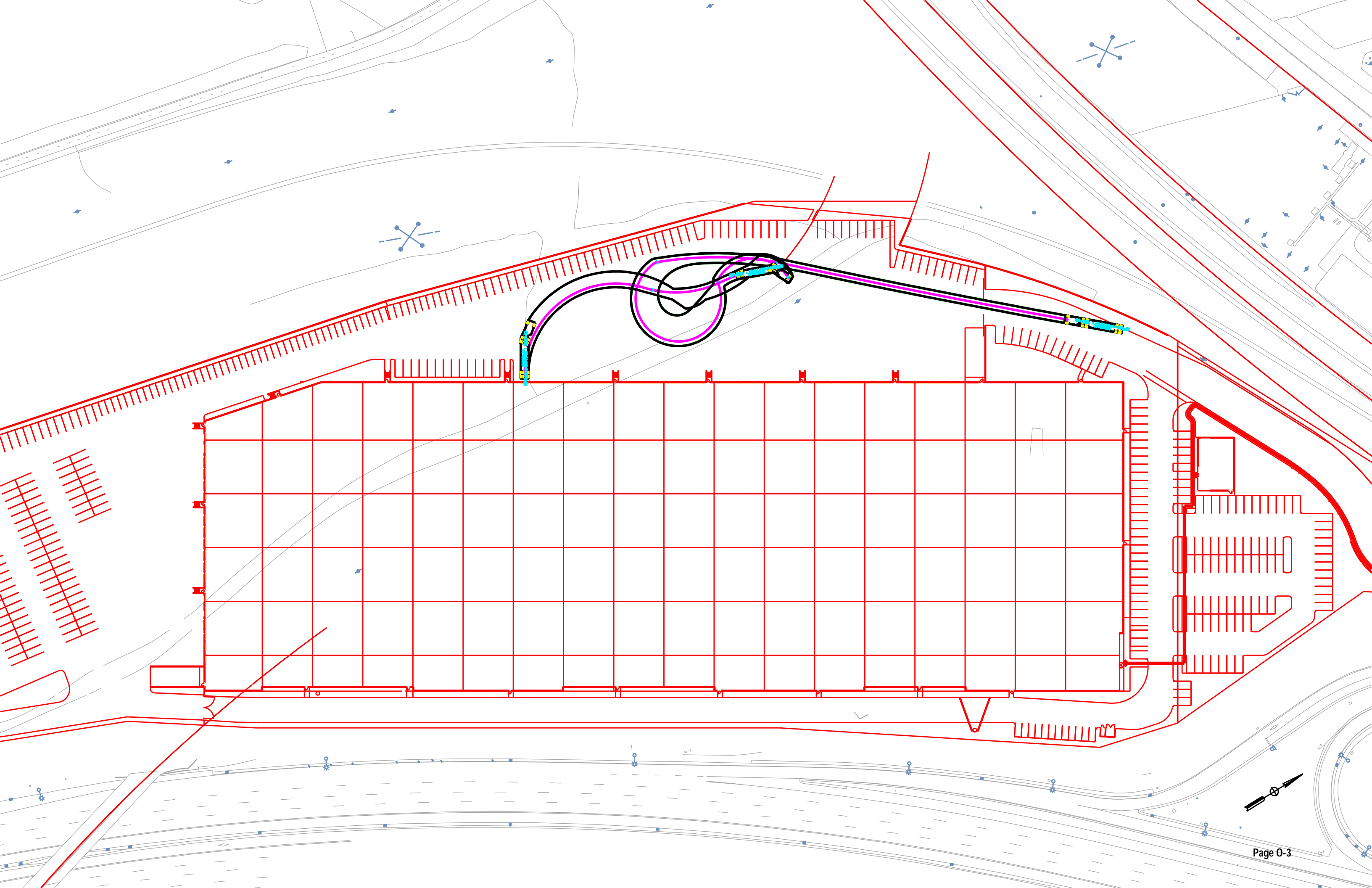
95th percentile volume exceeds capacity, queue may be longer.

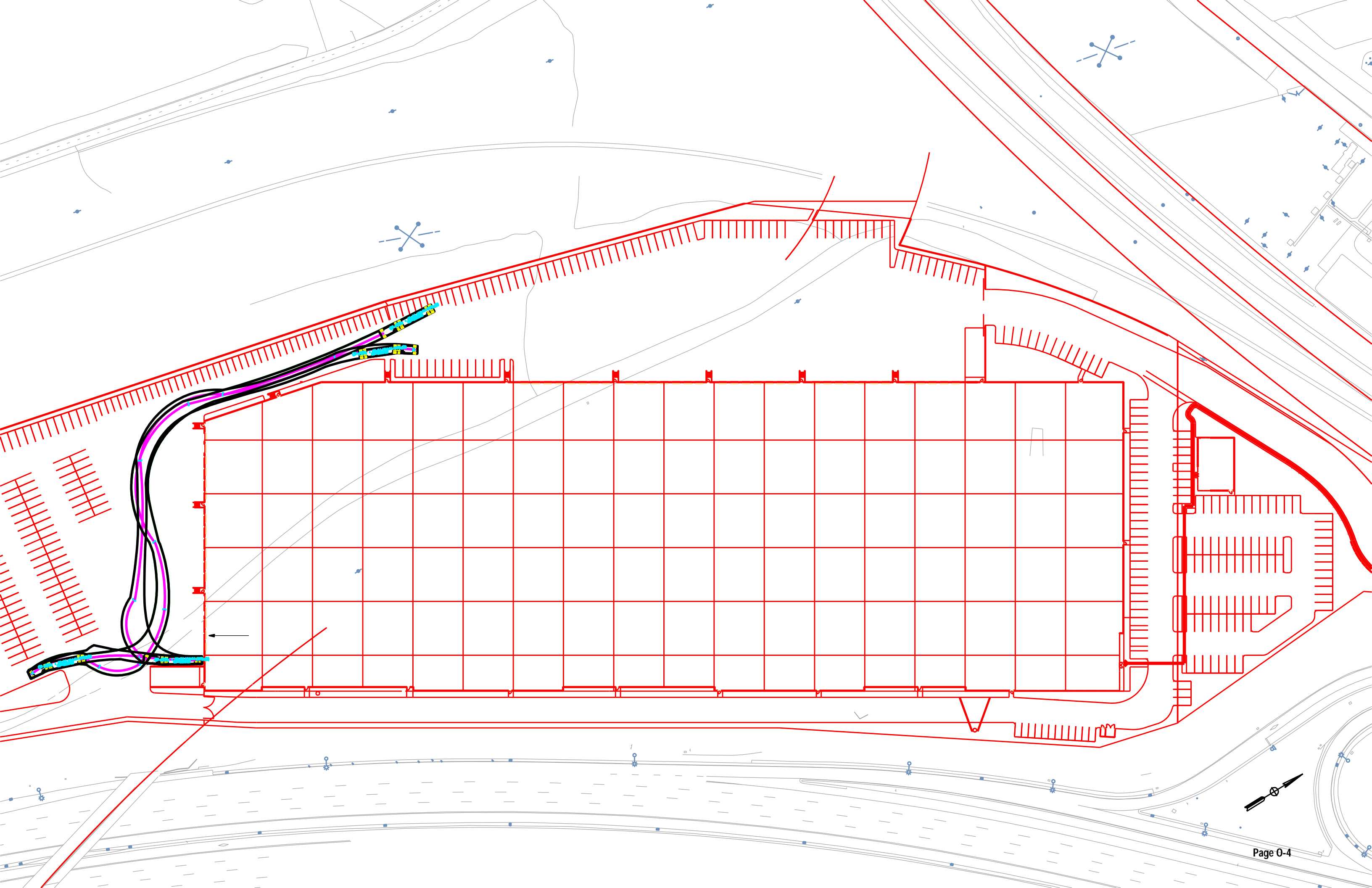
Queue shown is maximum after two cycles.

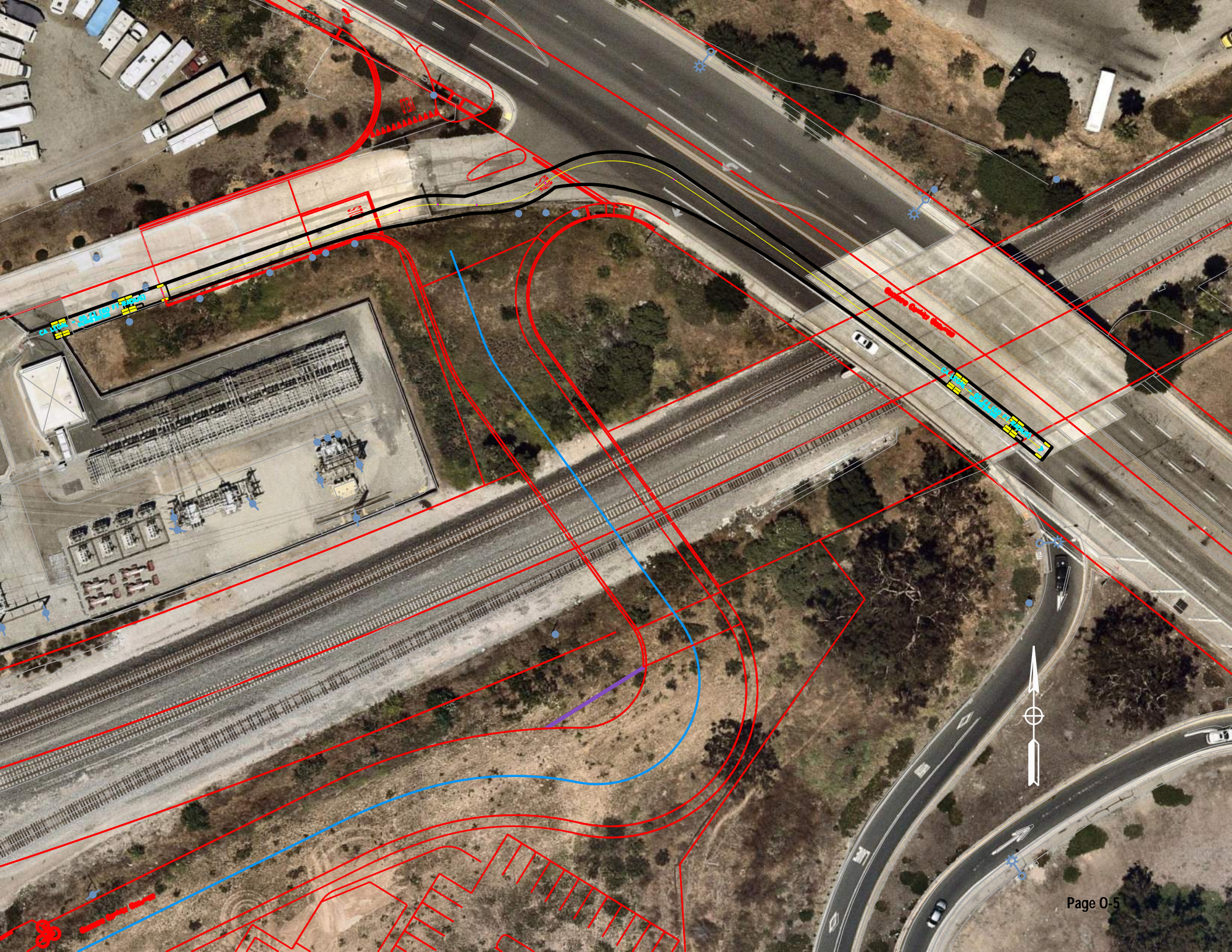
Appendix O: Truck Circulation and Turning Exhibits

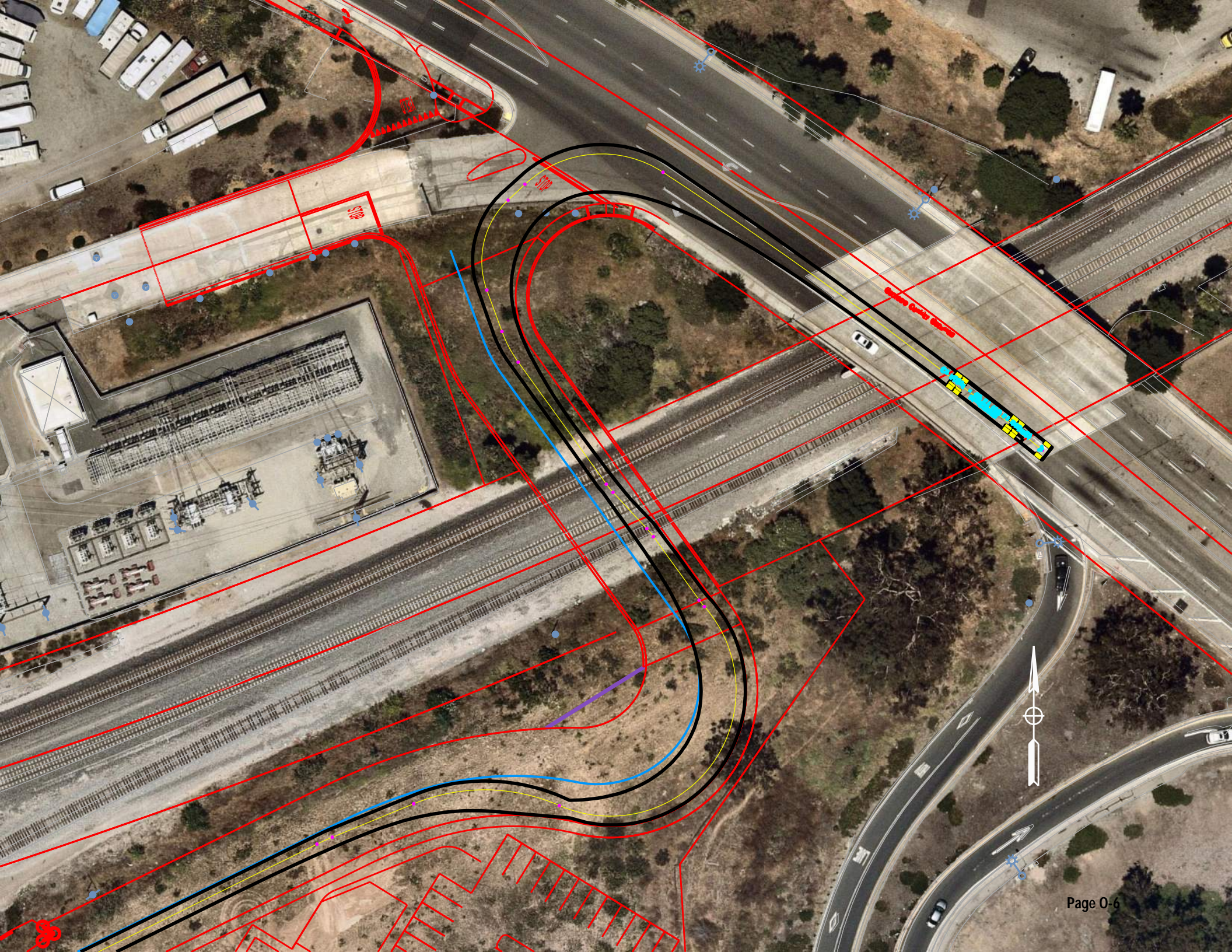




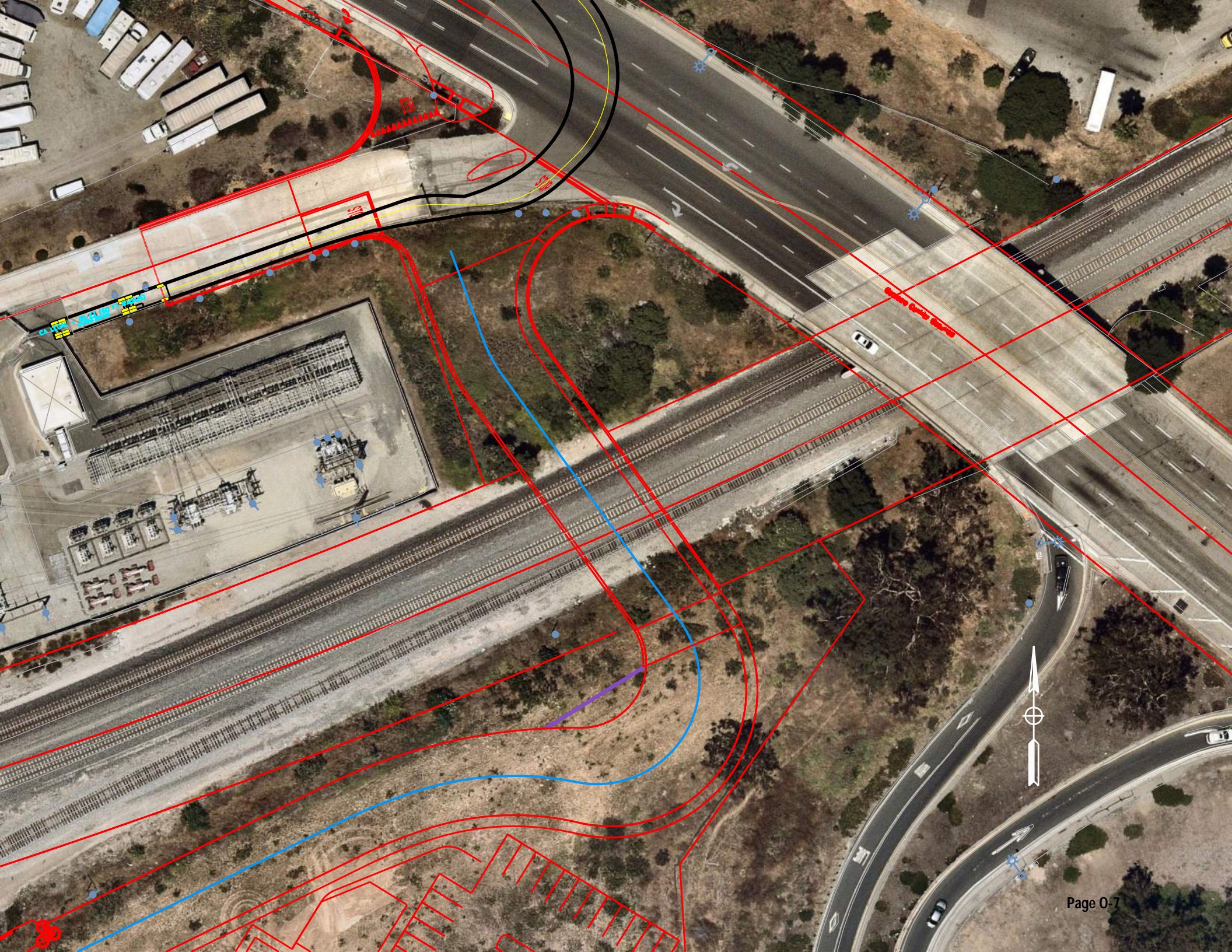






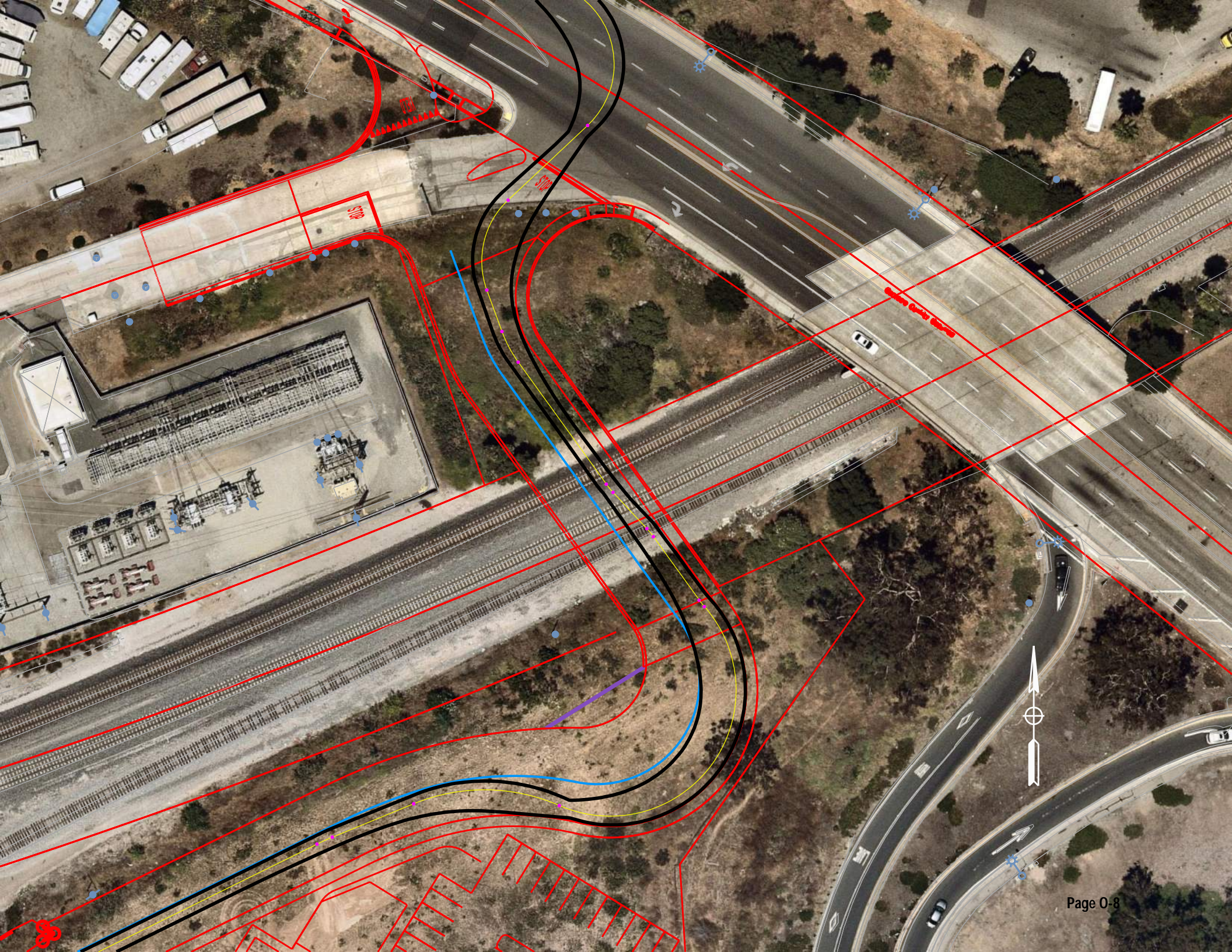


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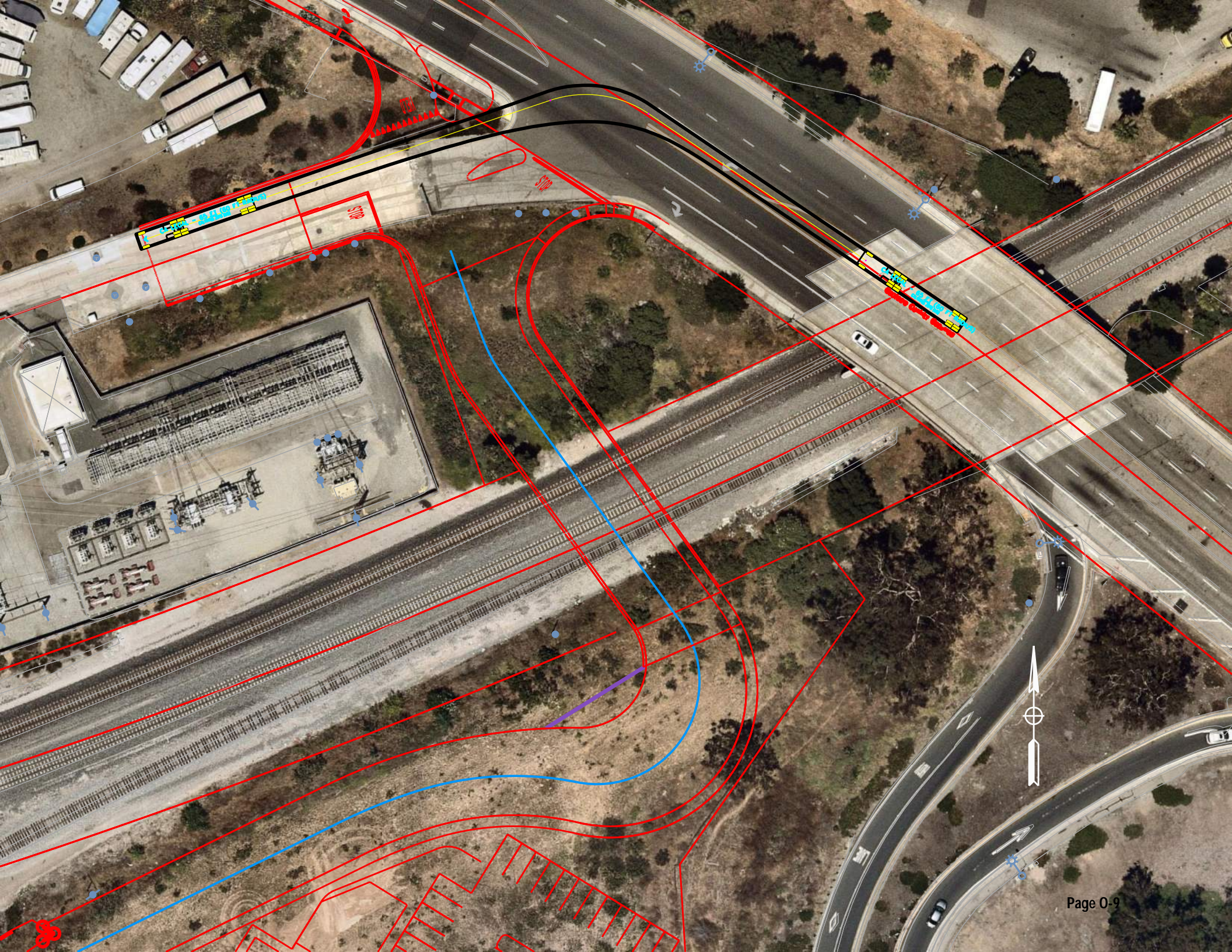


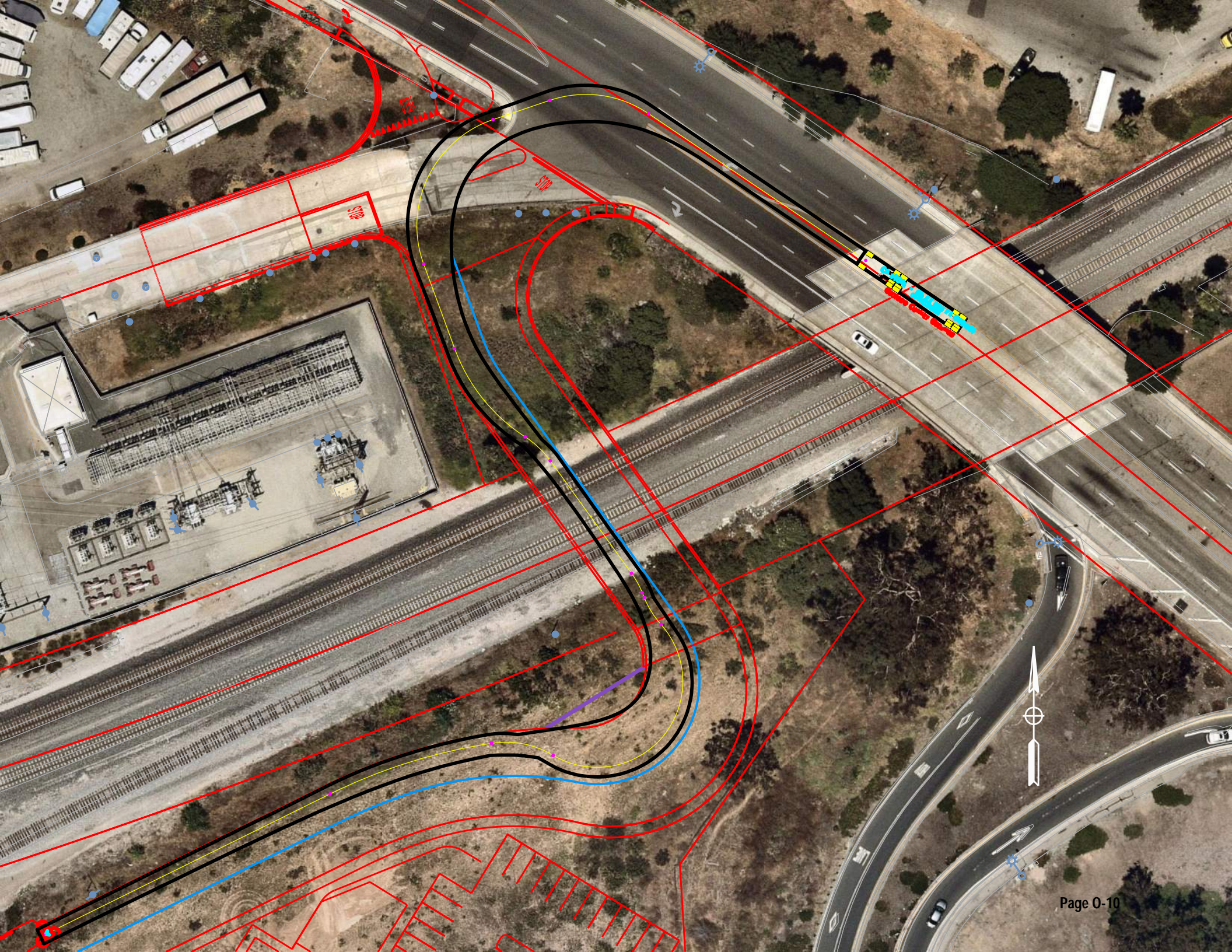
Orange County Corridor

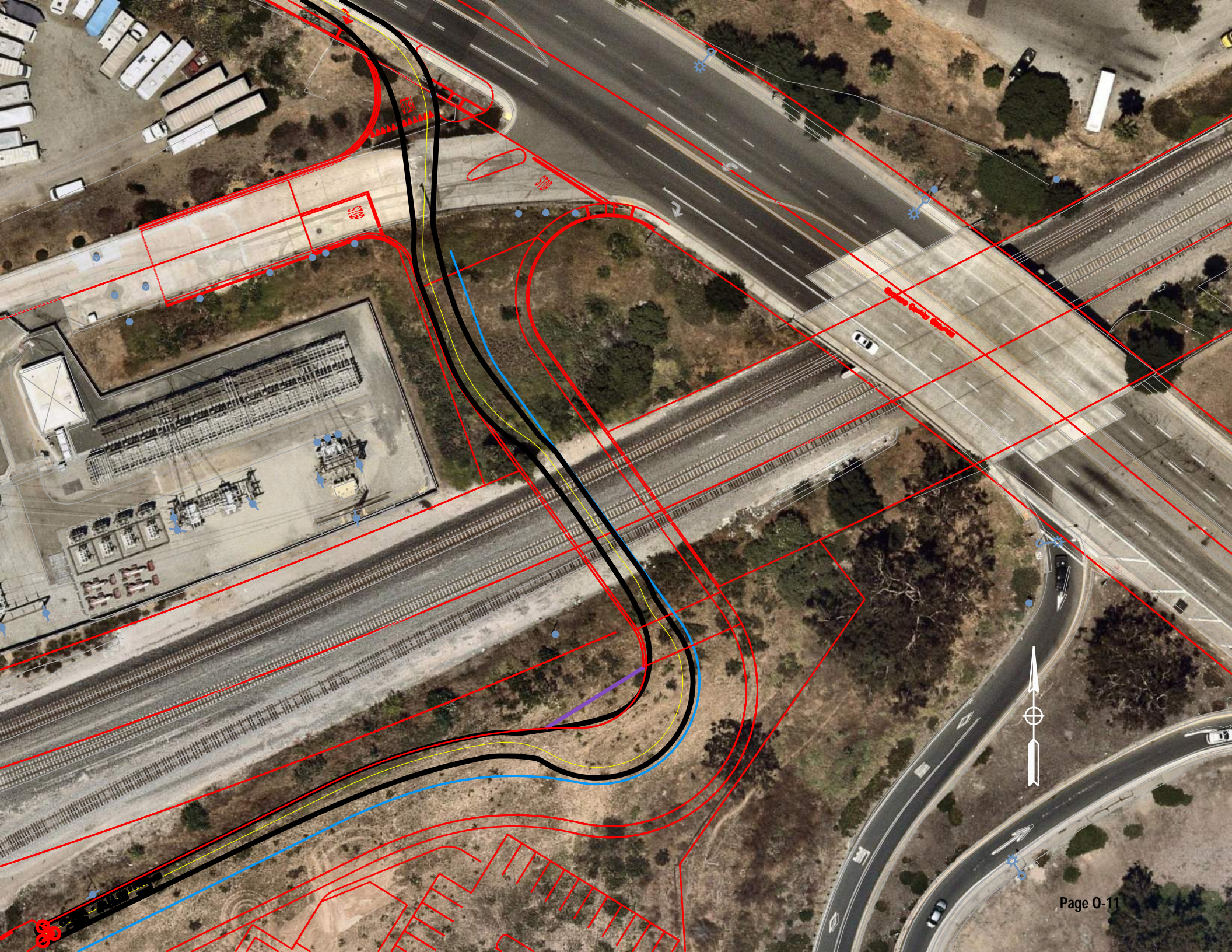




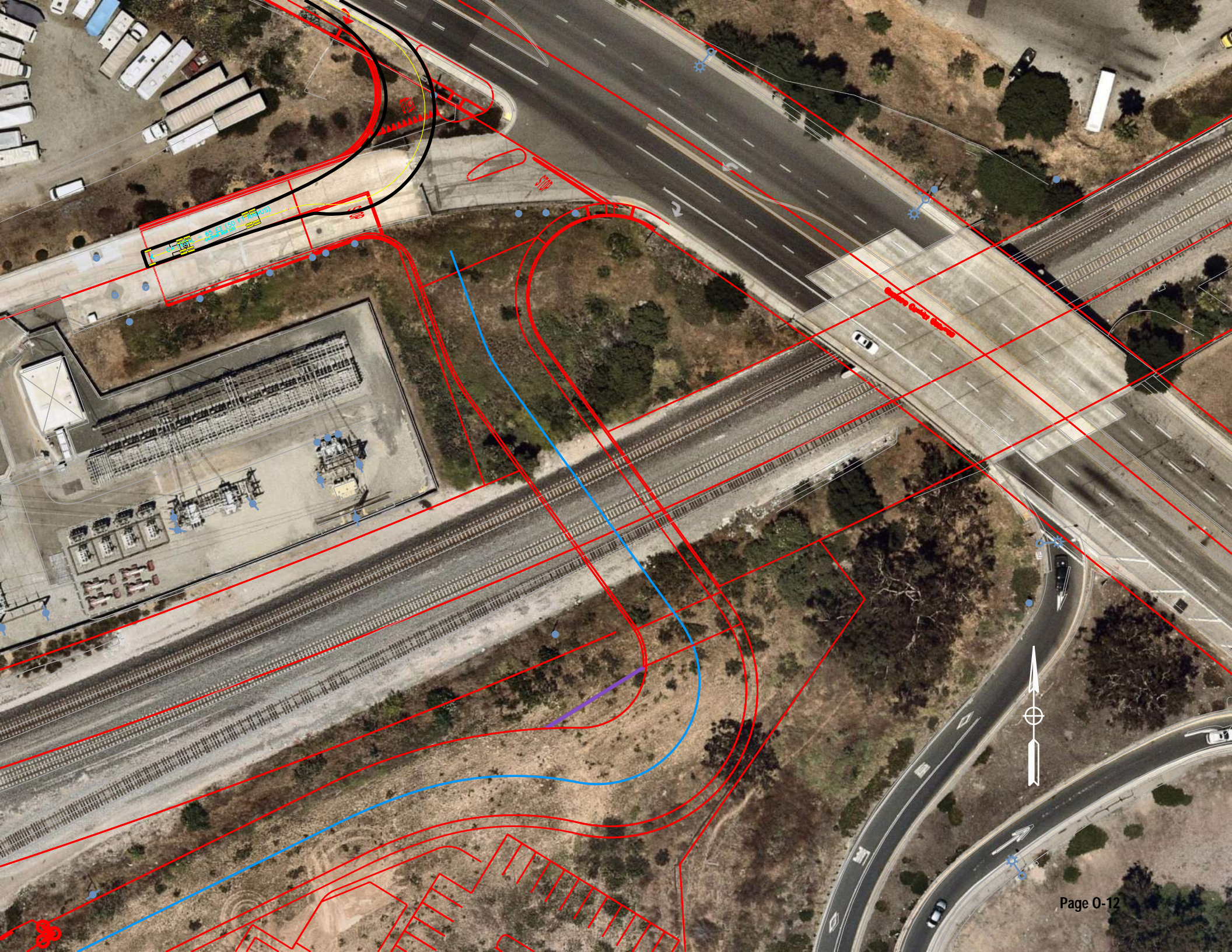
Station 0+00







Orange County College



Scale bar with numerical markings and units.

Scale bar with numerical markings and units.

