

# **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 22, 2021**

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

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

## CERTIFICATION

July 22, 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

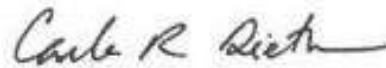
Dear Mr. Sorenson,

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

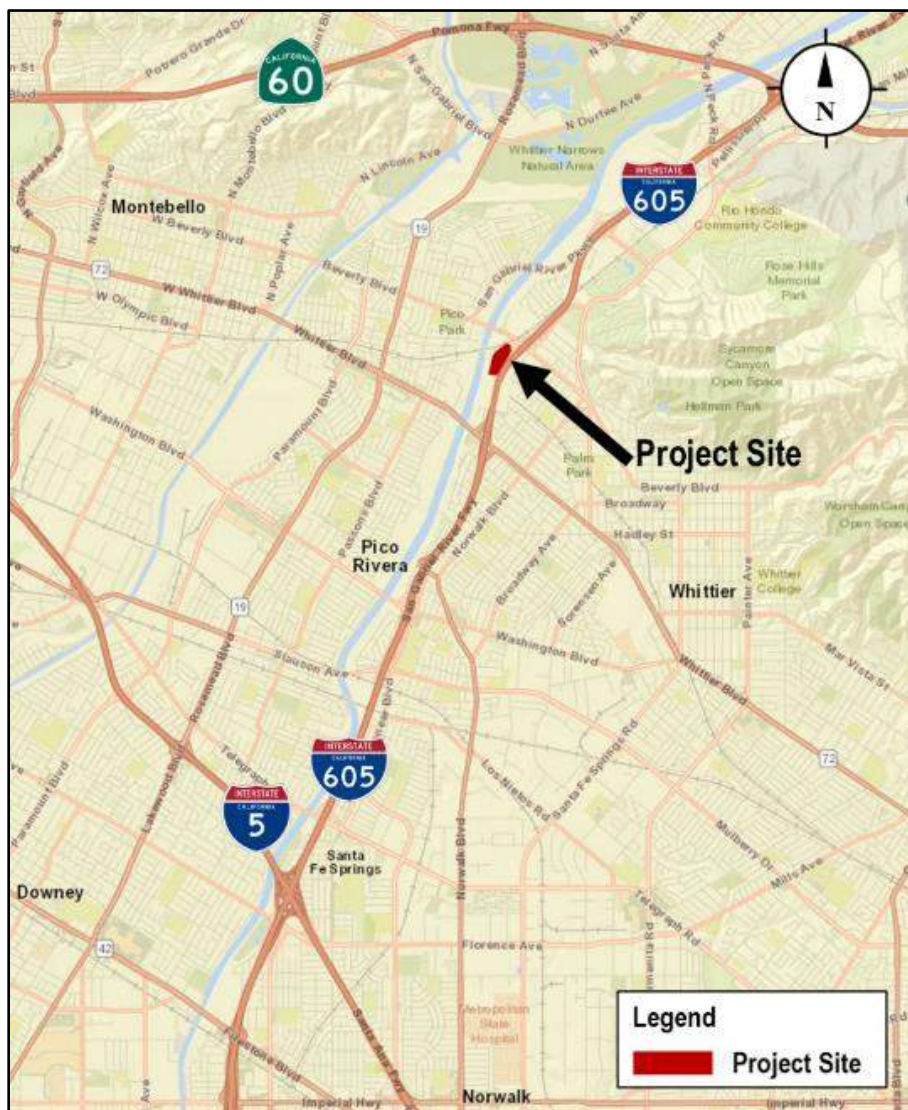
### 2.1 PROJECT DESCRIPTION

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**. The total warehouse area includes 357,903 square feet (347,903 square feet of warehouse + 5,000 square feet of warehouse office + 5,000 square feet of warehouse mezzanine). 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.

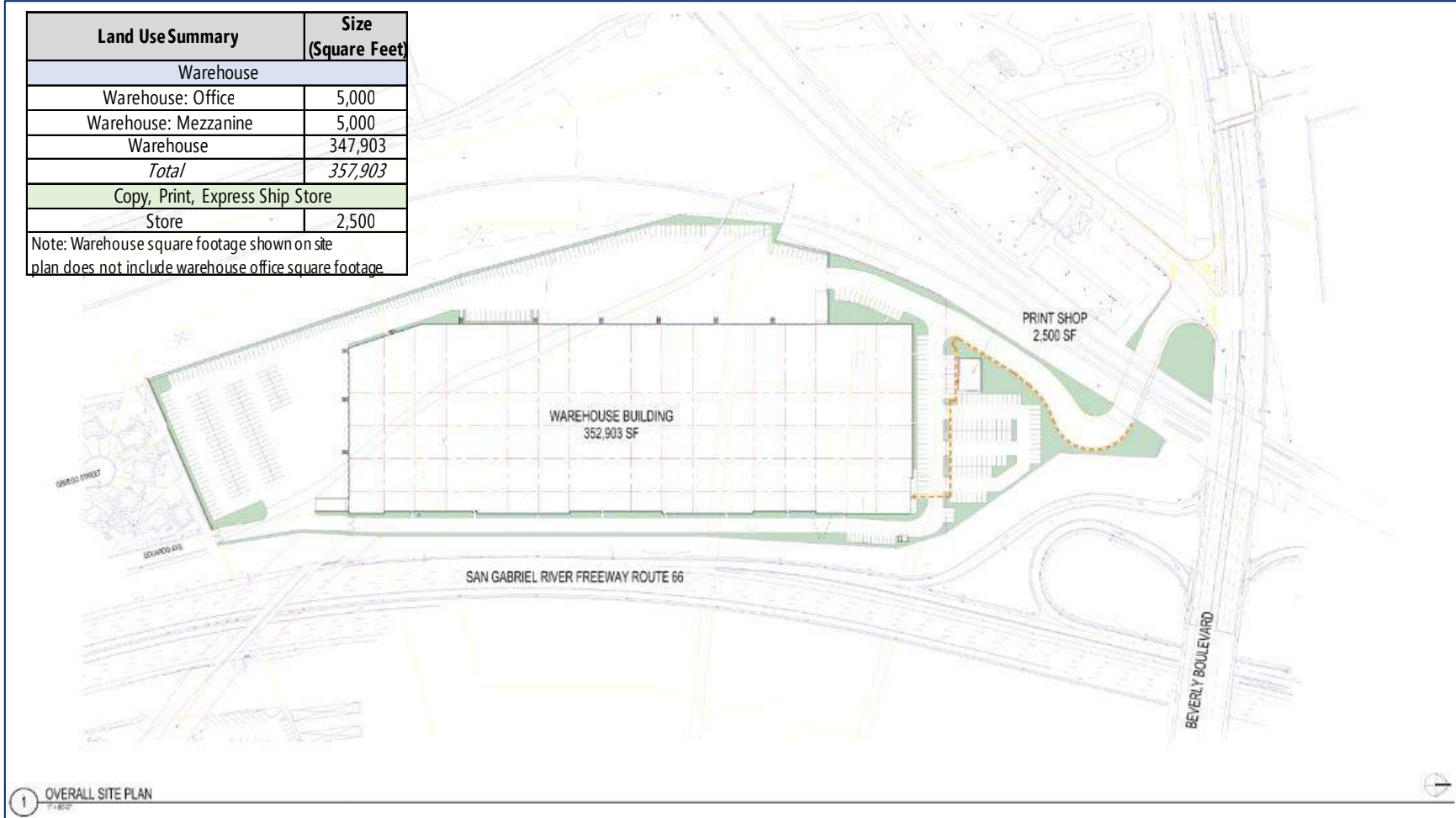
**2.4 STUDY INTERSECTIONS**

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**

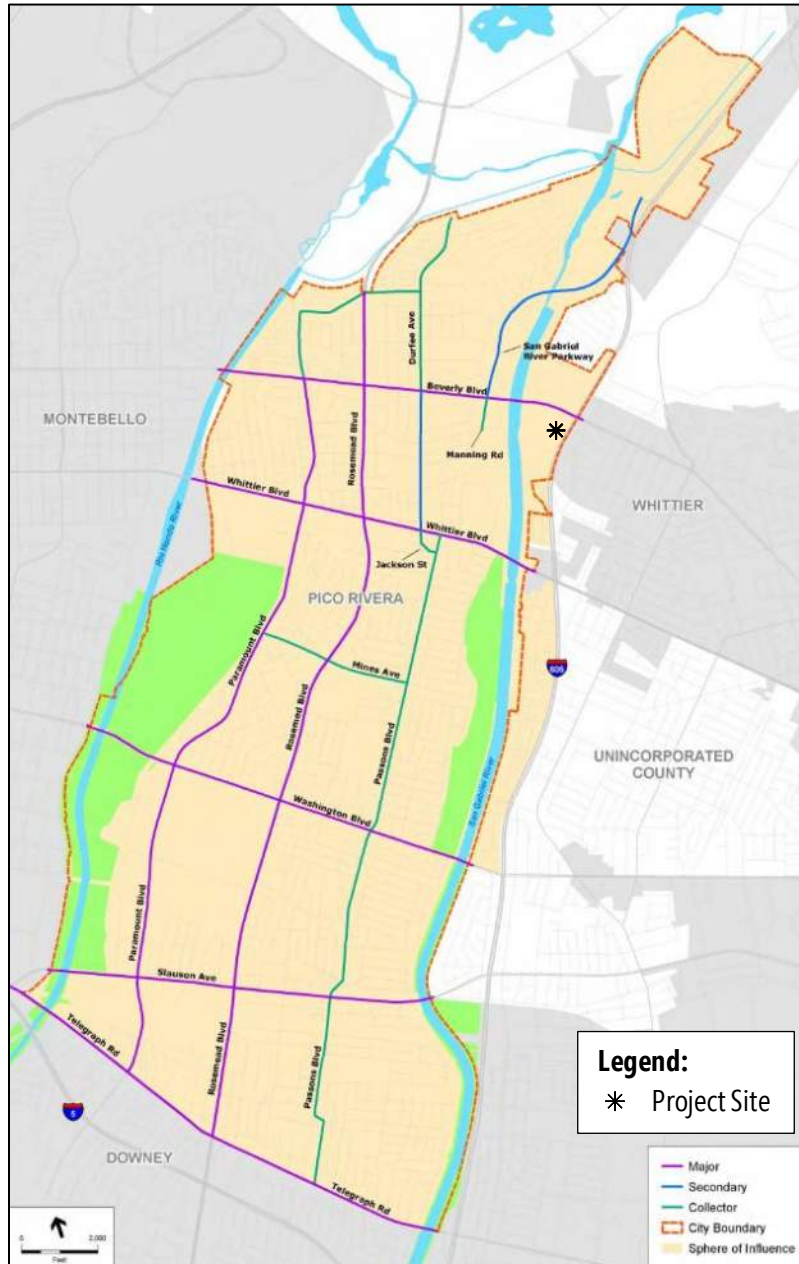


Source: <http://www.ridembl.com/>

### 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**



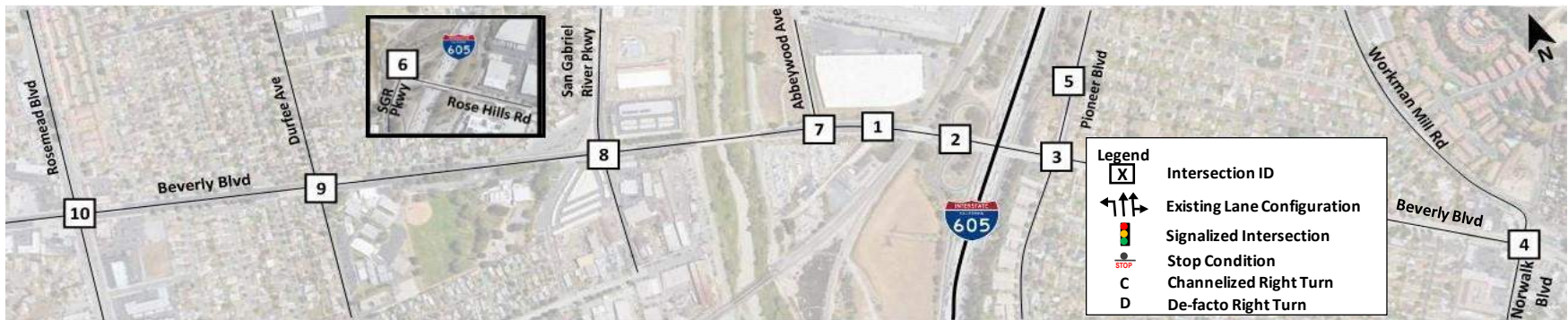
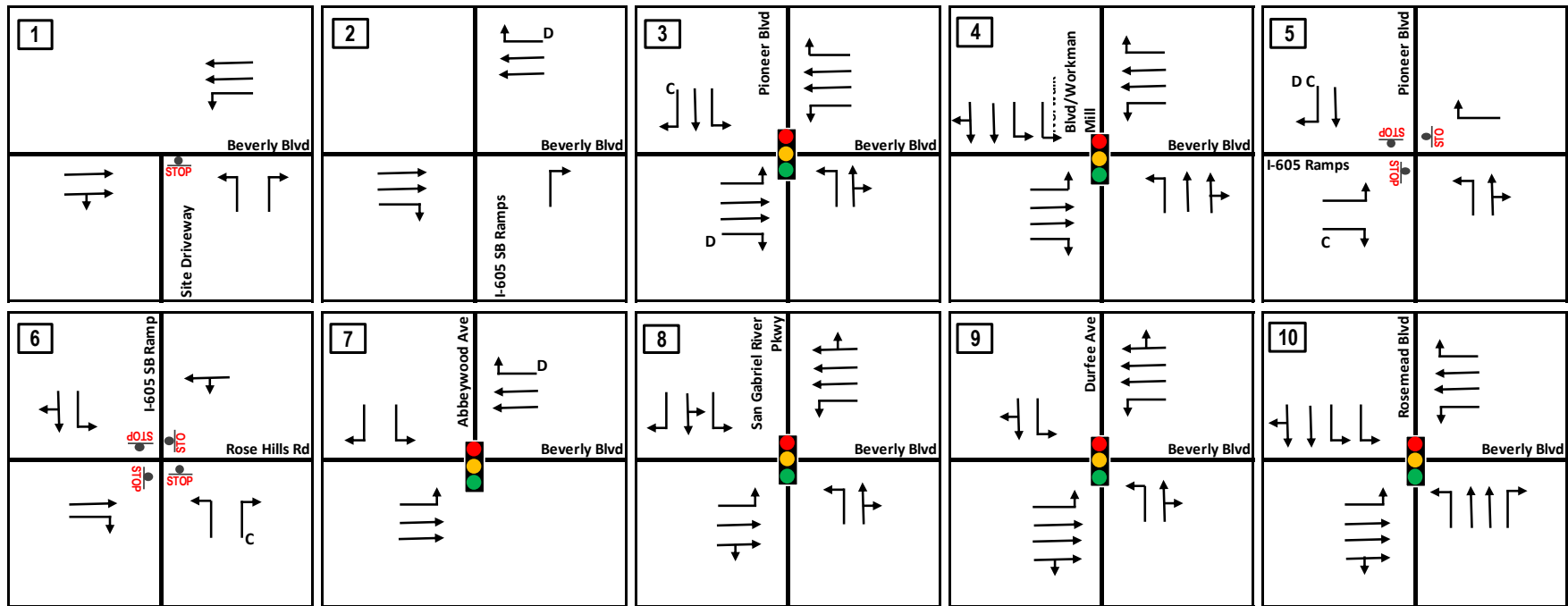
Source: City of Pico Rivera General Plan Circulation Element

### 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, 6<sup>th</sup> 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*, 6<sup>th</sup> 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

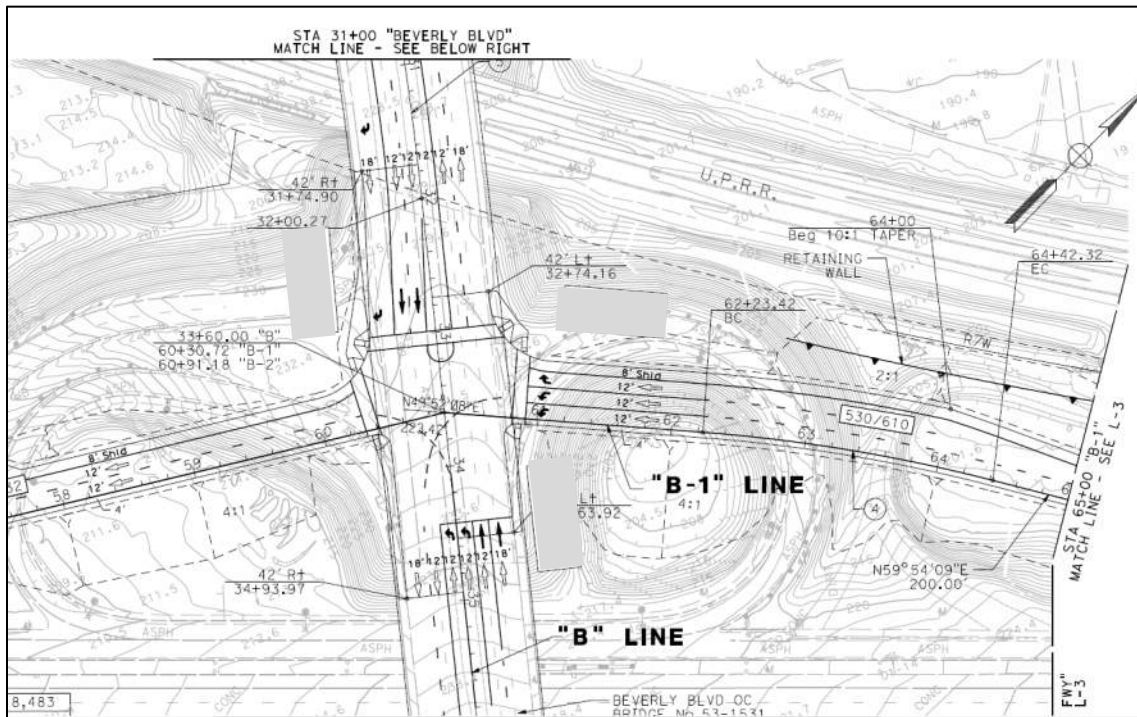
Coordination was conducted with City staff regarding the study process. Concurrence on the traffic study scoping agreement was obtained from the City on September 11, 2020. The approved study scoping agreement is contained in **Appendix B**.

#### 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.

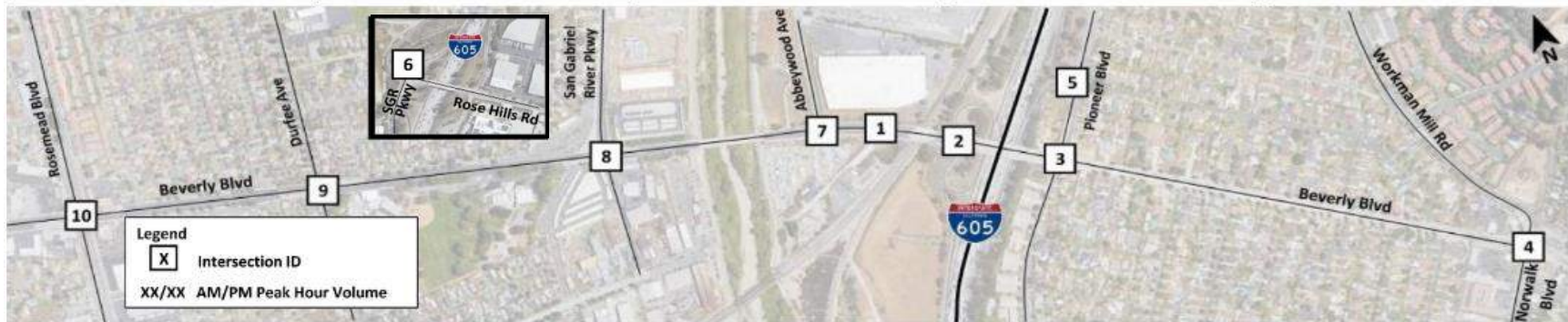
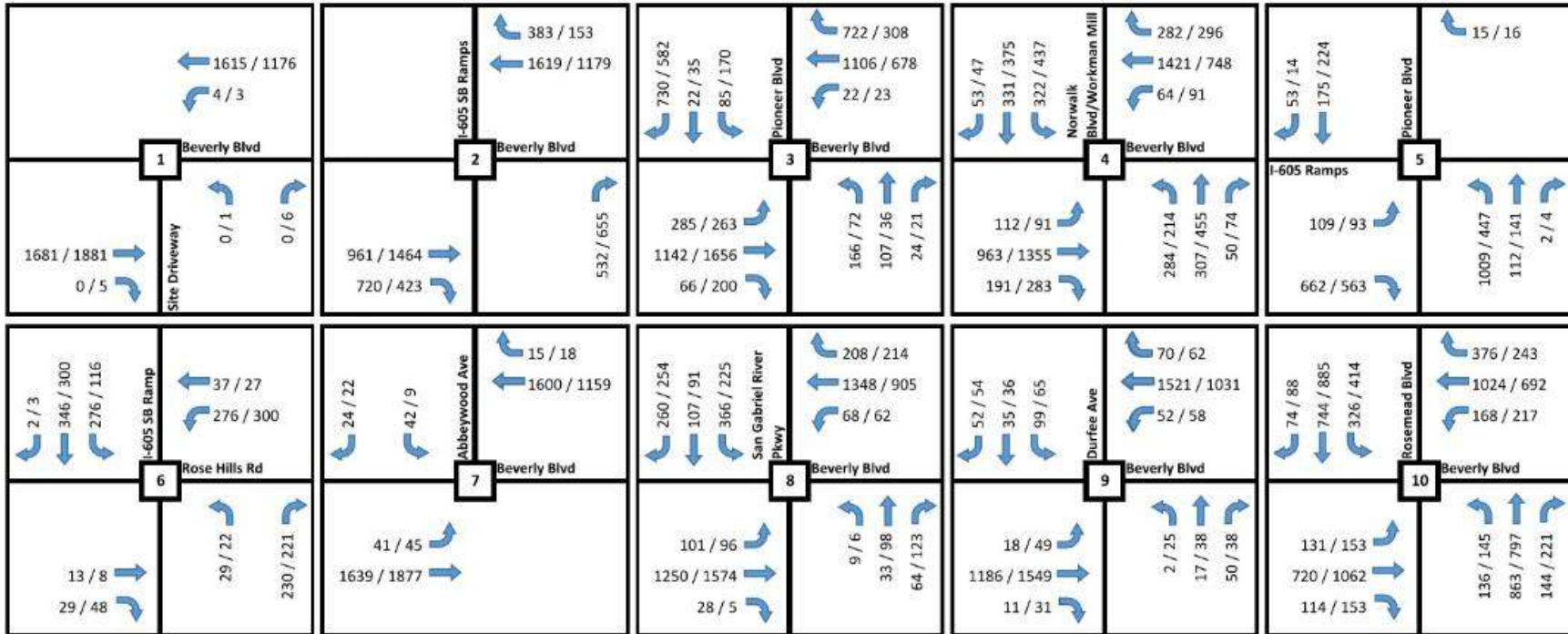
(2) ADTs are shown as vehicle trips, not PCEs.

### **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* (10<sup>th</sup> 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                  |       | <b>622</b>  | <b>60</b>    | <b>45</b> | <b>15</b> | <b>69</b>    | <b>19</b> | <b>50</b> |
| Copy, Print, Express Ship Store | 920      | 2.5 ksf     | Passenger Car          | 100%  | <b>186</b>  | <b>7</b>     | <b>5</b>  | <b>2</b>  | <b>19</b>    | <b>8</b>  | <b>11</b> |
| <b>Total</b>                    |          |             |                        |       | <b>808</b>  | <b>67</b>    | <b>50</b> | <b>17</b> | <b>88</b>    | <b>27</b> | <b>61</b> |

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        |
| <b>Total</b>                    |          |     |                        |       | <b>1,133</b> | <b>98</b>    | <b>72</b> | <b>26</b> | <b>125</b>   | <b>38</b> | <b>88</b> |

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       |
| <b>Difference</b>                              | <b>-4</b>   | <b>-6</b>    | <b>-3</b> | <b>-3</b> | <b>-2</b>    | <b>-2</b> | <b>0</b> |

### 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

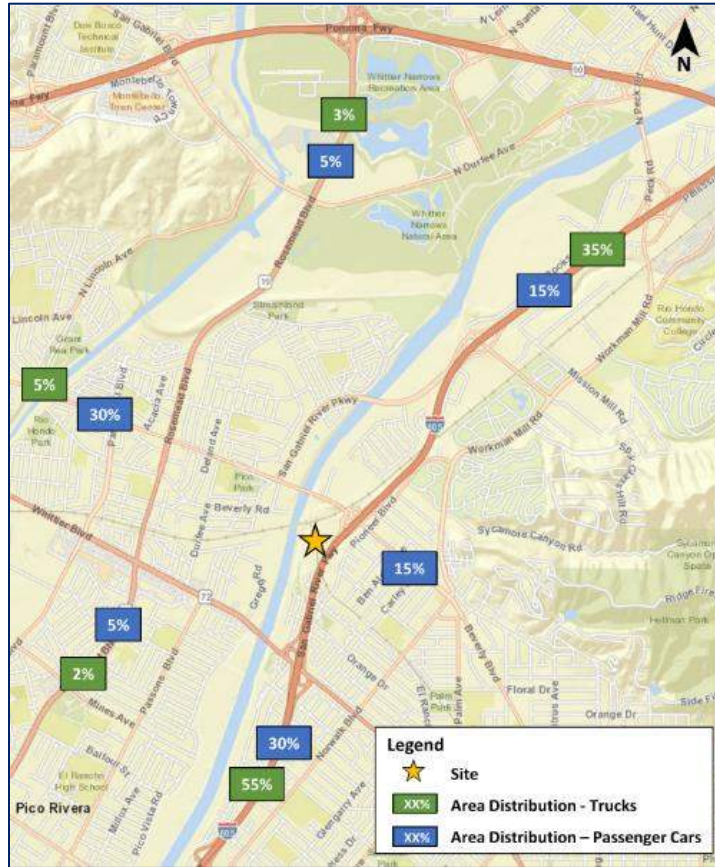
- I-605 to the North = 15%
- Beverly Boulevard to the East = 15%
- I-605 to the South = 30%
- Beverly Boulevard to the West = 40%

#### Trucks

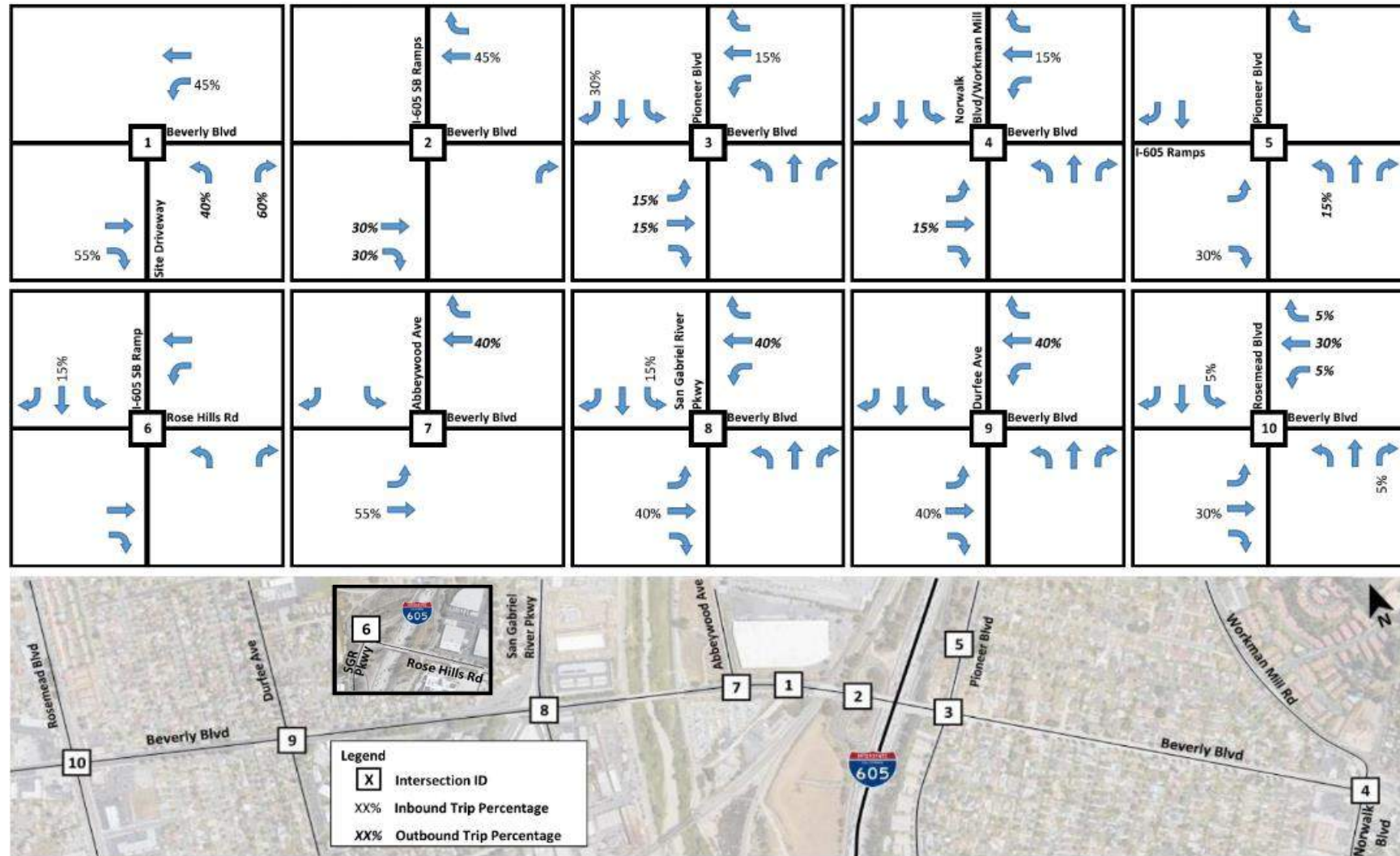
- I-605 to the North = 35%
- Beverly Boulevard to the East = 0%
- I-605 to the South = 55%
- Beverly Boulevard to the West = 10%

**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.

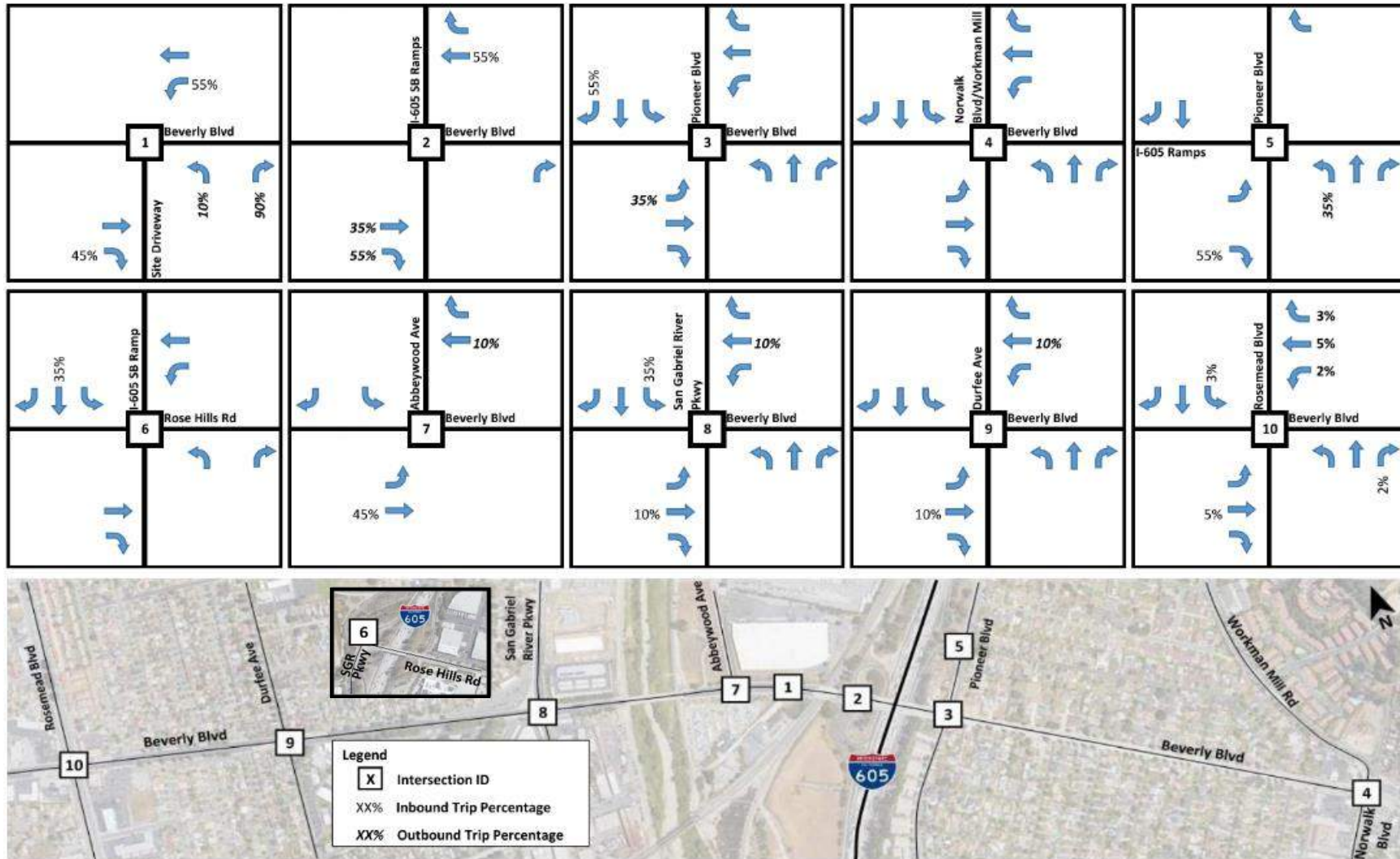
**EXHIBIT 6-1: PROJECT TRAFFIC DISTRIBUTION**



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

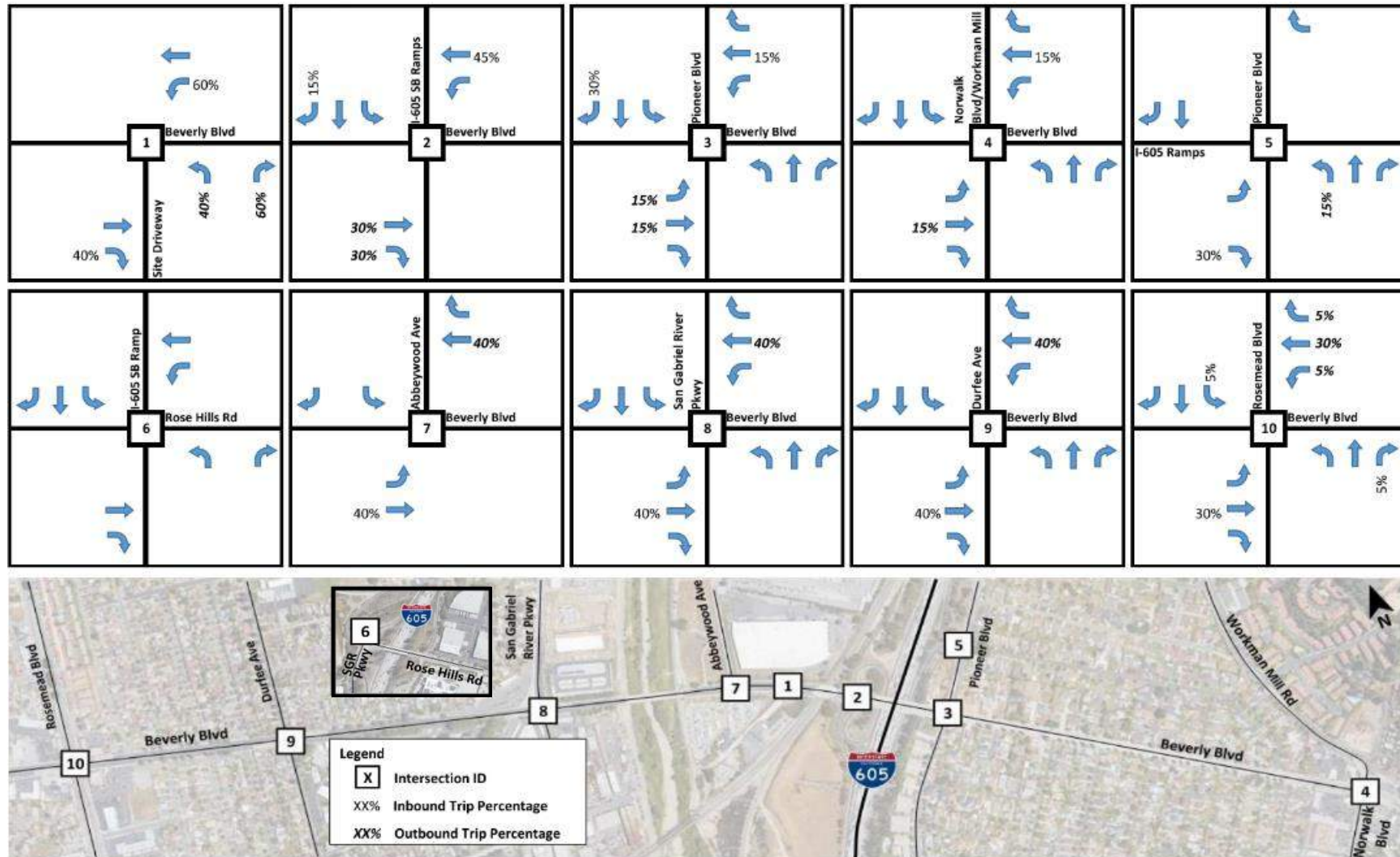


**EXHIBIT 6-3: PROJECT TRAFFIC PEAK HOUR TRIP ASSIGNMENT - TRUCKS (W/O I-605 INTERCHANGE IMPROVEMENTS)**

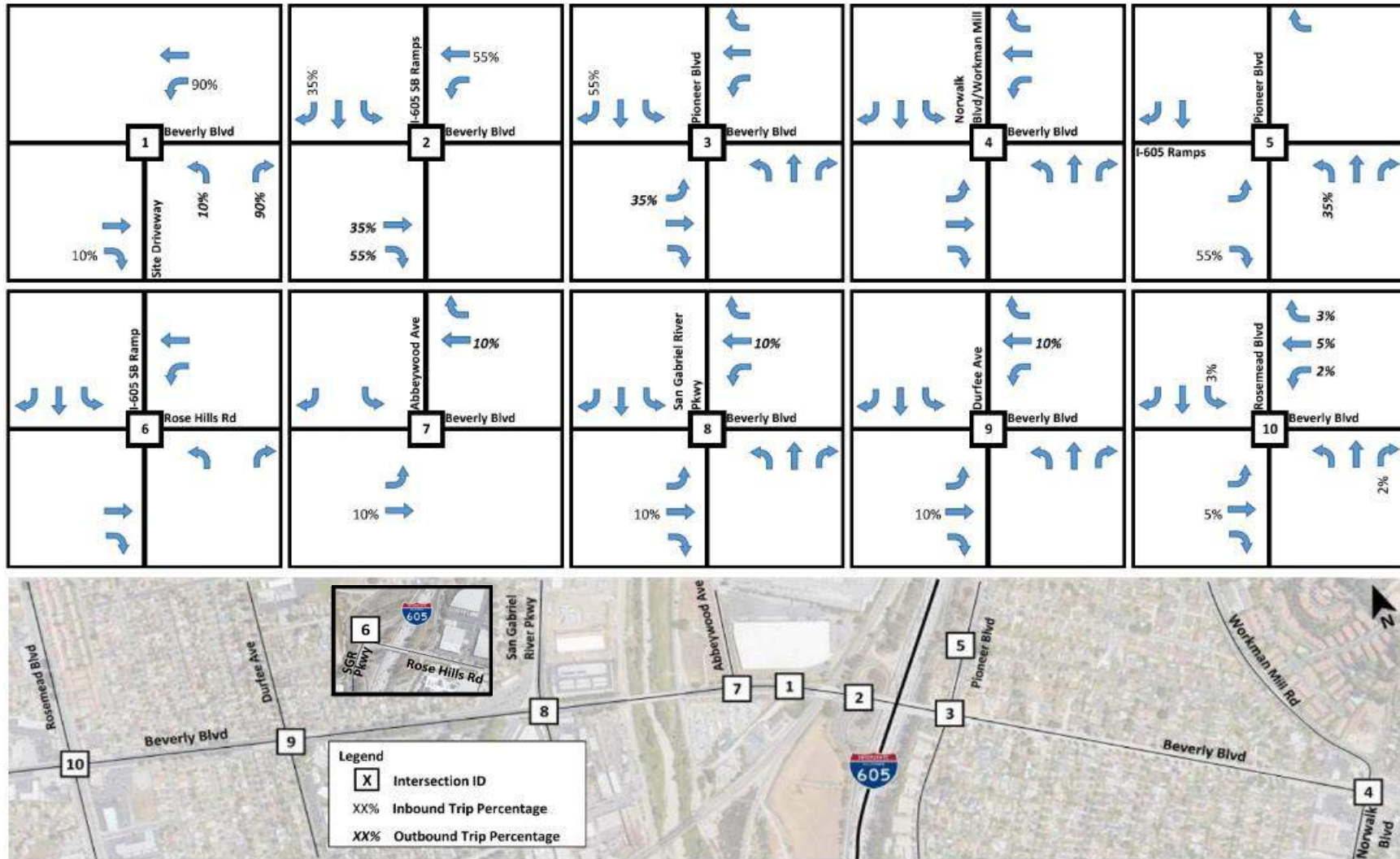




**EXHIBIT 6-4: PROJECT TRAFFIC PEAK HOUR TRIP ASSIGNMENT - PASSENGER CARS (W/ I-605 INTERCHANGE IMPROVEMENTS)**



**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)**

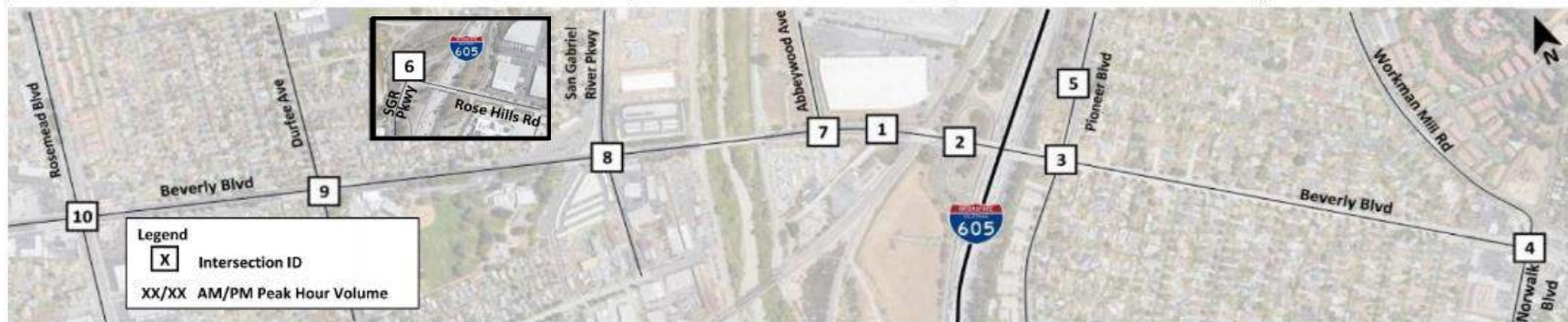
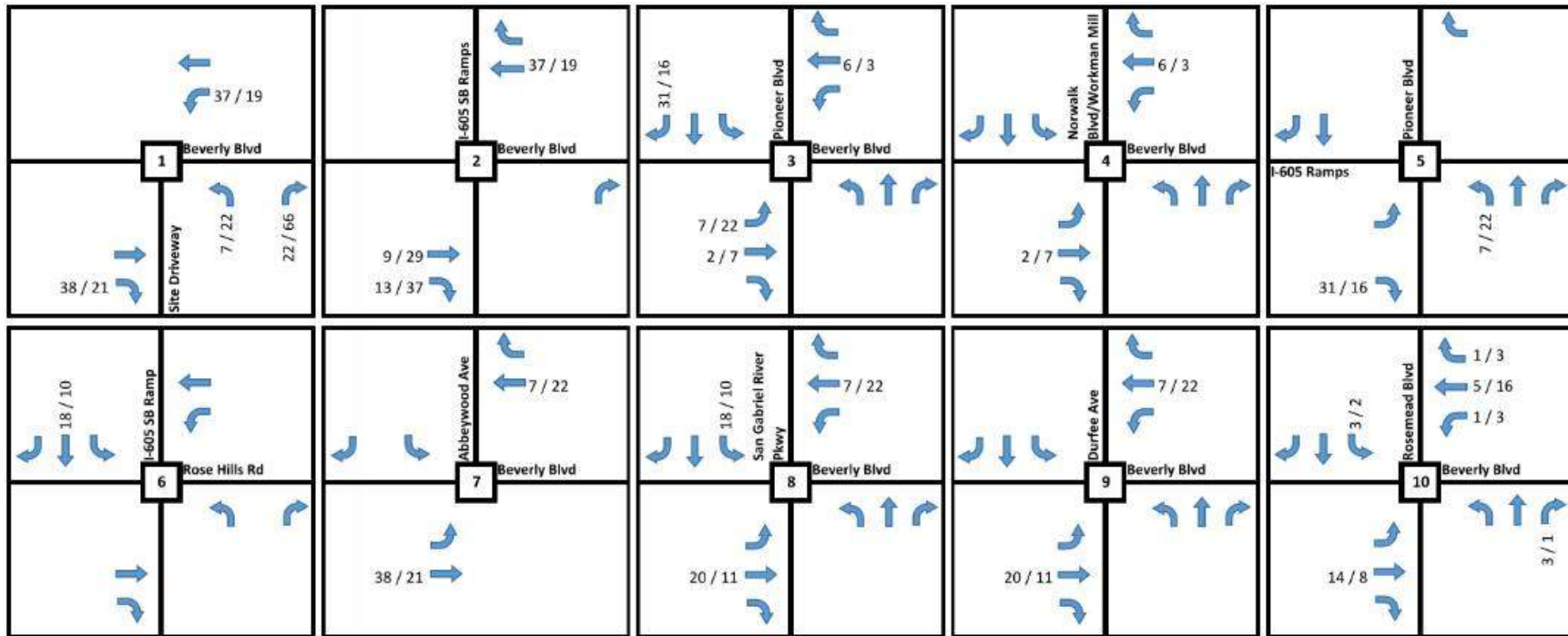
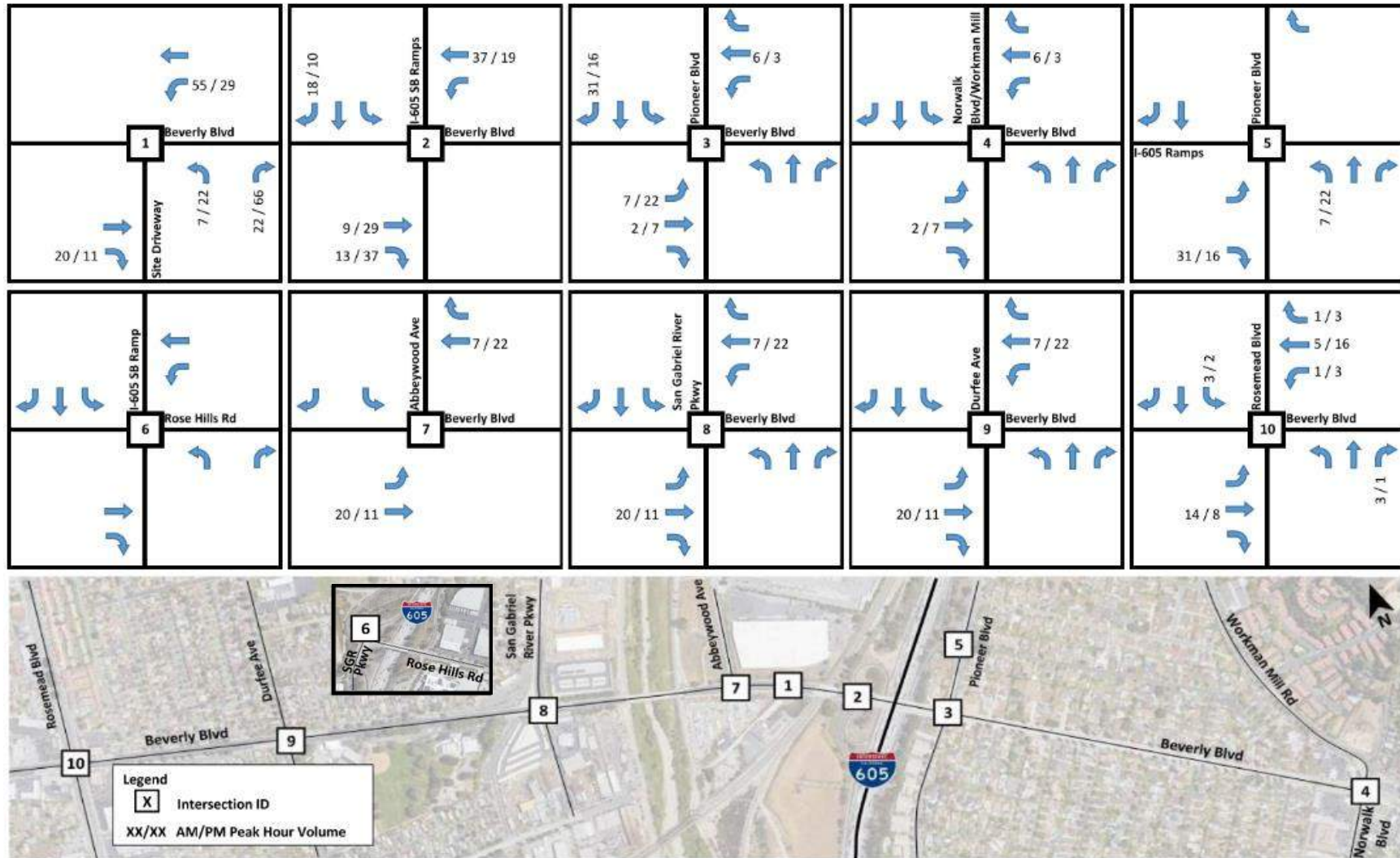




EXHIBIT 6-7: PROJECT TRAFFIC PEAK HOUR TRIP ASSIGNMENT IN PCEs (W/ I-605 INTERCHANGE IMPROVEMENTS)





**TABLE 6-5: PROJECT ONLY ADTs**

| <b>ID</b> | <b>Segment</b>   | <b>ADT<br/>(W/O I-605<br/>Interchange<br/>Improvements)</b> | <b>ADT<br/>(W/ I-605<br/>Interchange<br/>Improvements)</b> |
|-----------|--|---|--|
| 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.

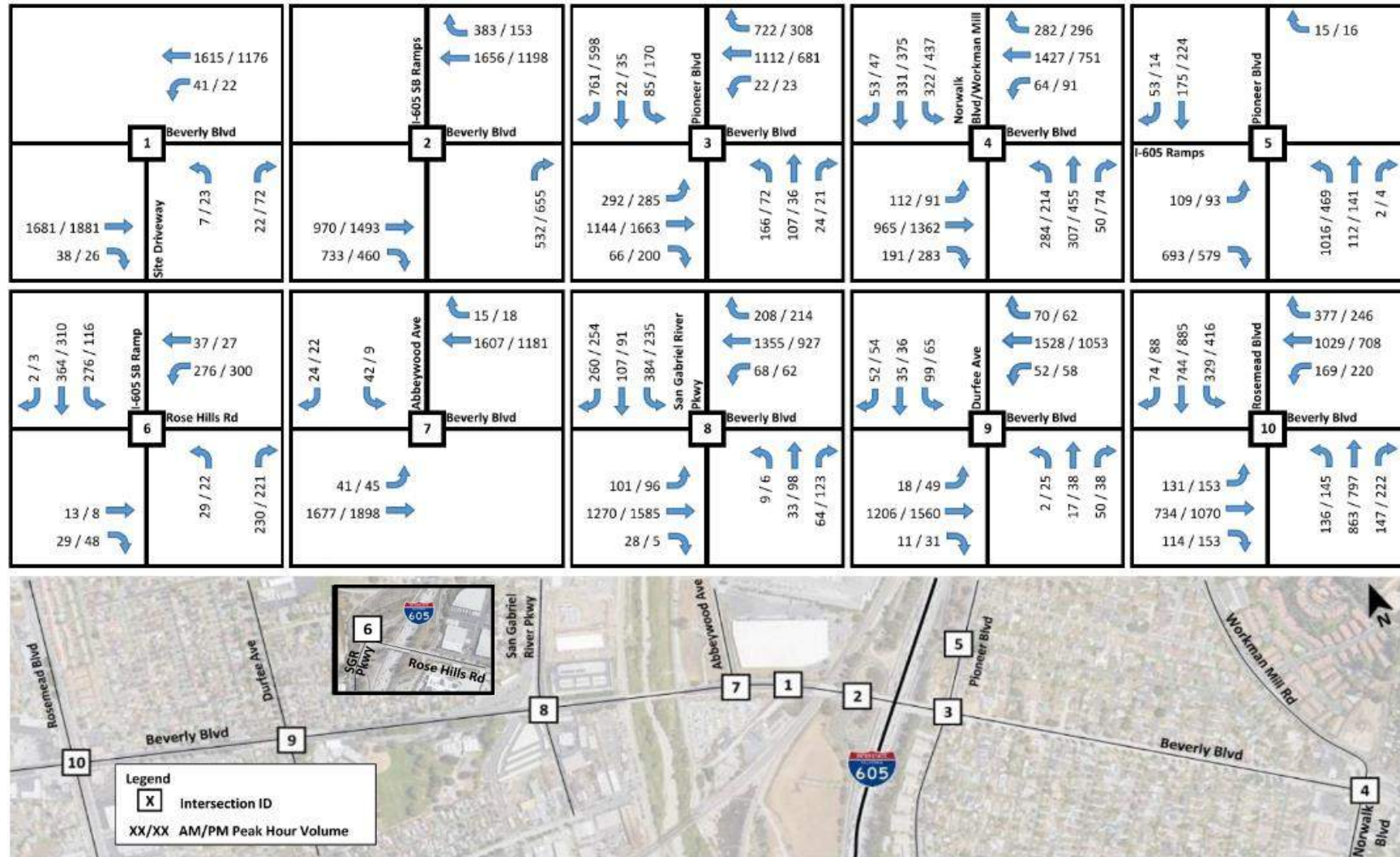
**TABLE 7-1: EXISTING YEAR (2020) PLUS PROJECT ADTs**

| 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**

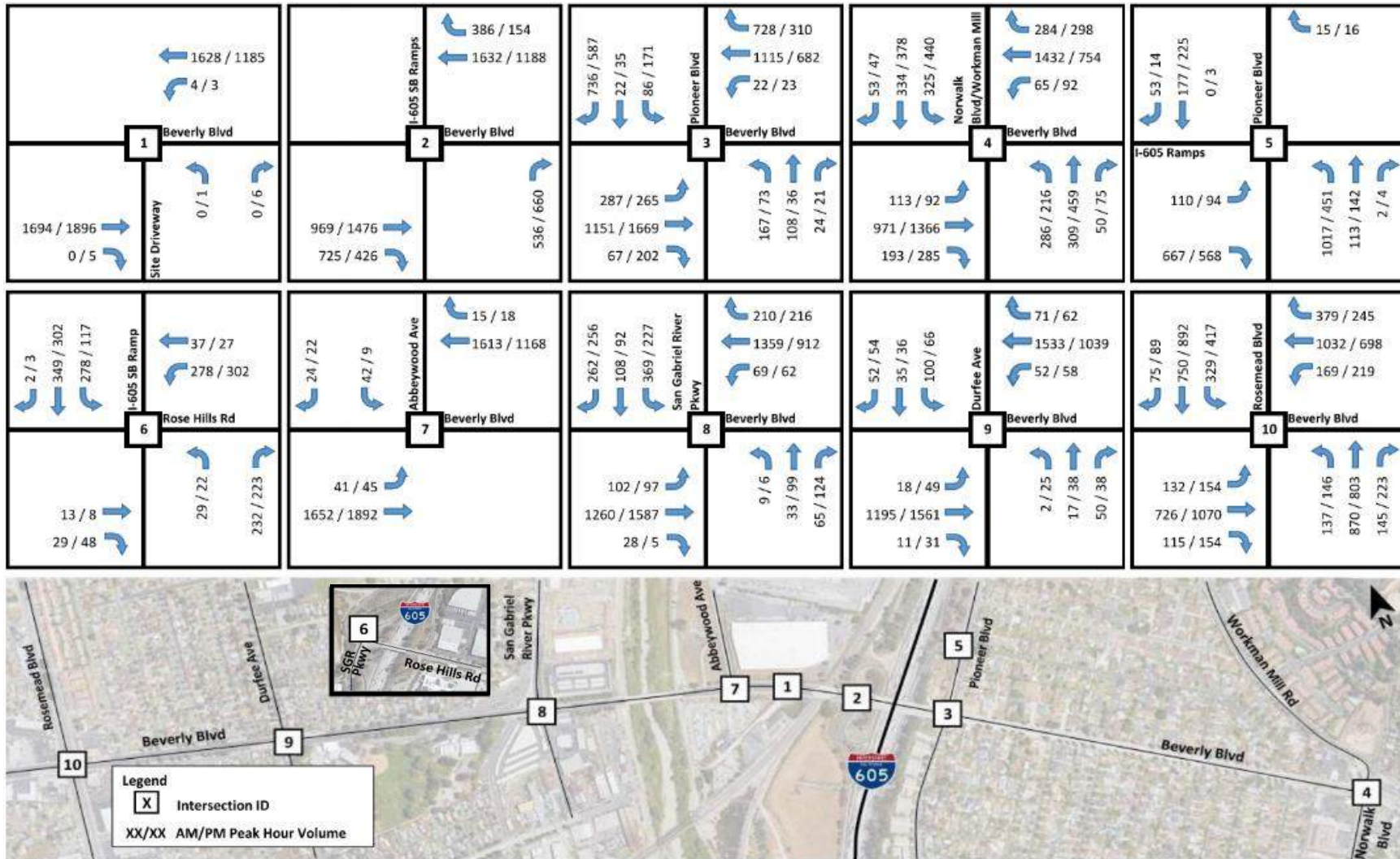
| ID | Segment  | ADT    |
|----|--|--------|
| 1  | Beverly Blvd between Paramount Blvd and Rosemead Blvd              | 27,600 |
| 2  | Beverly Blvd between Rosemead Blvd and Durfee Ave                  | 34,400 |
| 3  | Beverly Blvd between Durfee Ave and San Gabriel River Pkwy         | 35,500 |
| 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**

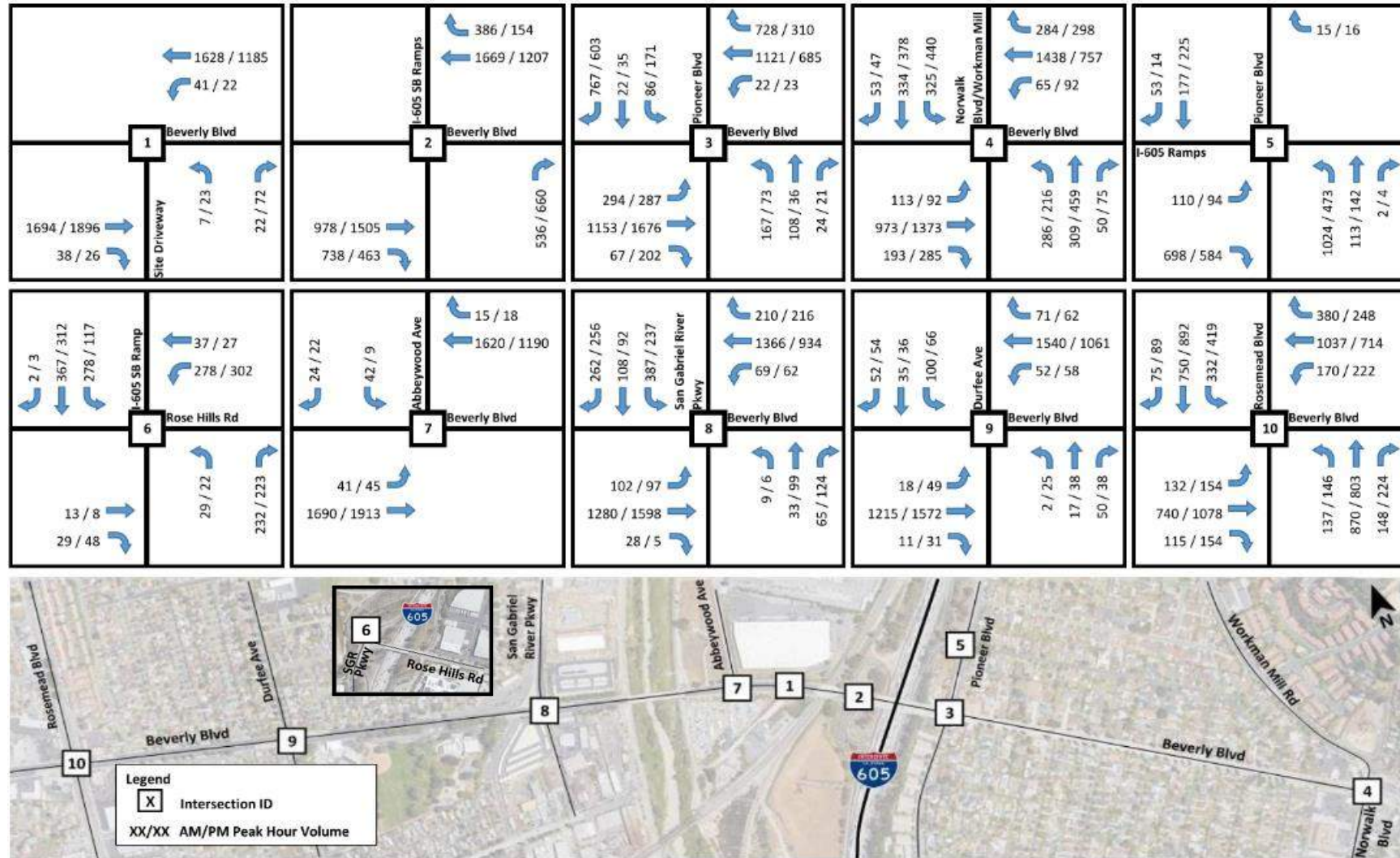
| ID | Segment  | ADT    |
|----|--|--------|
| 1  | Beverly Blvd between Paramount Blvd and Rosemead Blvd              | 27,800 |
| 2  | Beverly Blvd between Rosemead Blvd and Durfee Ave                  | 34,700 |
| 3  | Beverly Blvd between Durfee Ave and San Gabriel River Pkwy         | 35,800 |
| 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.



**EXHIBIT 7-3: OPENING YEAR (2022) PLUS PROJECT (W/O I-605 INTERCHANGE IMPROVEMENTS) PEAK HOUR VOLUMES IN 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.

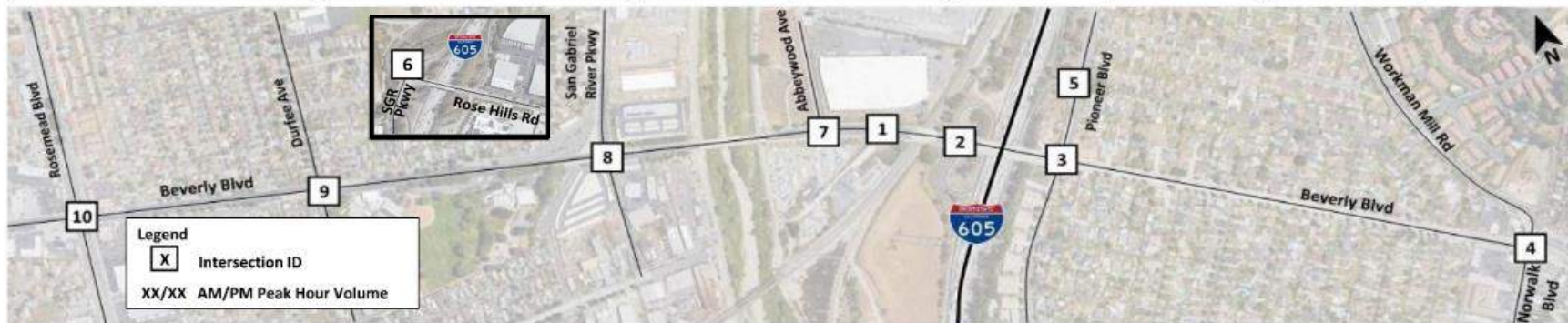
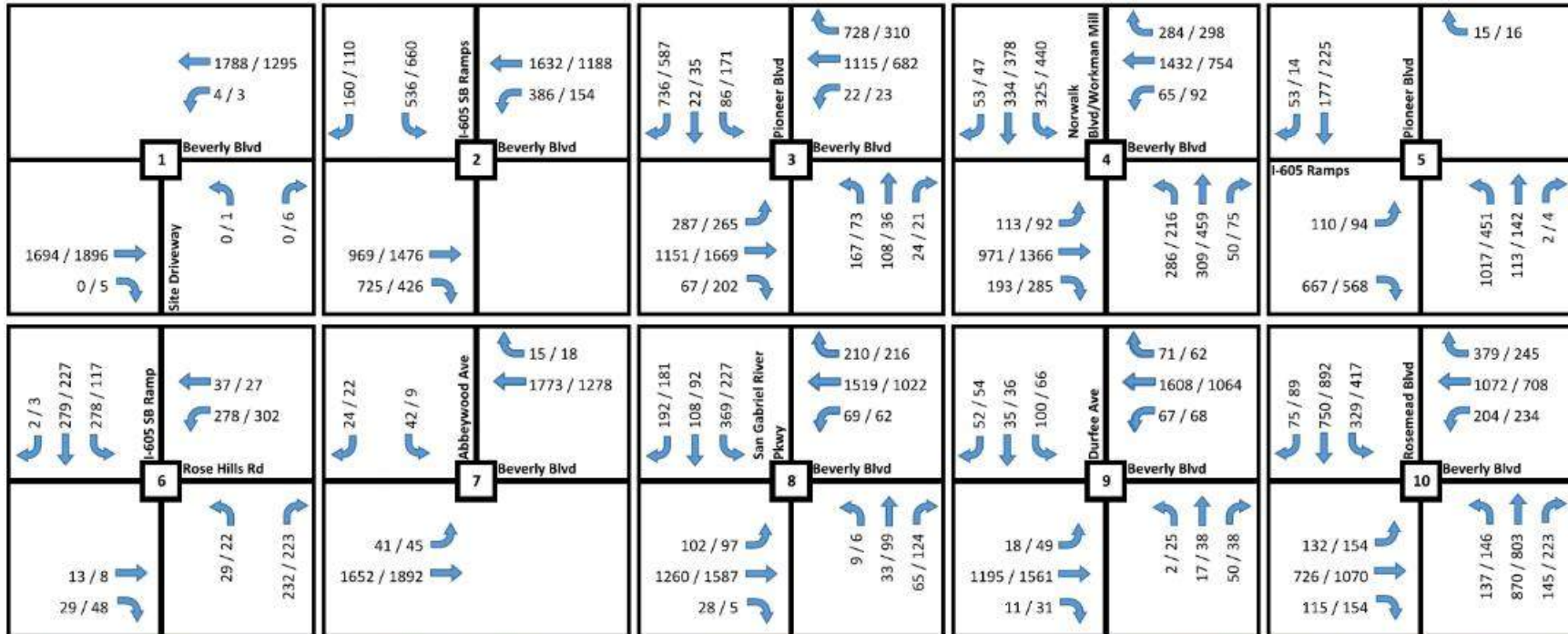
**TABLE 7-4: OPENING YEAR (2022) (W/I-605 INTERCHANGE IMPROVEMENTS) ADTs**

| 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**

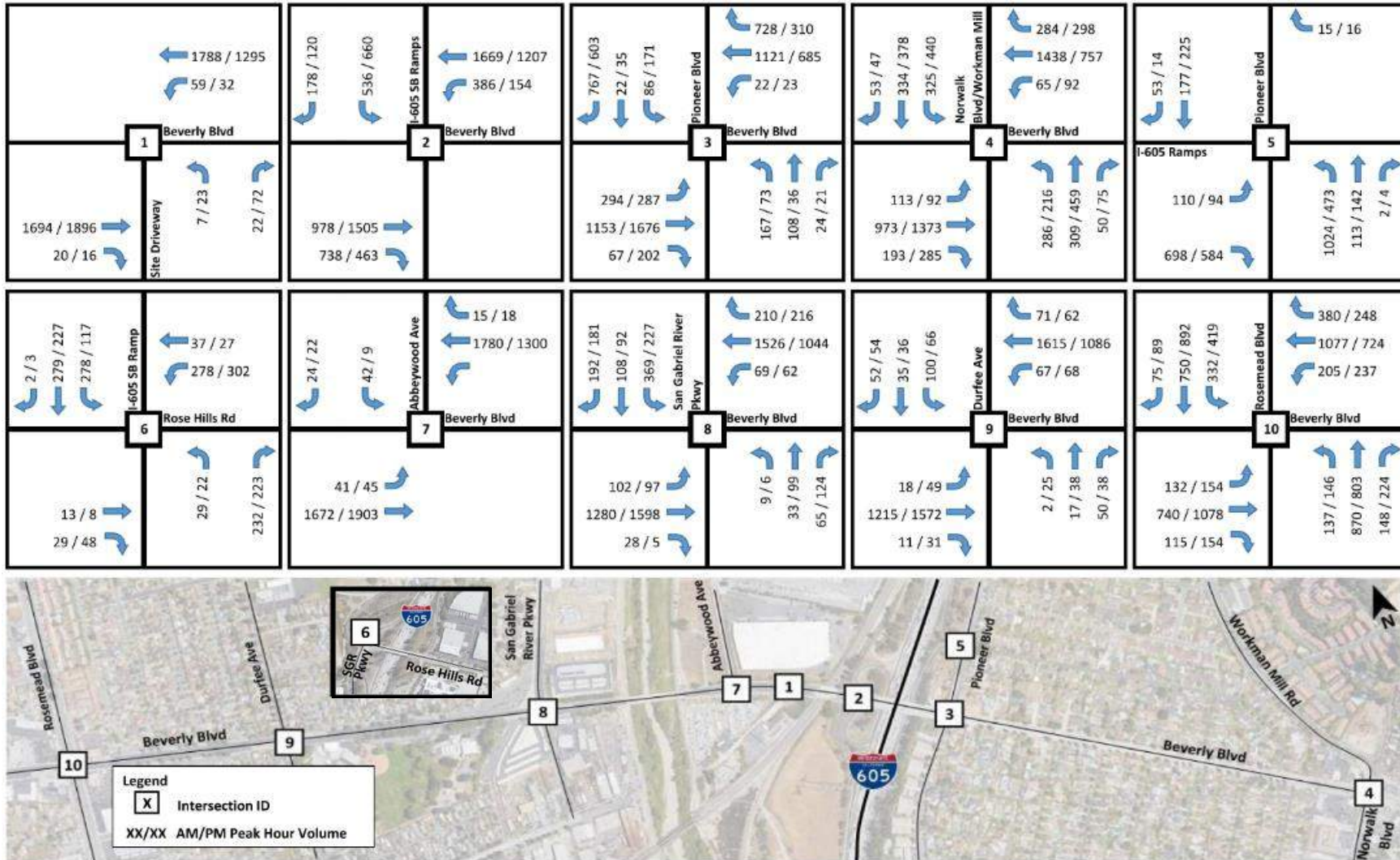
| ID | Segment  | ADT    |
|----|--|--------|
| 1  | Beverly Blvd between Paramount Blvd and Rosemead Blvd              | 29,000 |
| 2  | Beverly Blvd between Rosemead Blvd and Durfee Ave                  | 36,000 |
| 3  | Beverly Blvd between Durfee Ave and San Gabriel River Pkwy         | 36,700 |
| 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                              | Size                                     | Jurisdiction |
|----|--|---|--|--------------|
| 1  | 140 Whittier Blvd                                | Townhomes                                 | 88 Units                                 | Montebello   |
| 2  | 3928 Rosemead Blvd                               | Condominiums                              | 14 Units                                 | Pico Rivera  |
| 3  | 4139 Rosemead Blvd                               | Apartments                                | 6 Units                                  | Pico Rivera  |
| 4  | 4525 Rosemead Blvd                               | Auto Repair Shop                          | 7,700 SF                                 | Pico Rivera  |
| 5  | 6605 Rosemead Blvd                               | Hotel                                     | 86 Rooms                                 | Pico Rivera  |
| 6  | 5360 Workman Mill Rd & 5303 Davidson Dr          | Condos/Townhomes & Single Family Detached | 24 Units (Multi) & 8 Units (Single)      | Whittier     |
| 7  | 10727 Orange Grove                               | Apartments                                | 5 Units                                  | Whittier     |
| 8  | WRD - 4320 San Gabriel River Pkwy                | Water Treatment Facility                  | 73,028 SF                                | Pico Rivera  |
| 9  | Chick-fil-A & Commercial Pad - Whittier/Rosemead | Fast Food & Retail                        | 4,500 SF (Fast Food) & 5,000 SF (Retail) | Pico Rivera  |
| 10 | Raising Cane's - 5005 Paramount Blvd             | Fast Food                                 | 3,621 SF                                 | Pico Rivera  |
| 11 | 8813 Gallatin Rd                                 | Multi-Family                              | 9 Units                                  | Pico Rivera  |
| 12 | 4211 Columbia Ave                                | Park                                      | 3 Acres                                  | Pico Rivera  |

Notes: (1) SF = Square Feet



### 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.

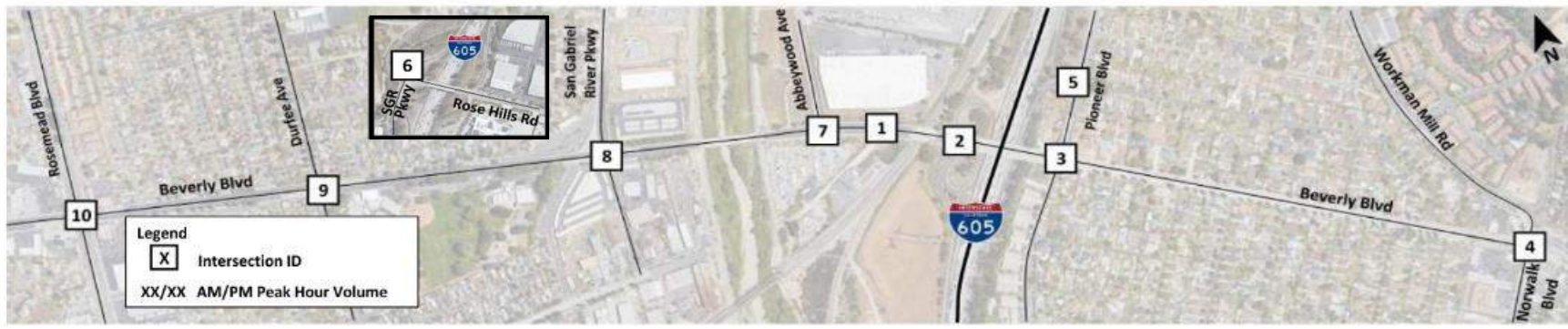
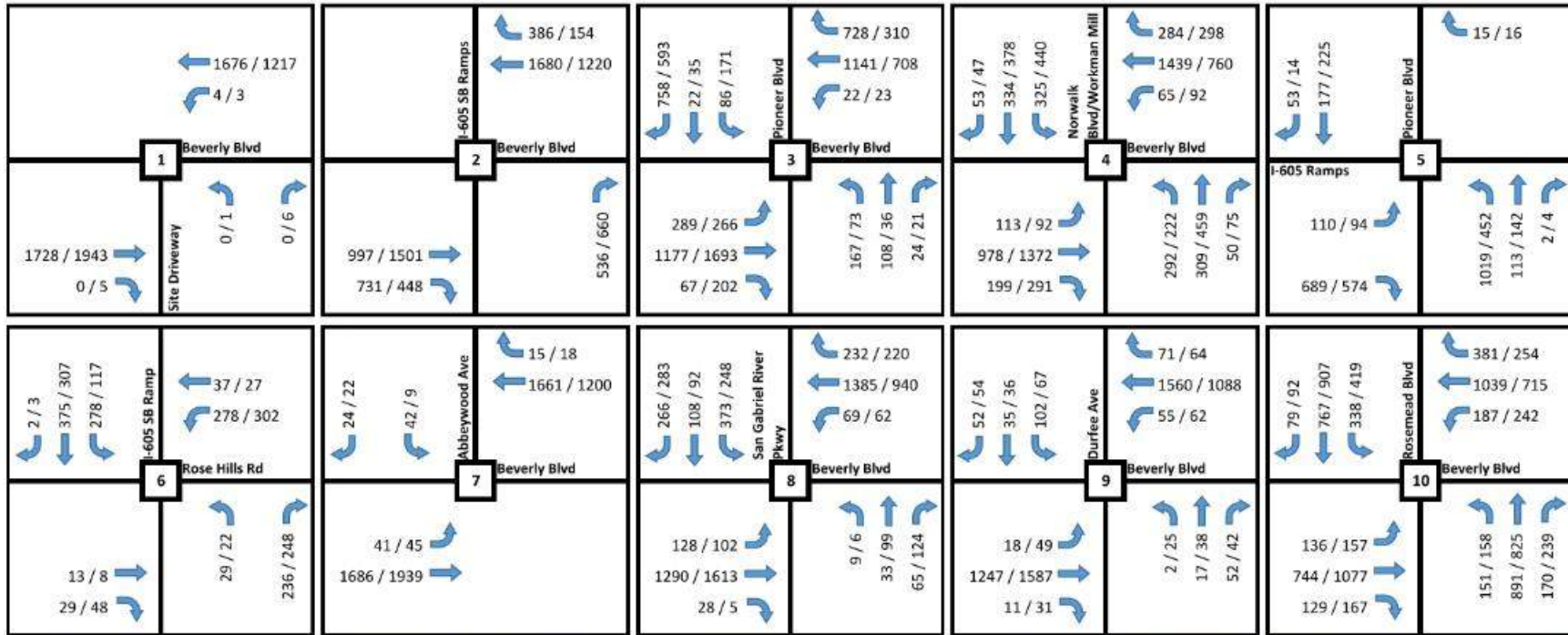
**TABLE 7-7: CUMULATIVE CONDITIONS (2022) (W/O I-605 INTERCHANGE IMPROVEMENTS) ADTS**

| 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.

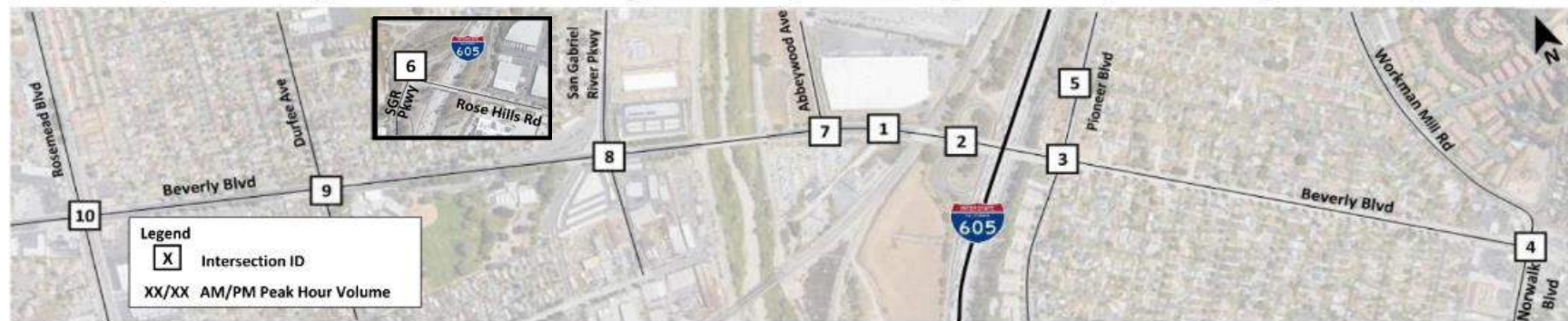
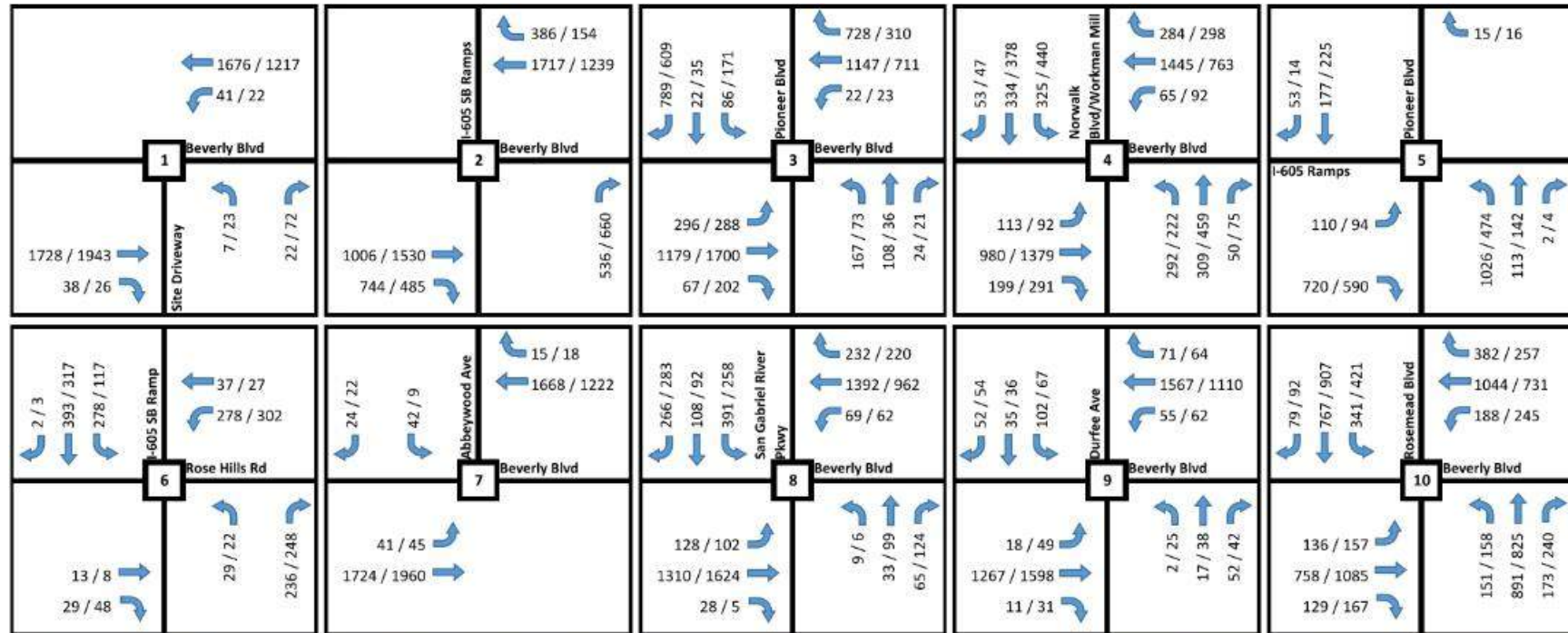
**TABLE 7-8: CUMULATIVE CONDITIONS (2022) PLUS PROJECT (W/O I-605 INTERCHANGE IMPROVEMENTS) ADTs**

| 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.

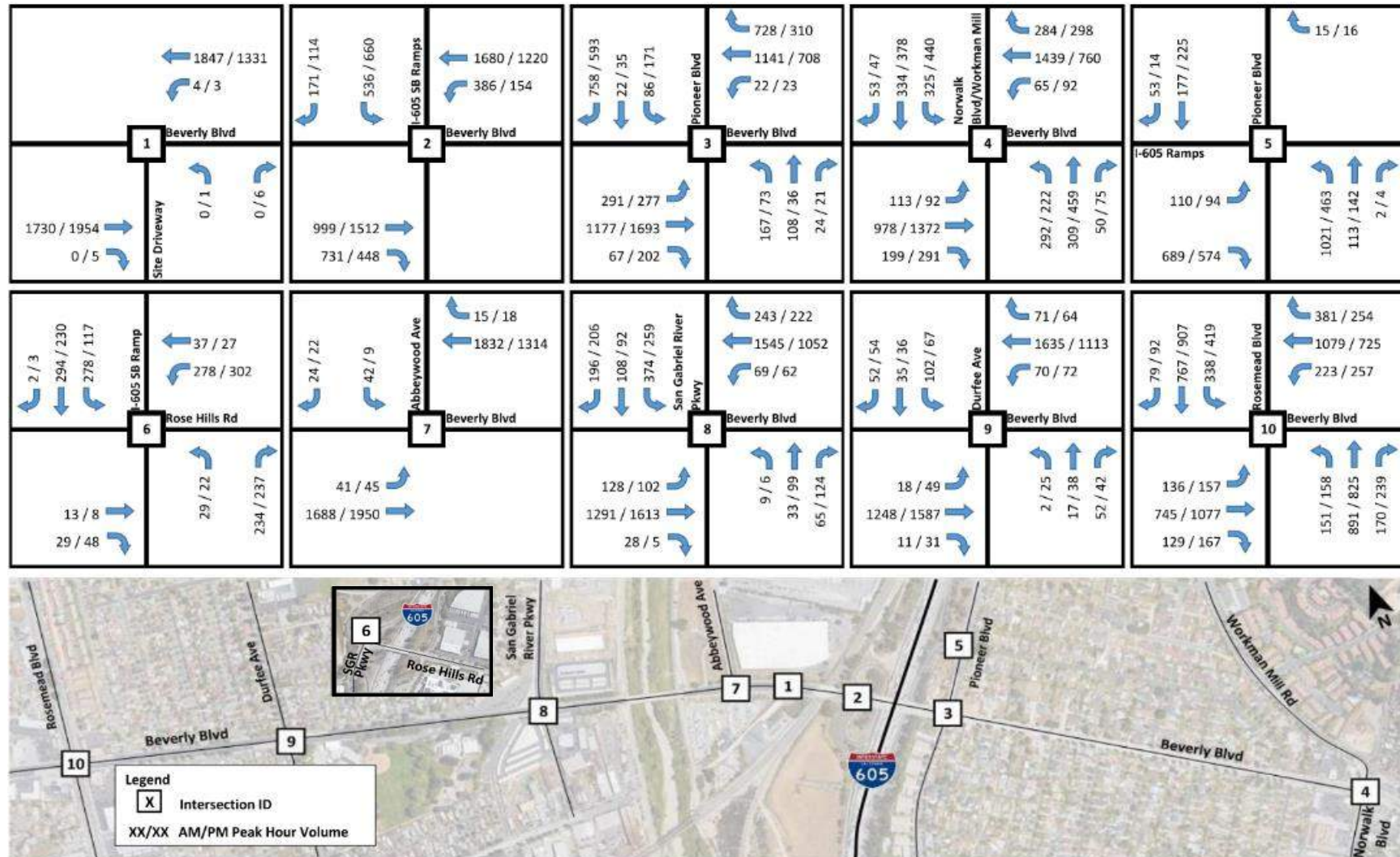
**TABLE 7-9: CUMULATIVE CONDITIONS (2022) (W/ I-605 INTERCHANGE IMPROVEMENTS) ADTs**

| 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.

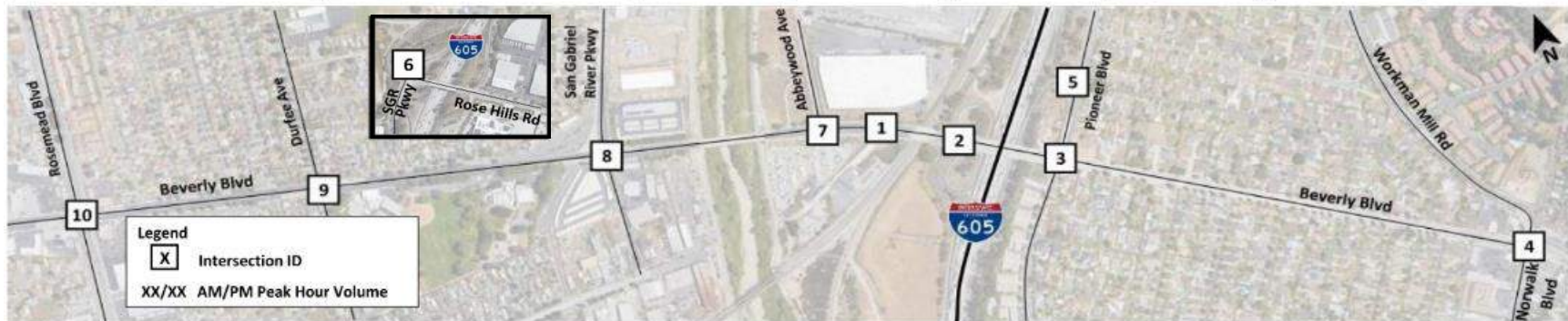
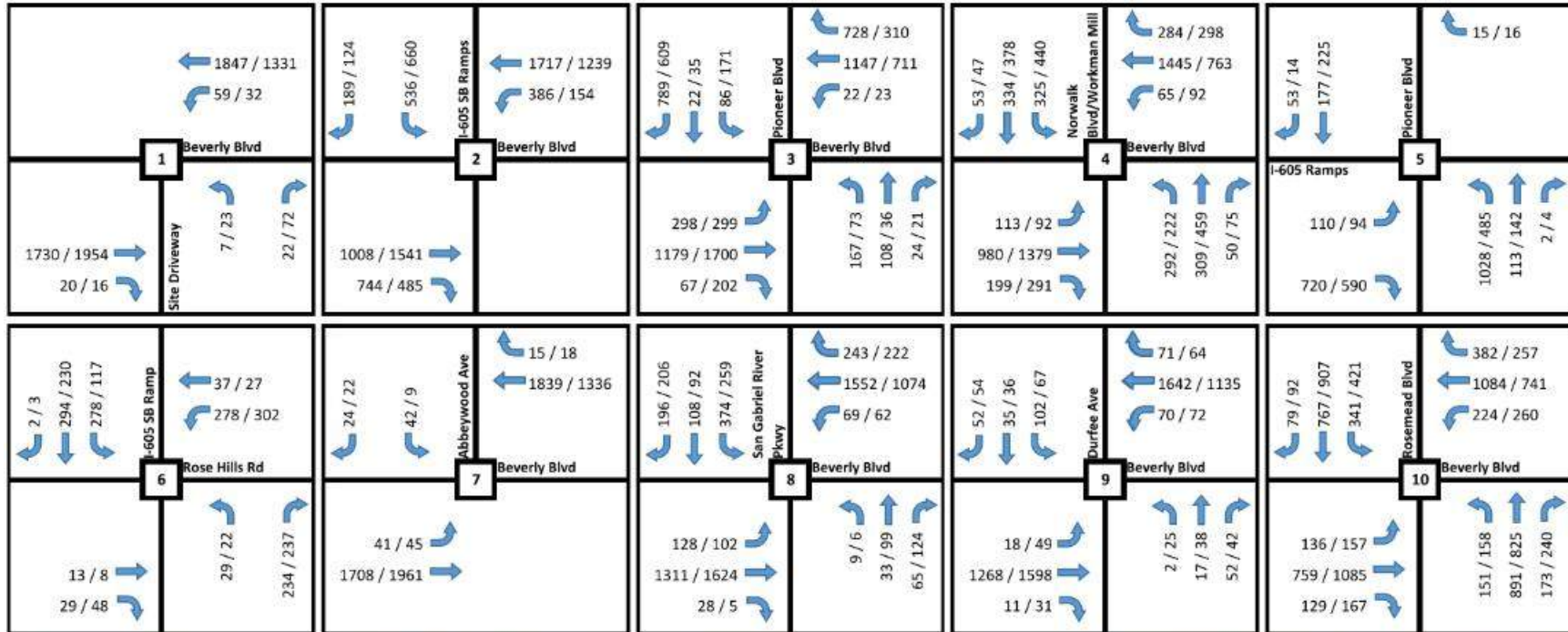
**TABLE 7-10: CUMULATIVE CONDITIONS (2022) PLUS PROJECT (W/I-605 INTERCHANGE IMPROVEMENTS) ADTs**

| 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.

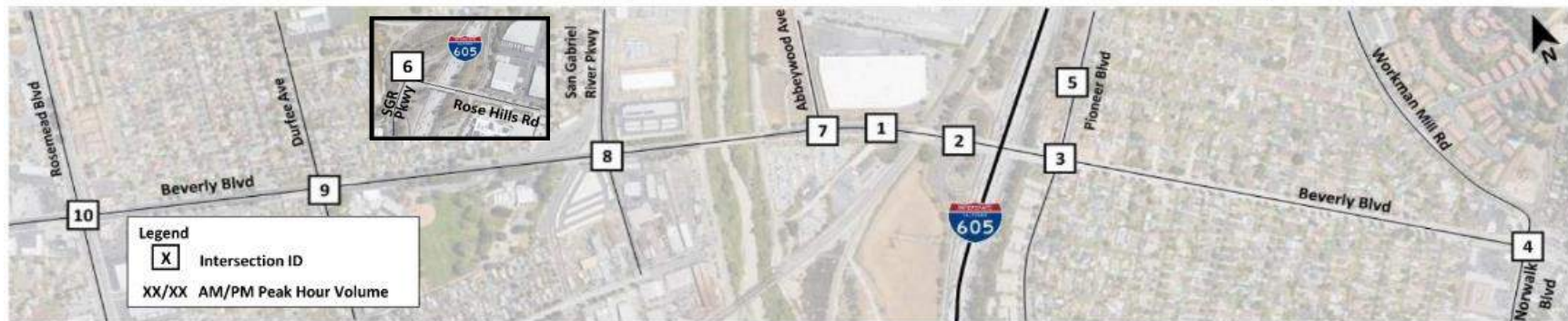
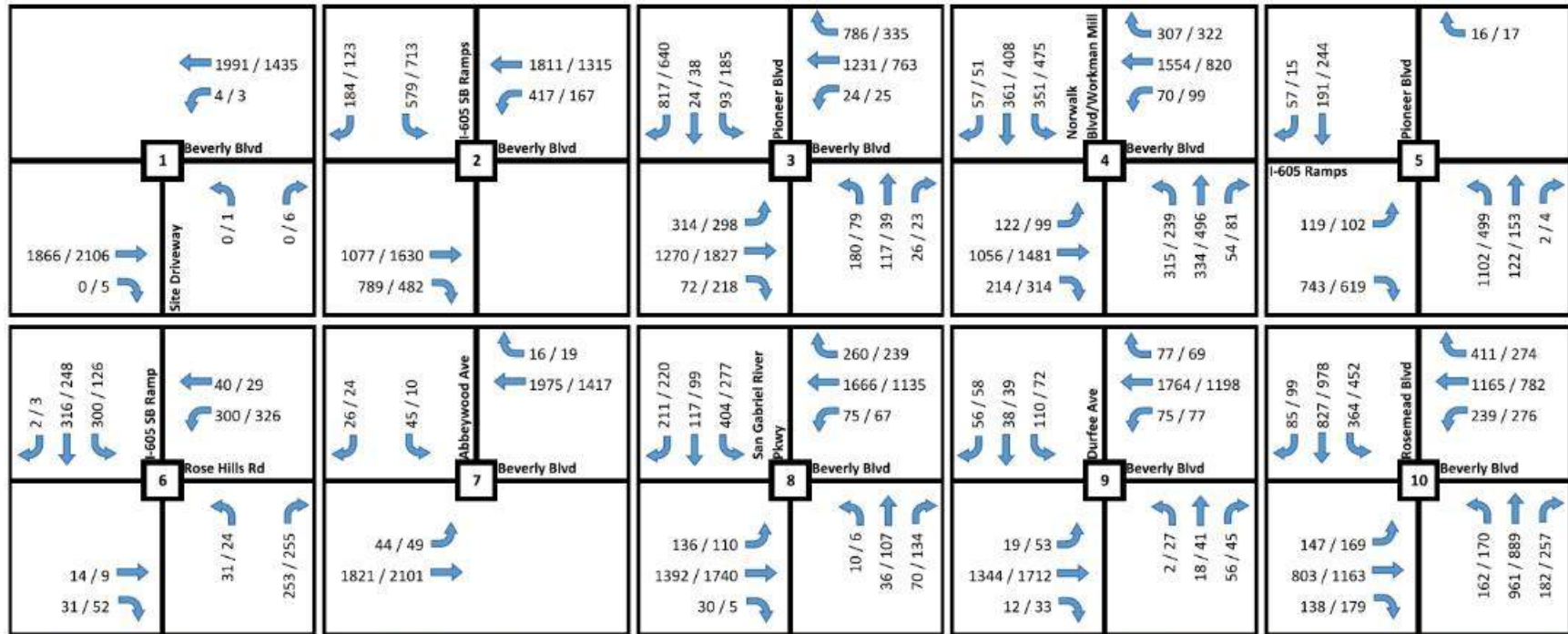
**TABLE 7-11: BUILD-OUT YEAR (2042) ADTs**

| 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**

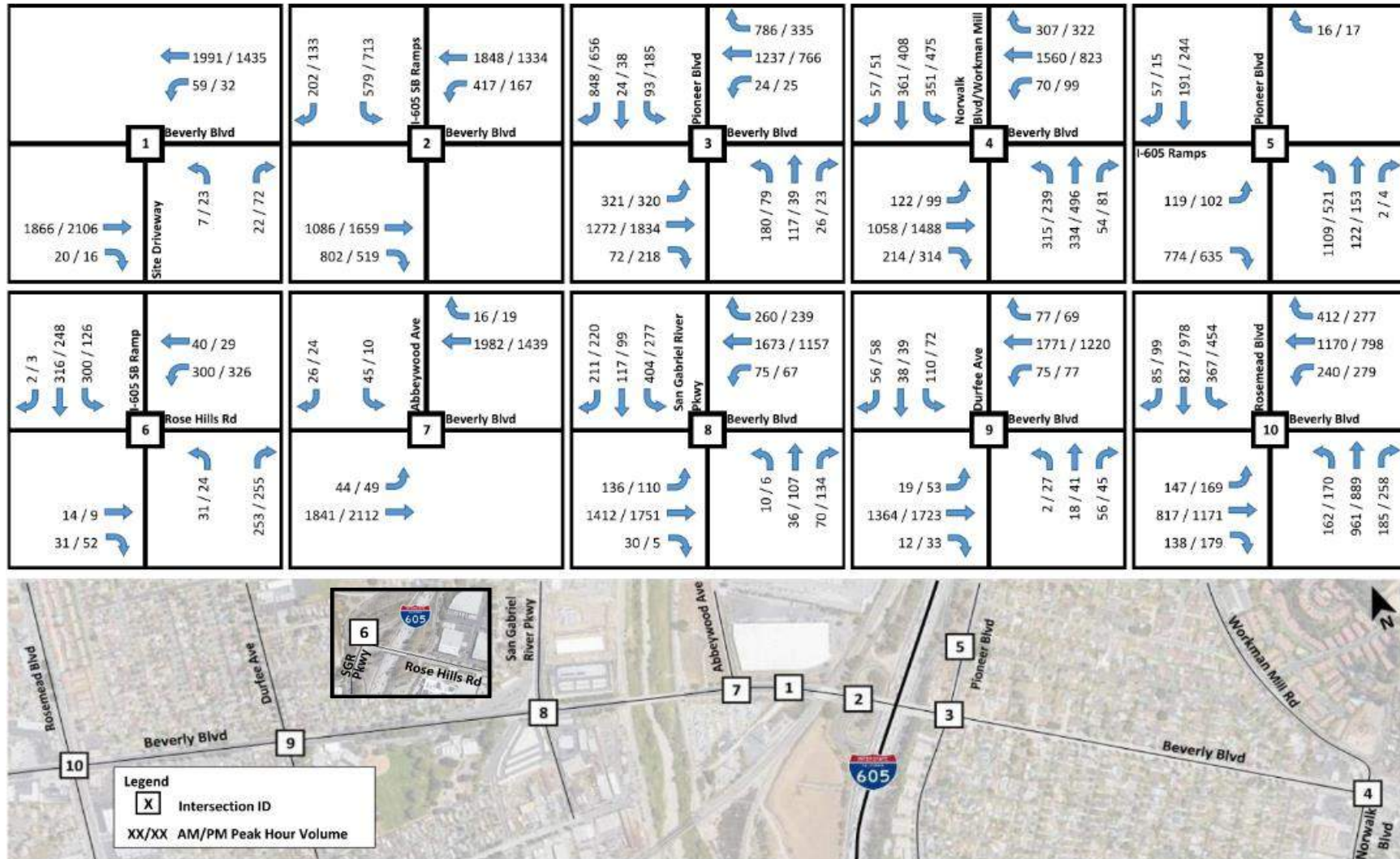
| ID | Segment  | ADT    |
|----|--|--------|
| 1  | Beverly Blvd between Paramount Blvd and Rosemead Blvd              | 32,000 |
| 2  | Beverly Blvd between Rosemead Blvd and Durfee Ave                  | 39,700 |
| 3  | Beverly Blvd between Durfee Ave and San Gabriel River Pkwy         | 40,600 |
| 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<br>LOS D | Existing |                         | Existing Plus Project |                         |
|----|--------------|---|-------------------|----------|-------------------------|-----------------------|-------------------------|
|    |              |   |                   | ADT      | Over LOS D<br>Capacity? | ADT                   | Over LOS D<br>Capacity? |
| 4  | Beverly Blvd | Between San Gabriel River<br>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<br>LOS D | Opening |                         | Opening Plus Project |                         |
|----|--------------|--|-------------------|---------|-------------------------|----------------------|-------------------------|
|    |              |  |                   | ADT     | Over LOS D<br>Capacity? | ADT                  | Over LOS D<br>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<br>LOS D | Opening |                         | Opening Plus Project |                         |
|----|--------------|---|-------------------|---------|-------------------------|----------------------|-------------------------|
|    |              |   |                   | ADT     | Over LOS D<br>Capacity? | ADT                  | Over LOS D<br>Capacity? |
| 4  | Beverly Blvd | Between San Gabriel River<br>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<br>LOS D | Forecast Cumulative |                         | Forecast Cumulative<br>Plus Project |                         |
|----|--------------|---|-------------------|---------------------|-------------------------|-------------------------------------|-------------------------|
|    |              |   |                   | ADT                 | Over LOS D<br>Capacity? | ADT                                 | Over LOS D<br>Capacity? |
| 4  | Beverly Blvd | Between San Gabriel River<br>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        | Delay | LOS    | ICU |
| 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<br>LOS D | Forecast Cumulative |                         | Forecast Cumulative<br>Plus Project |                         |
|----|--------------|---|-------------------|---------------------|-------------------------|-------------------------------------|-------------------------|
|    |              |   |                   | ADT                 | Over LOS D<br>Capacity? | ADT                                 | Over LOS D<br>Capacity? |
| 4  | Beverly Blvd | Between San Gabriel River<br>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        | Delay | LOS    | ICU |
| 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<br>LOS D | Build-out |                         | Build-out Plus Project |                         |
|----|--------------|---|-------------------|-----------|-------------------------|------------------------|-------------------------|
|    |              |   |                   | ADT       | Over LOS D<br>Capacity? | ADT                    | Over LOS D<br>Capacity? |
| 4  | Beverly Blvd | Between San Gabriel River<br>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**

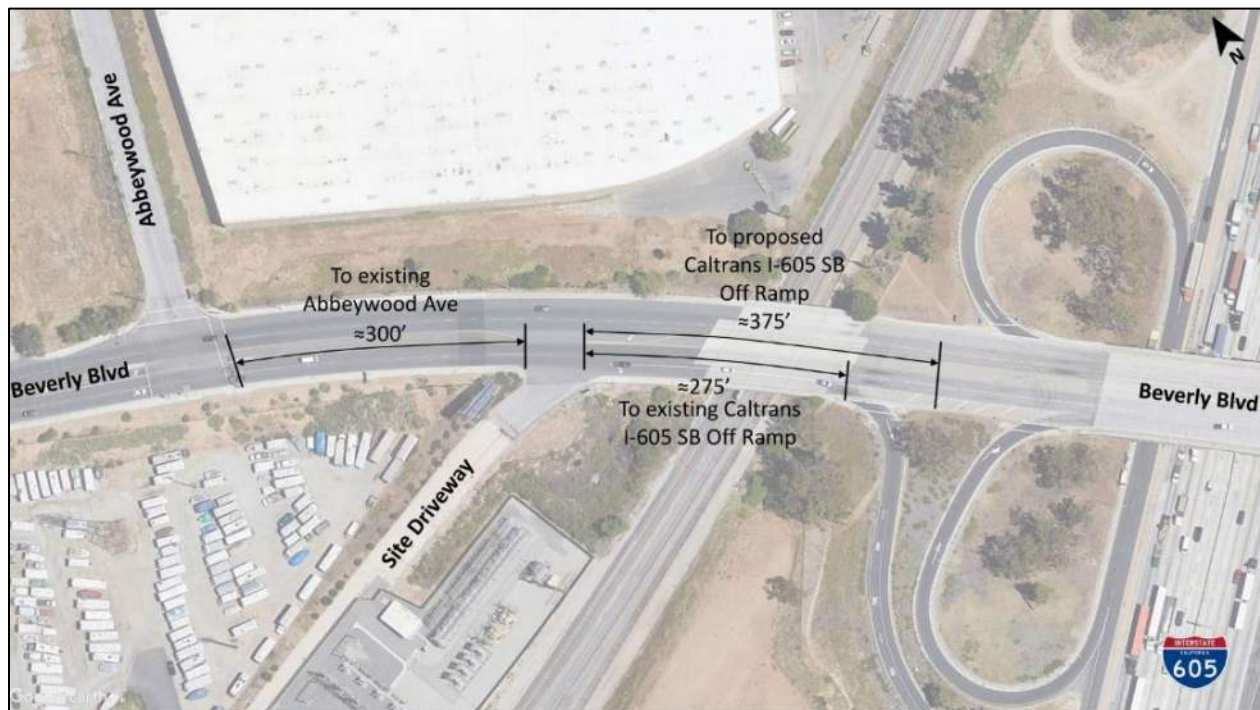


## 9 DETAILED TRAFFIC OPERATIONS ANALYSIS

### 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 95<sup>th</sup> 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 | 375                                      | AM                            | PM | AM   | PM |
|            |                               |              |                    | Right   |   |  |                               |    |  |    |
|            |                               |              | Westbound          | Left    |   |  |                               |    |  |    |
|            |                               |              |                    | Through |   |  |                               |    |  |    |
|            |                               |              | Southbound         | Left    |   |  |                               |    |  |    |
|            |                               |              |                    | Right   |   |  |                               |    |  |    |

Notes:

- 1) Queue lengths are Synchro 95<sup>th</sup> 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 95<sup>th</sup> 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 95<sup>th</sup> 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 95<sup>th</sup> 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 95<sup>th</sup> 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%         |
| <b>Total</b> | <b>0</b>             | <b>0</b>        | <b>3</b>               | <b>3</b>                   | <b>0</b>             | <b>6</b> | <b>100%</b> |

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%          |
| <b>Total</b> | <b>6</b>             | <b>100%</b> |

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%         |
| <b>Total</b> | <b>6</b>             | <b>100%</b> |

*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%          |
| <b>Total</b>  | <b>6</b>             | <b>100%</b> |

*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%         |
| <b>Total</b>         | <b>6</b>             | <b>100%</b> |

*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%         |
| <b>Total</b>   | <b>6</b>             | <b>100%</b> |

*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%         |
| <b>Total</b>            | <b>6</b>             | <b>100%</b> |

*Note: 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 15<sup>th</sup>, 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)       |                  |
| <b>25,000 – 80,000</b> |                      | <b>X</b> | <b>X (Multi-lane)</b> |                  |
| > 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, the Site Driveway / Beverly Boulevard Intersection (#1) is proposed to continue to operate as a one-way stop-controlled condition, as currently exists. Adjacent to Site Driveway / Beverly Boulevard Intersection (#1), the new site connector intersection located west of the planned bridge over the railroad is proposed to operate as stop-controlled on the existing RV/boat/vehicle storage parcel and utility usage approach.

## 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

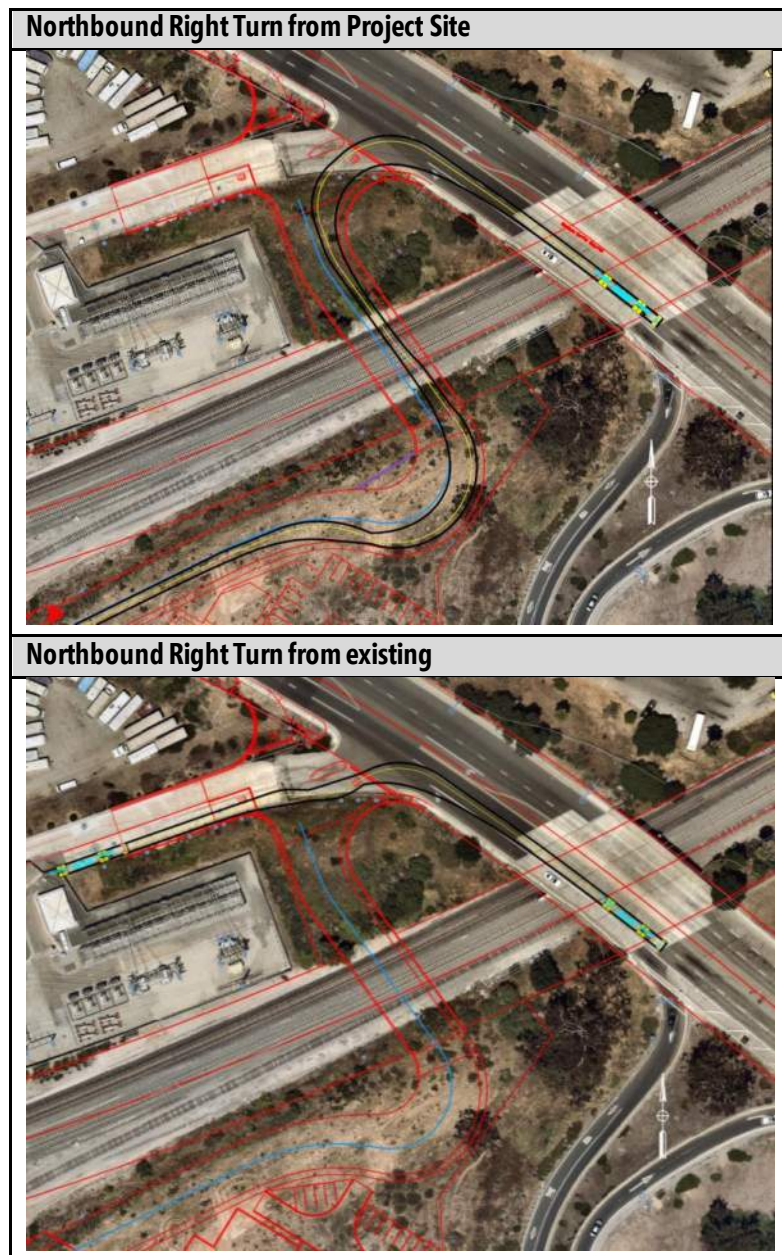


Exhibit 12-2 shows that the northbound left turn movements out of the Site Driveway can be accommodated.

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

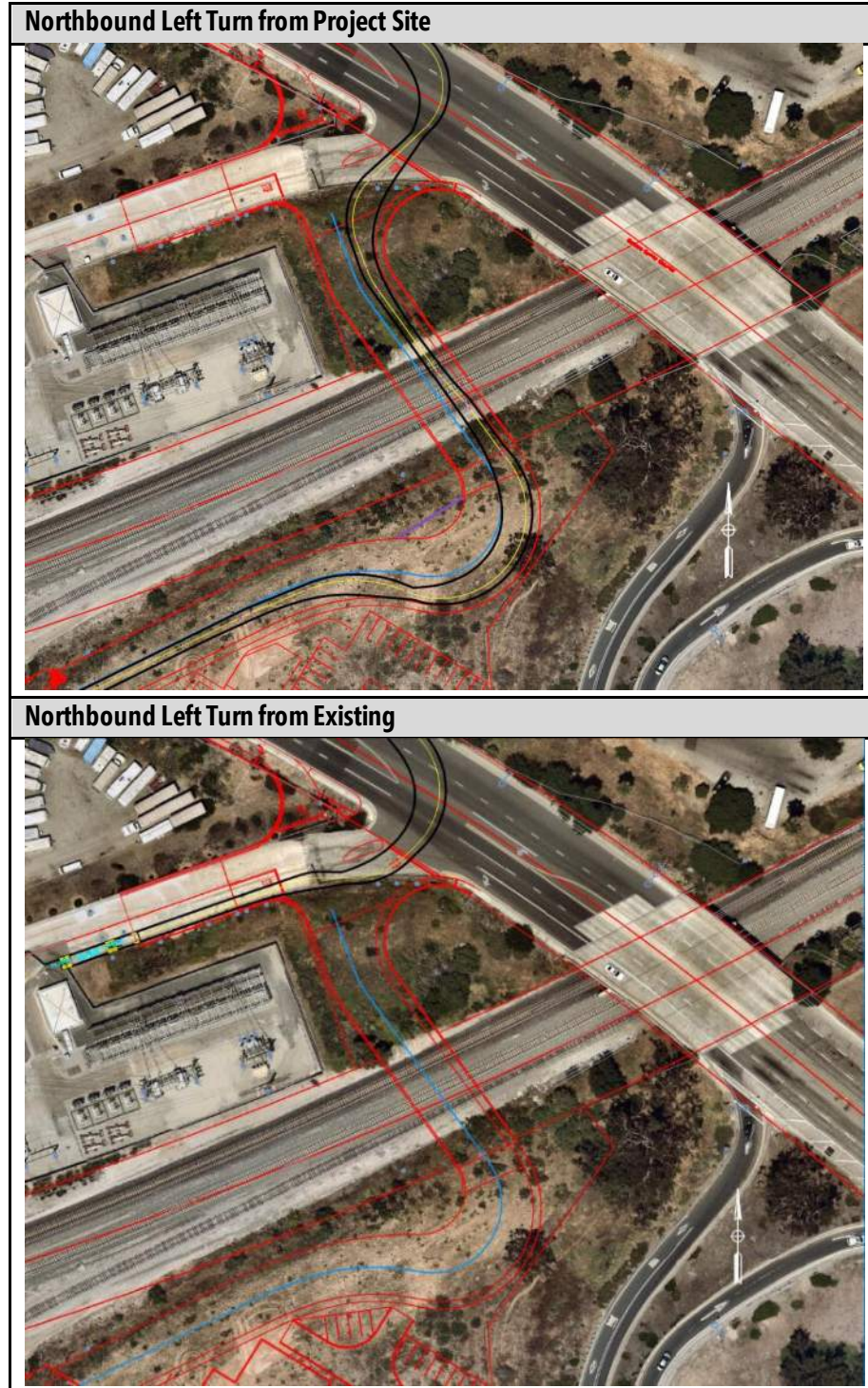
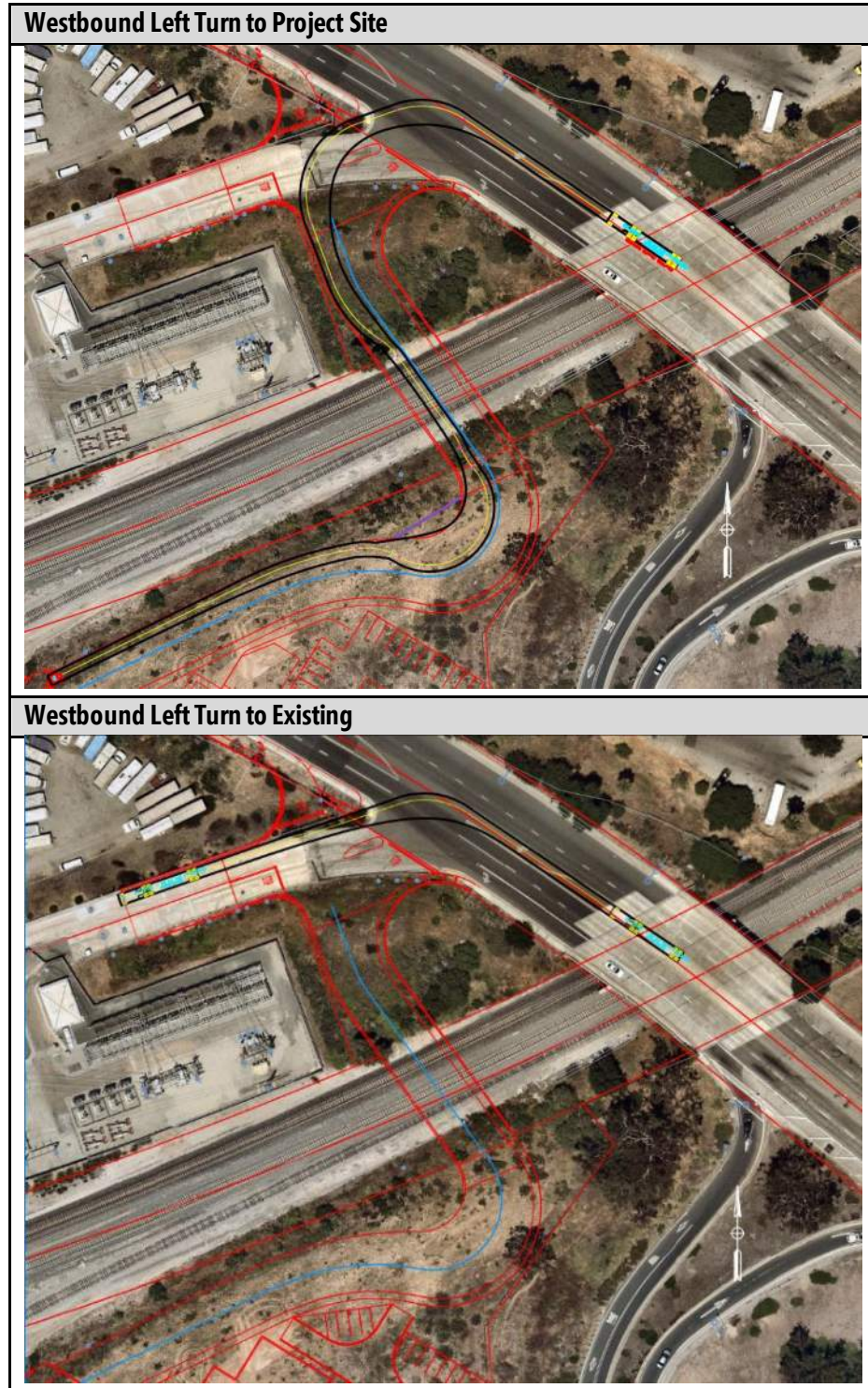




Exhibit 12-3 shows that the westbound left turn movements into the Site Driveway can be accommodated.

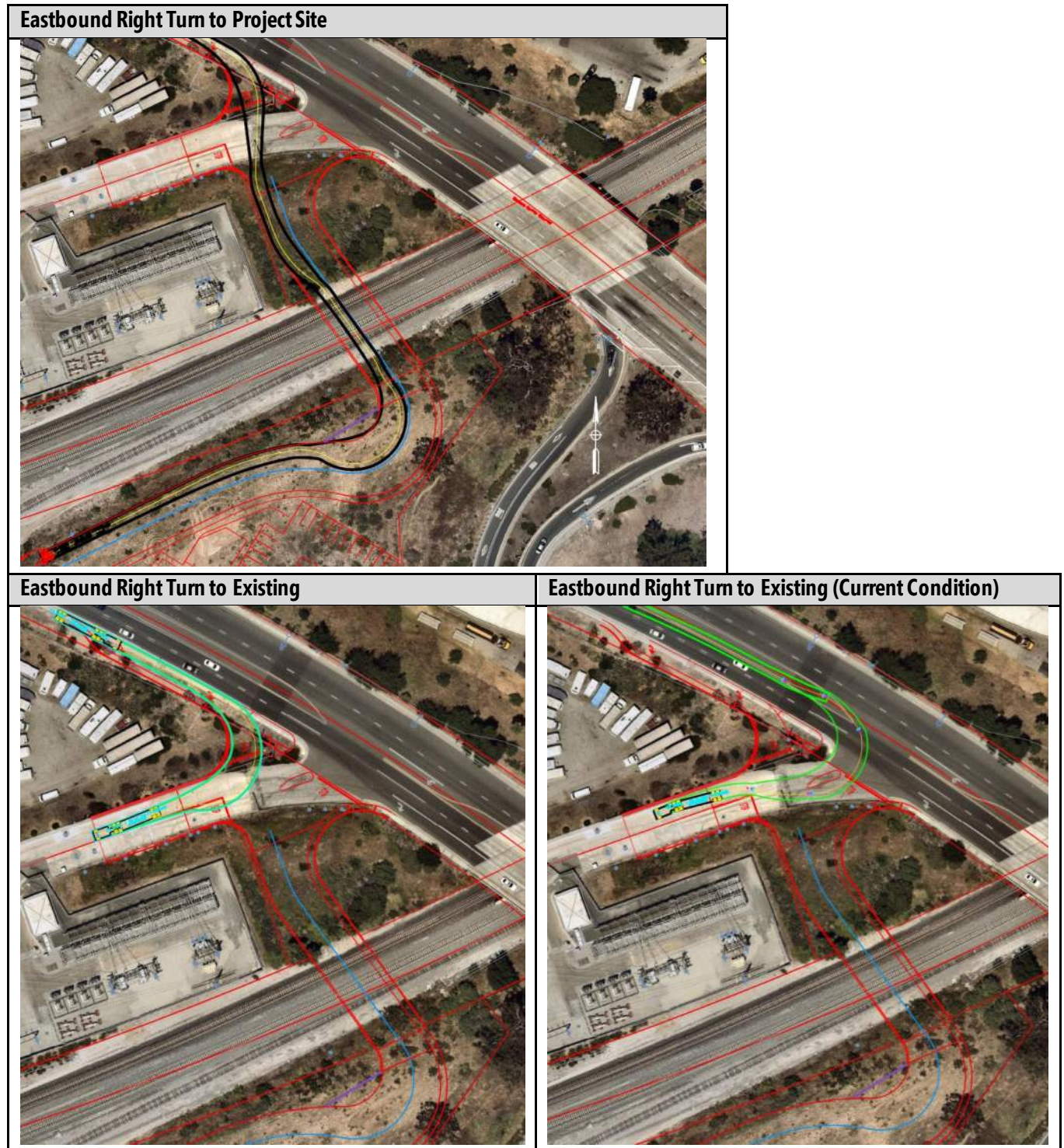
**EXHIBIT 12-3: TRUCK TURNING TEMPLATES ENTERING SITE DRIVEWAY - WESTBOUND**





**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.

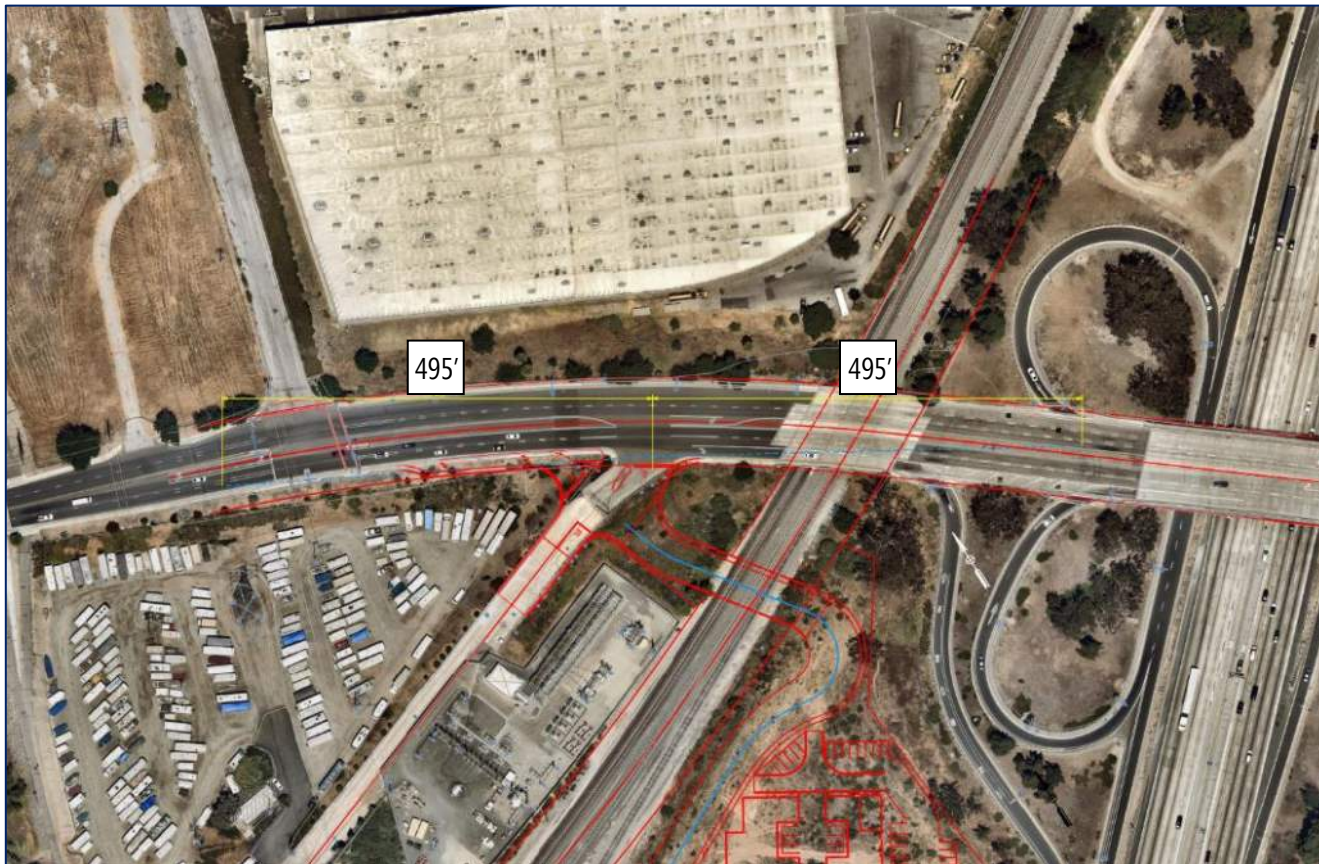
**EXHIBIT 12-4: TRUCK TURNING TEMPLATES ENTERING SITE DRIVEWAY - EASTBOUND**





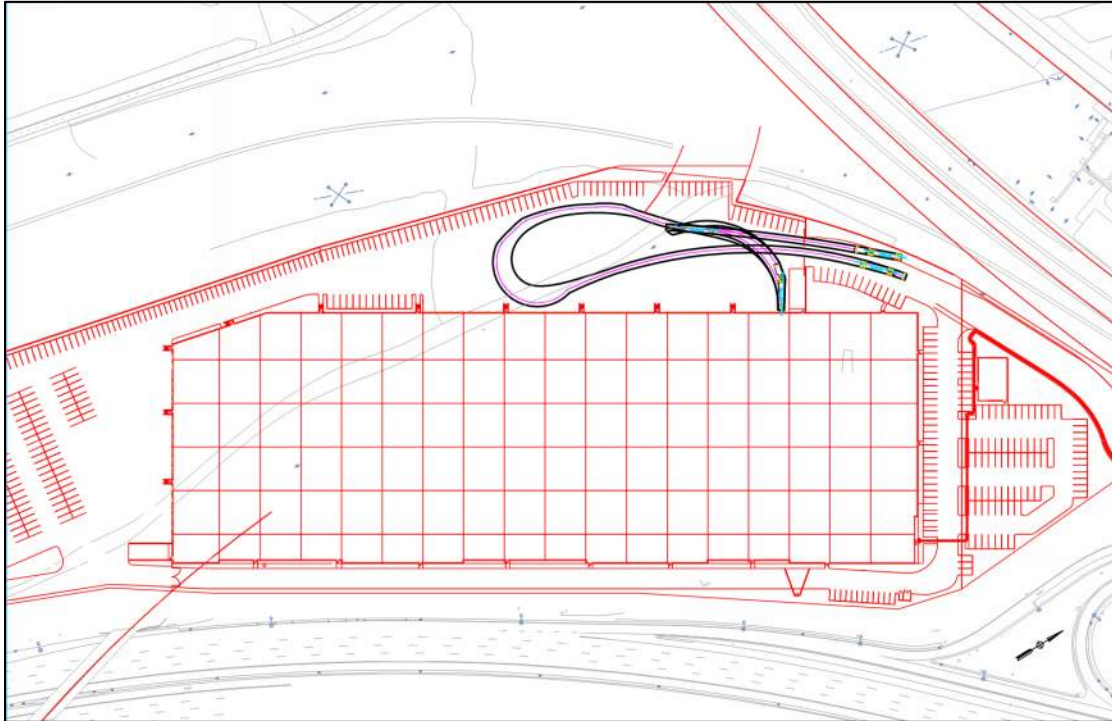
**Exhibit 12-5** shows the corner sight distance of 495 feet. This value was obtained from the Caltrans Highway Design Manual (HDM), Figure 504.31. The collision history reviewed for this Project indicates that collisions near the Site Driveway are NOT consistent with a sight distance issue under existing 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

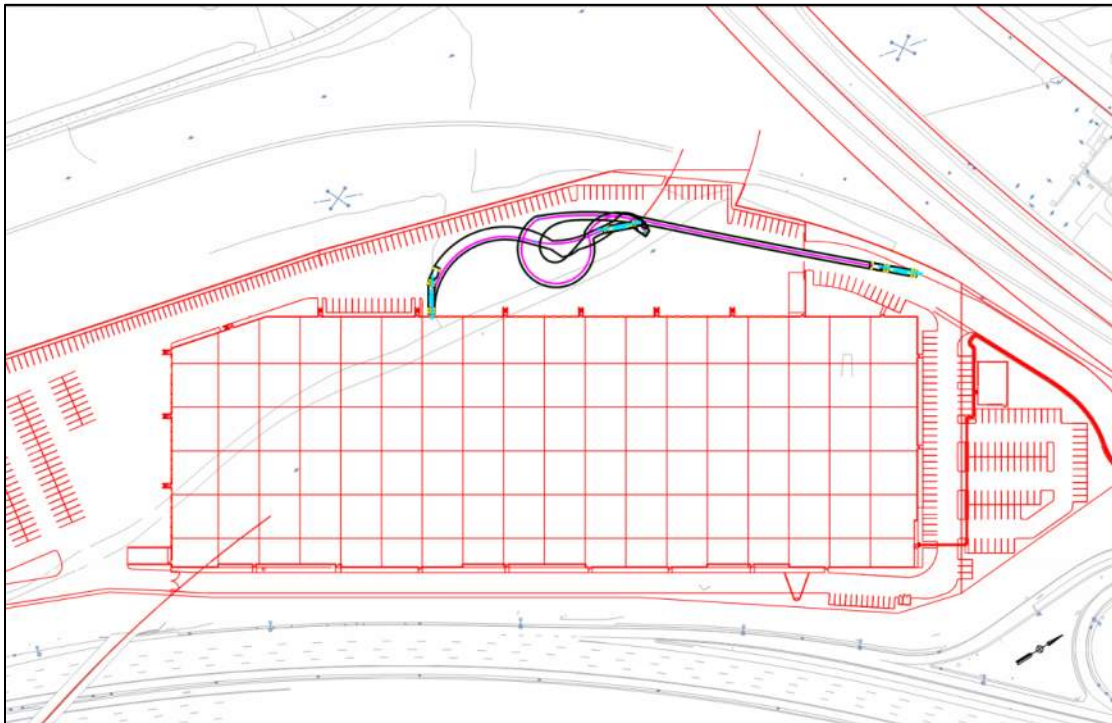


**Exhibits 12-6** through **12-9** show truck circulation patterns around the proposed site including trucks accessing docking bays. Four routing examples are shown. **Appendix O** contains full-size truck circulation exhibits. The exhibits demonstrate that trucks are able to successfully navigate the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

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

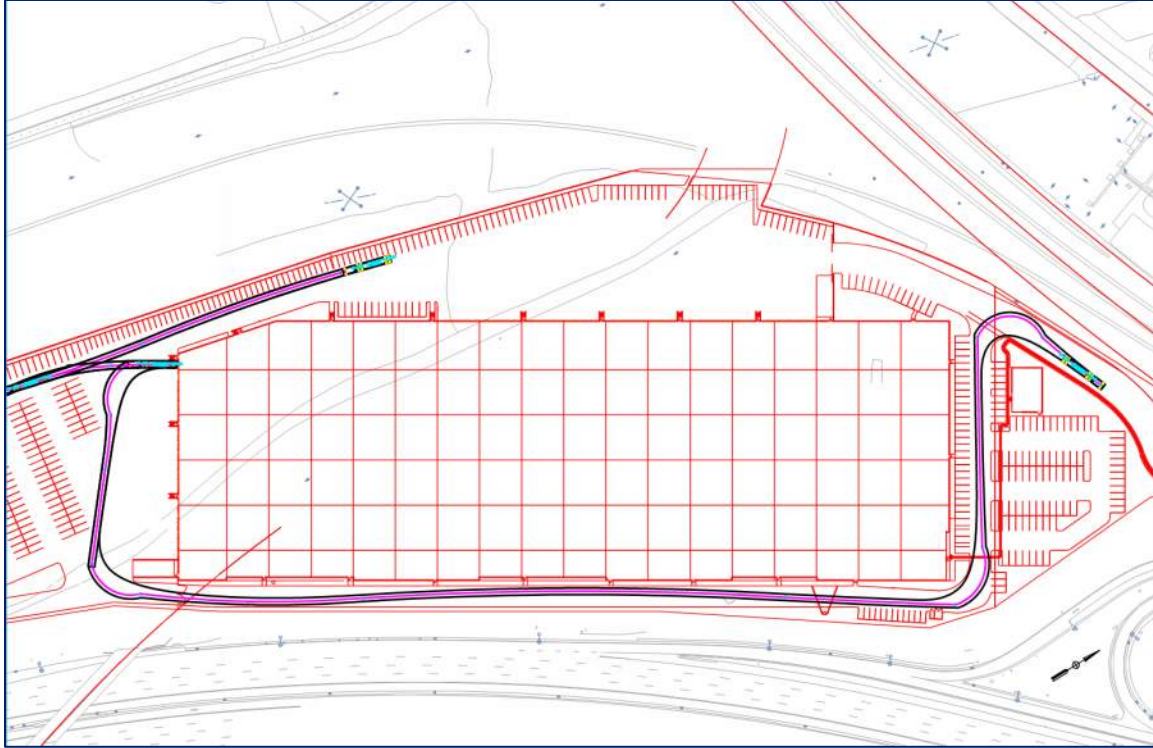


**EXHIBIT 12-7: SITE TRUCK CIRCULATION (ROUTE 2 – WEST SIDE TRUCK PARKING IN FARTHEST TRUCK BAY)**

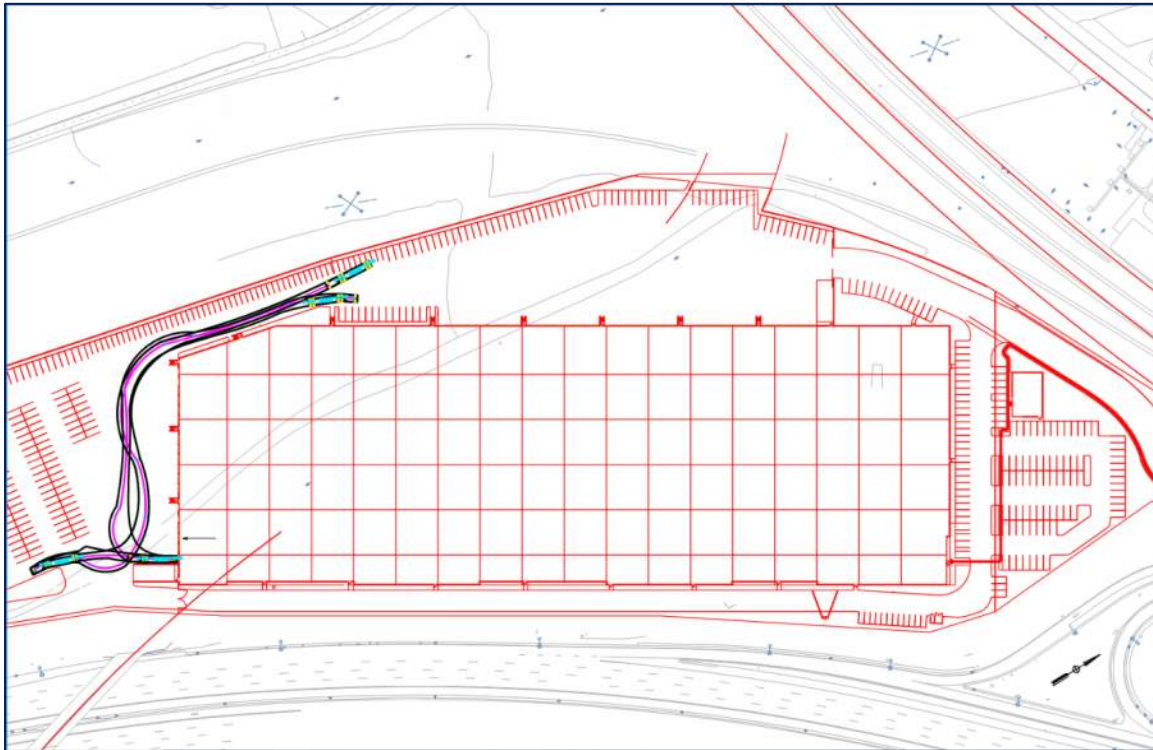




**EXHIBIT 12-8: SITE TRUCK CIRCULATION (ROUTE 3 – AROUND ENTIRE WAREHOUSE)**



**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 |
| <b>Warehouse</b>                       |               |                          |                  |
| 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>        |
| <b>Copy, Print, Express Ship Store</b> |               |                          |                  |
| Store (2,500 SF)                       | 1/250         | 10                       | --               |
| <i>Total</i>                           |               | <i>10</i>                | <i>--</i>        |
| <b>Total Vehicular Parking</b>         | --            | <b>408</b>               | <b>425</b>       |
| <b>Bicycle Parking</b>                 | --            | <b>22</b>                | <b>22</b>        |

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 one-way stop-controlled on the Site Driveway approach.

### **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 16 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**

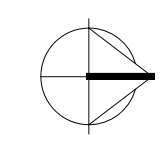
BEVERLY BLVD & 605 FREEWAY  
PICO RIVERA, CA 90660

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<br>WAREHOUSE MEZZANINE<br>WAREHOUSE OFFICE                      | 347,903 SF<br>5,000 SF<br>5,000 SF   |
|  | <b>WAREHOUSE TOTAL:</b>   | <b>357,903 SF</b>                    |
|  | <b>PRINT SHOP TOTAL:</b>  | <b>2,500 SF</b>                      |
|  | <b>TOTAL BUILDING AREA:</b>   | <b>360,403 SF</b>                    |
| NET LOT COVERAGE:  | 43%   |                                      |
| F.A.R.:  | 0.44  |                                      |
| PARKING REQUIRED:  | WAREHOUSE OFFICE (6,000 SF)<br>MEZZANINE (5,000 SF)<br>WAREHOUSE (342,903 SF)       | 1020<br>1020<br>343 STALLS           |
|  | <b>WAREHOUSE PARKING TOTAL:</b>   | <b>393 STALLS</b>                    |
|  | PRINT SHOP (2,500 SF)   | 1250                                 |
|  | <b>TOTAL REQUIRED:</b>  | <b>403 STALLS</b>                    |
| PARKING PROVIDED:  | WAREHOUSE ACCESSIBLE STALLS<br>WAREHOUSE STANDARD STALLS<br><b>WAREHOUSE TOTAL:</b> | 8 STALLS<br>385 STALLS<br>393 STALLS |
|  | PRINT SHOP  | 24 STALLS                            |
|  | <b>TOTAL PROVIDED:</b>  | <b>417 STALLS*</b>                   |
| <b>*COMPACT PARKING ALLOWED 25% - PROVIDED 63 STALLS</b> |   |                                      |
| BI-CYCLE PARKING PROVIDED (8% OF REQUIRED PARKING)       | 22 SPACES   |                                      |
| ACCESSIBLE PARKING REQUIRED:                             | WAREHOUSE (401-500 STALLS)<br>PRINT SHOP (26-50 STALLS)                             | 9 SPACES<br>2 SPACES                 |
|  | <b>TOTAL REQUIRED:</b>  | <b>11 SPACES</b>                     |
| DESIGNATED PARKING FOR CLEAN AIR VEHICLES:               | WAREHOUSE (201 & OVER 8%)<br>PRINT SHOP (26-50 STALLS)                              | 33 SPACES<br>3 SPACES                |
|  | <b>TOTAL REQUIRED:</b>  | <b>36 SPACES</b>                     |

**WAREHOUSE/RETAIL LANDSCAPE PROVIDED:**

|                                      |                        |
|--------------------------------------|------------------------|
| WAREHOUSE/RETAIL LANDSCAPE PROVIDED: | 74,895 SF              |
| BRIDGE AREA LANDSCAPE PROVIDED:      | 10,905 SF              |
| <b>TOTAL:</b>                        | <b>85,710 SF (10%)</b> |

**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**





CONSULTANT

PROFESSIONAL SEALS



PROJECT NAME

BEVERLY BLVD. /  
605 FREEWAY

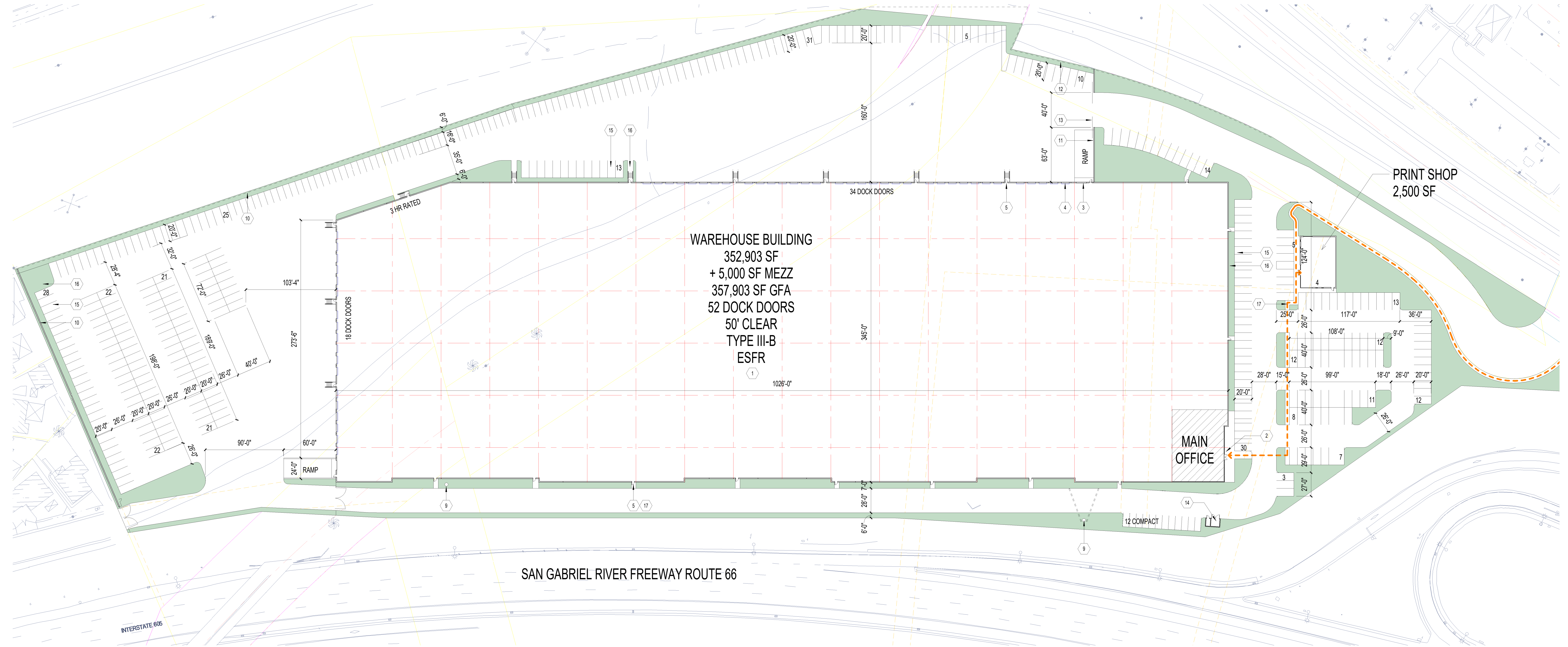
BEVERLY BLVD & 605 FREEWAY  
PICO RIVERA, CA 90660

OWNER



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

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



**1 WAREHOUSE SITE PLAN**  
1" = 50'-0"

**KEYNOTES**

1. NEW TYPE III-B CONCRETE TILT-UP WAREHOUSE / OFFICE FACILITY.
2. PRIMARY BUILDING ENTRANCE.
3. PAINTED 9' X 10' DOCK HIGH METAL TRUCK DOORS.
4. PAINTED 12' X 14' GRADE LEVEL METAL TRUCK DOORS.
5. PAINTED 3' X 7' METAL ACCESS MAN DOORS.
6. STRUCTURAL BUILDING COLUMN.
7. STOREFRONT GLAZING SET IN CLEAR ANODIZED ALUMINUM 2' X 4' MIN. OFF-SET GLAZING SYSTEM.
8. CONCRETE TILT-UP SCREEN WALL. PAINT TO MATCH BUILDING.
9. PYLON SIGN - MIN CLR HEIGHT 15'-0"
10. ACCESSIBLE PATH OF TRAVEL FROM R.O.W.
11. 10'-0" HGT SCREEN WALL.
12. 8'-0" HGT FENCE.
13. SLIDING GATE.
14. TRASH ENCLOSURE.
15. TYPICAL STANDARD PARKING STALL.
16. SHADED AREA, PROPOSED IRRIGATED LANDSCAPE.
17. CONCRETE SIDEWALK.

| PS1  | 10/30/2020 | PLANNING SUBMITTAL REV |
|------|------------|------------------------|
| PS   | 08/26/2020 | PLANNING SUBMITTAL     |
| MARK | DATE       | DESCRIPTION            |
|      |            |                        |
|      |            |                        |
|      |            |                        |
|      |            |                        |
|      |            |                        |
|      |            |                        |
|      |            |                        |
|      |            |                        |
|      |            |                        |

|                    |          |
|--------------------|----------|
| RG PROJECT NO.:    | 20088-00 |
| OWNER PROJECT NO.: | Approver |
| DRAWN BY:          | Author   |
| CHECK'D BY:        | Checker  |

COPYRIGHT  
RG, OFFICE OF ARCHITECTURAL DESIGN

SHEET TITLE:  
SITE PLAN - WAREHOUSE

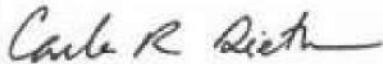
# Appendix B: Approved Scoping Agreement

## Beverly Boulevard Warehouse Traffic Study Scoping Agreement

| <b>Scope of Study Form</b>  |   |                            |                      |
|---|---|----------------------------|----------------------|
| 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:               |
| <b>Trip Generation For:</b>   |   |                            |                      |
| 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                  |
| <b>AM Peak Hour Trips</b>   |   | <b>AM Peak Hour Trips</b>  |                      |
| Inbound   | 45  | Inbound                    | 8                    |
| Outbound  | 15  | Outbound                   | 5                    |
| Total   | 60  | Total                      | 13                   |
| <b>PM Peak Hour Trips</b>   |   | <b>PM Peak Hour Trips</b>  |                      |
| 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                    |
| <b>AM Peak Hour Trips</b>   |   | <b>AM Peak Hour Trips</b>  |                      |
| Inbound   | 0   | Inbound                    | 0                    |
| Outbound  | 0   | Outbound                   | 0                    |
| Total   | 0   | Total                      | 0                    |
| <b>PM Peak Hour Trips:</b>  |   | <b>PM Peak Hour Trips:</b> |                      |
| 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

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

**FAR** 0.46

**MAX HEIGHT** 35' CLR. HT.

**YARDS ALLOWED** TBD

**LOT COVERAGE** 43%

**PARCEL A** GSF

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

**BUILDING A (OFFICE)** LEVEL 1 (SMP) + LEVEL 2 (SNSP) 10,000

**TOTAL** WHS/DIST-OFFICE 357,620 GSF

**LOADING DOCKS** 55

**TRAILER PARKING** 29

**PROPOSED PARKING** WHS/DIST 1,200 SF

OFFICE (SKSF SHOWN) 1,300 SF

REQUIRED SPACES 183

SPACES PROVIDED 259

**SELF-STORAGE** SITE AREA 58,450 SF

**SITE** 26%

**UNIT COUNT** TBD

**TOTAL BLDG AREA** LEVEL 1-7 126,000 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 provided for informational purposes only. It is not intended to be used for construction or other purposes without the approval of the relevant authorities. Signage shown is for illustrative purposes only and does not necessarily reflect municipal code compliance.

**G1** COMMERCIAL 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        |
| <b>Total</b>   |          |            |                        | <b>812</b>  | <b>73</b>    | <b>53</b> | <b>20</b> | <b>90</b>    | <b>29</b> | <b>61</b> |

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          | 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        |
| <b>Total</b>   |          |     |                        |             | <b>1137</b>  | <b>104</b> | <b>75</b> | <b>29</b>    | <b>127</b> | <b>40</b> | <b>88</b> |

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   | X  |
| 2  | I-605 SB Ramps/Beverly Rd               | --             | --                    | --           | --                        | --   | X   | --  | X   | X   | X  |
| 3  | Pioneer Blvd/Beverly Rd                 | X              | 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   | X  |
| 5  | Pioneer Blvd/I-605 Ramps                | X              | 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   | X  |
| 8  | San Gabriel Pkwy/Beverly Rd             | X              | X                     | X            | X                         | X  | X   | X   | X   | X   | X  |
| 9  | Durfee Ave/Beverly Rd                   | X              | X                     | X            | X                         | X  | X   | X   | X   | X   | X  |
| 10 | Rosemead Blvd/Beverly Rd                | X              | 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).

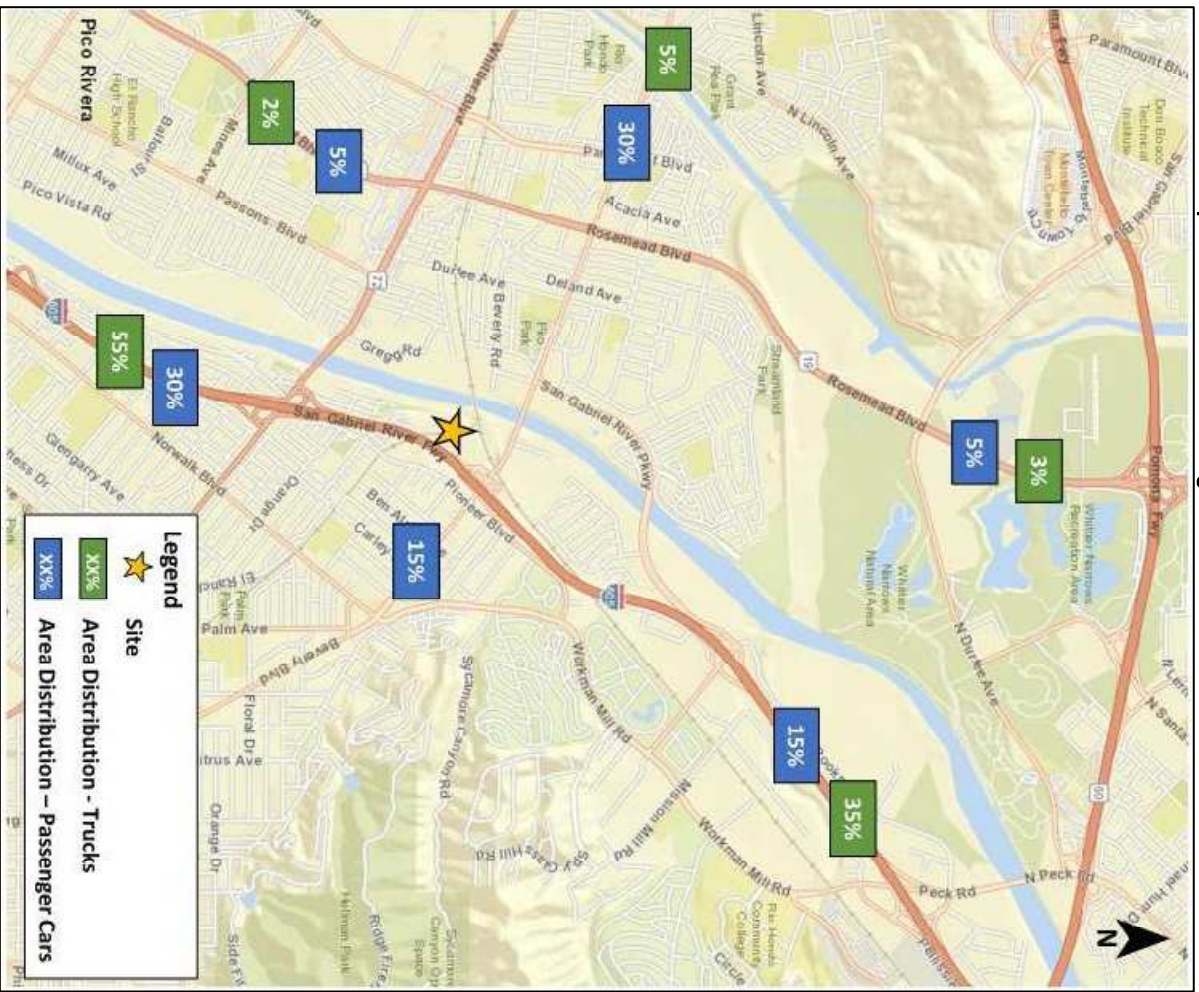
**Table 5: Project Trips (in PCE) on I-605**

| 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 |



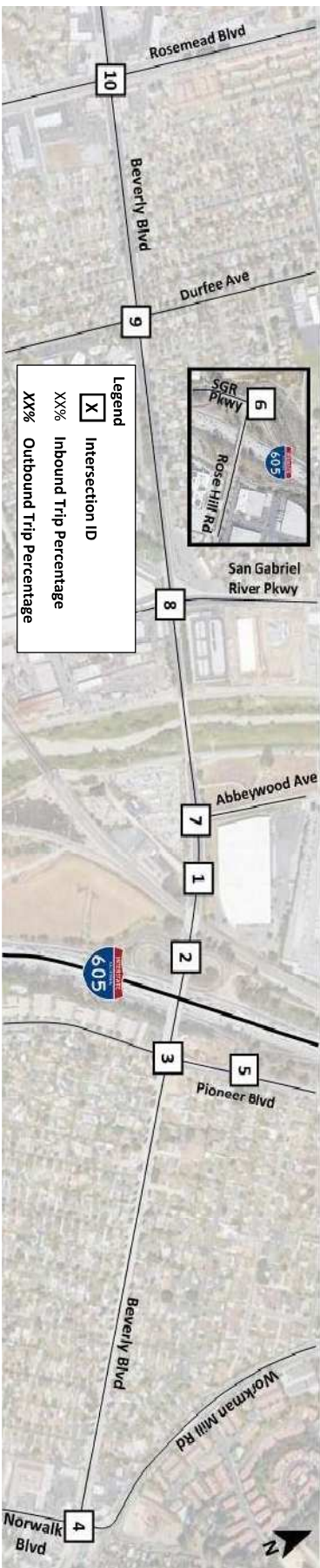
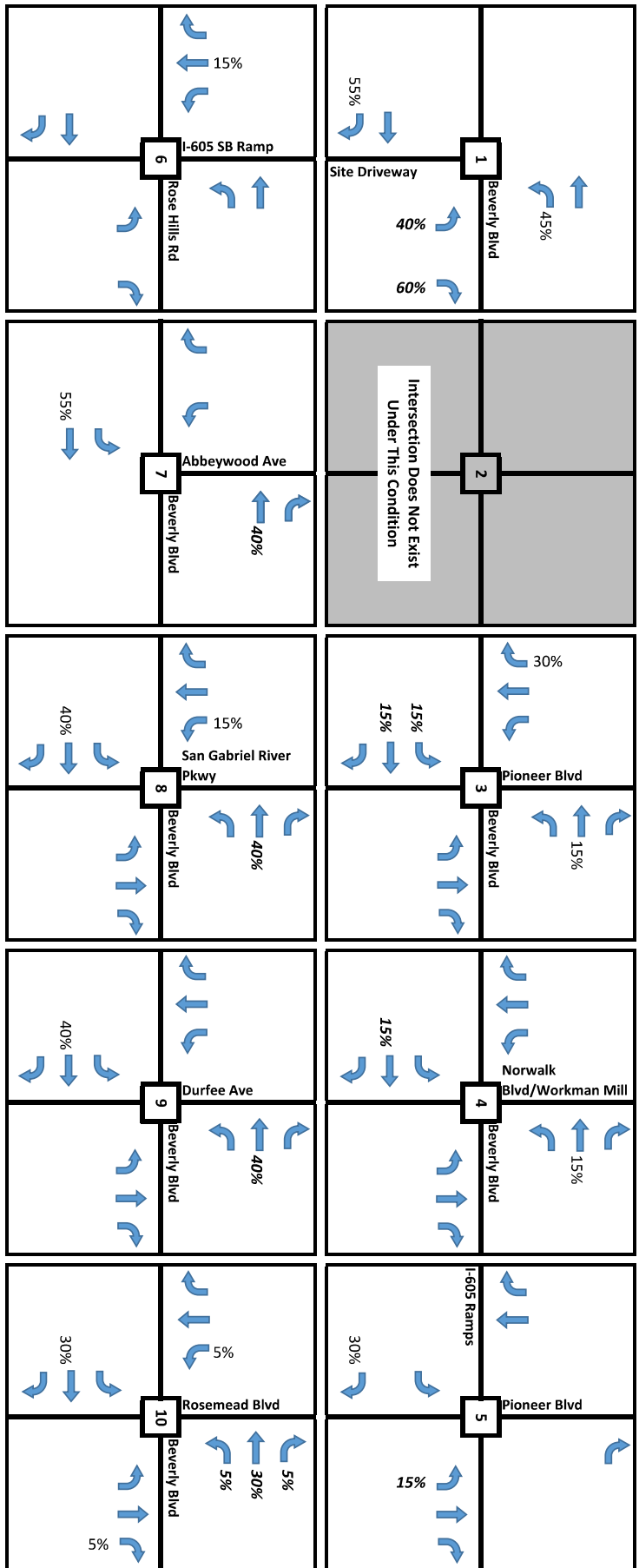
Section 5 - Trip Distribution

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)



Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

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

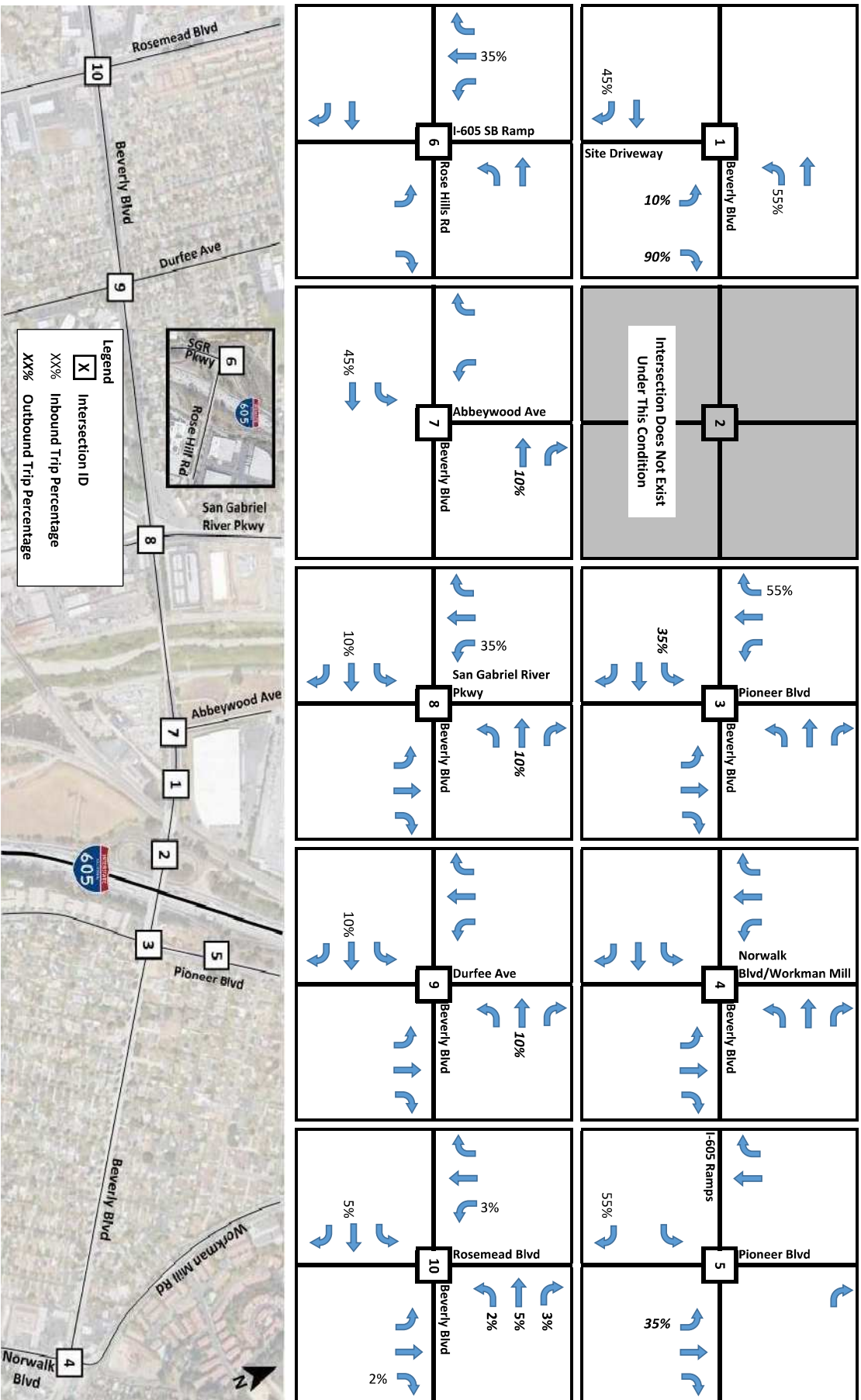
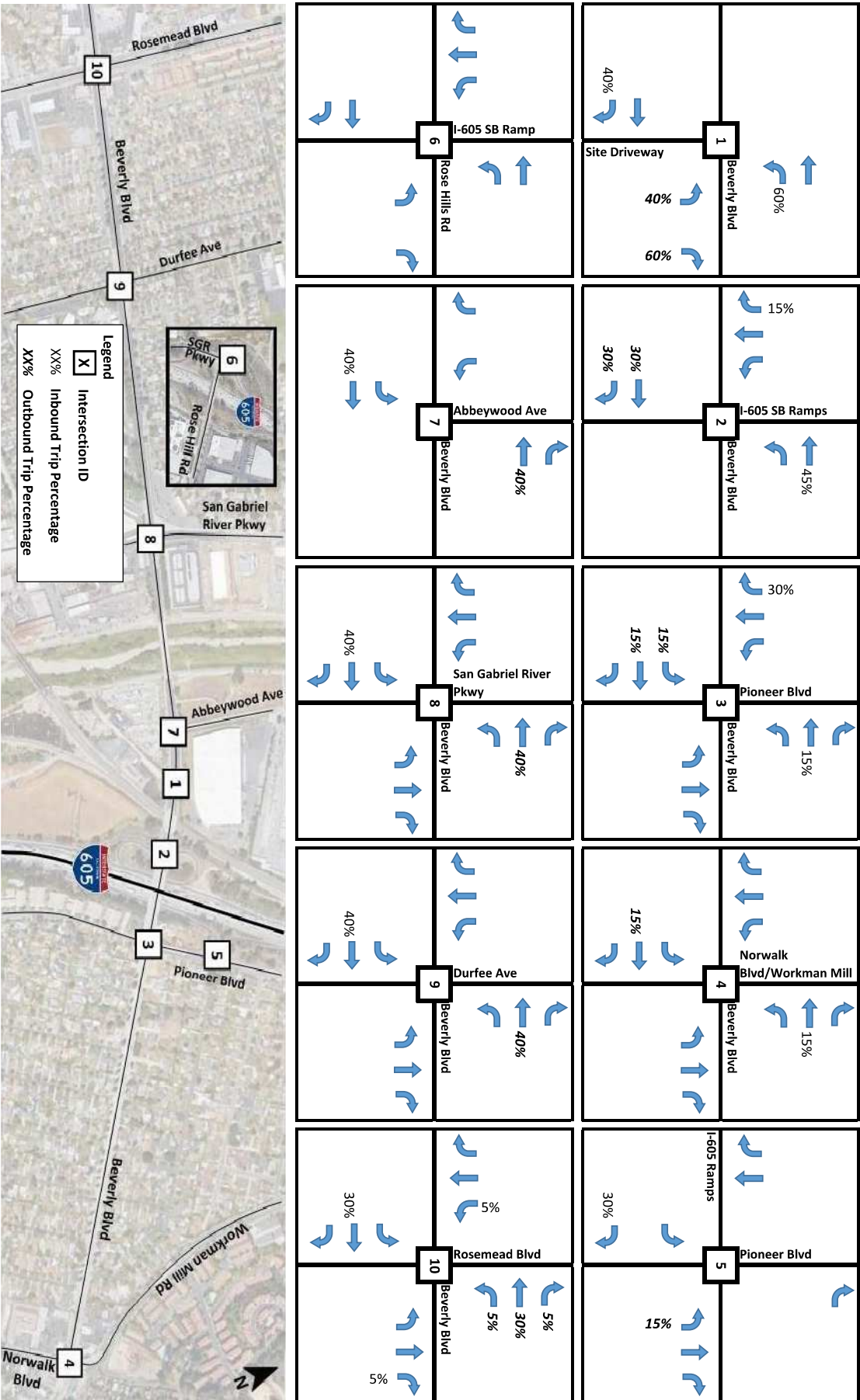




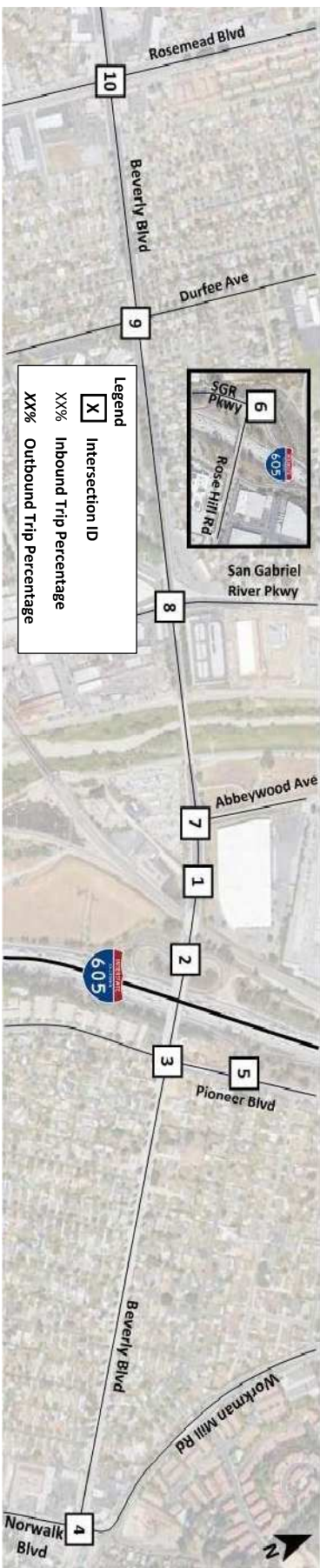
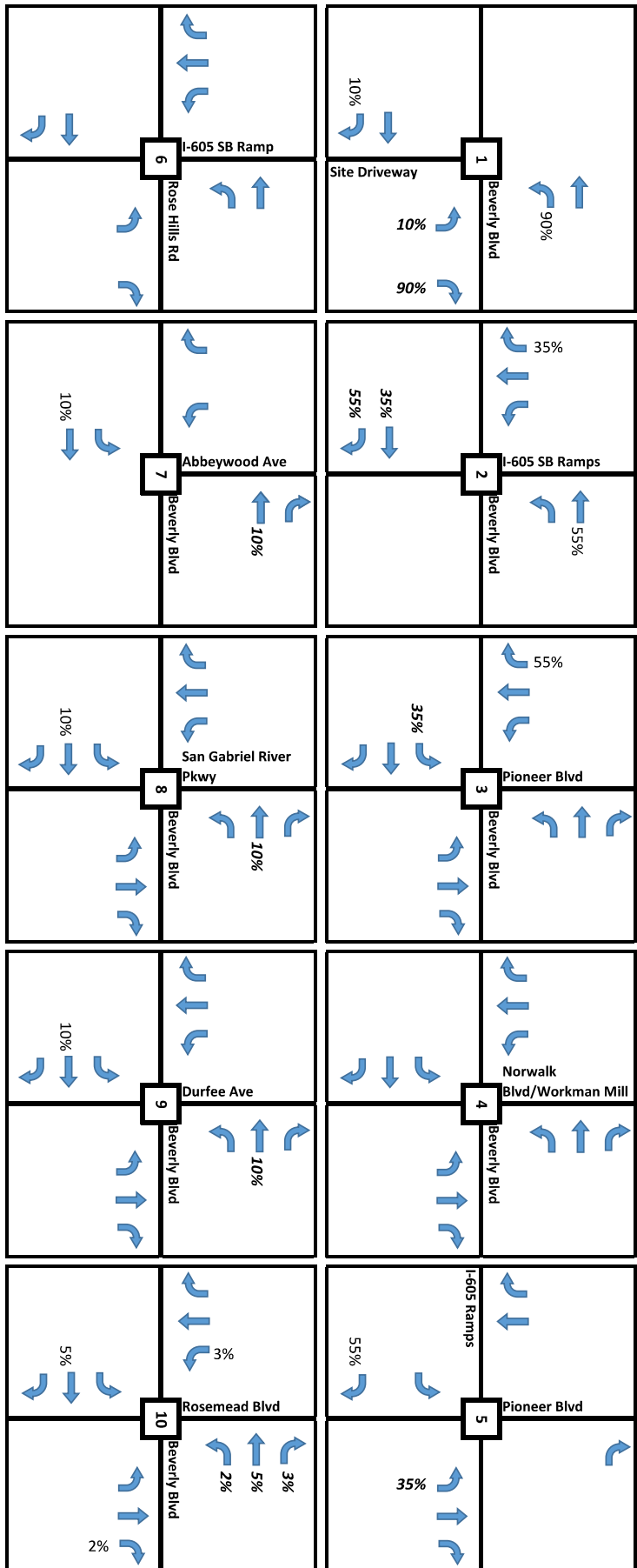
Exhibit 5: Trip Distribution Percentages (Passenger Cars With I-605 Interchange Improvements)





Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

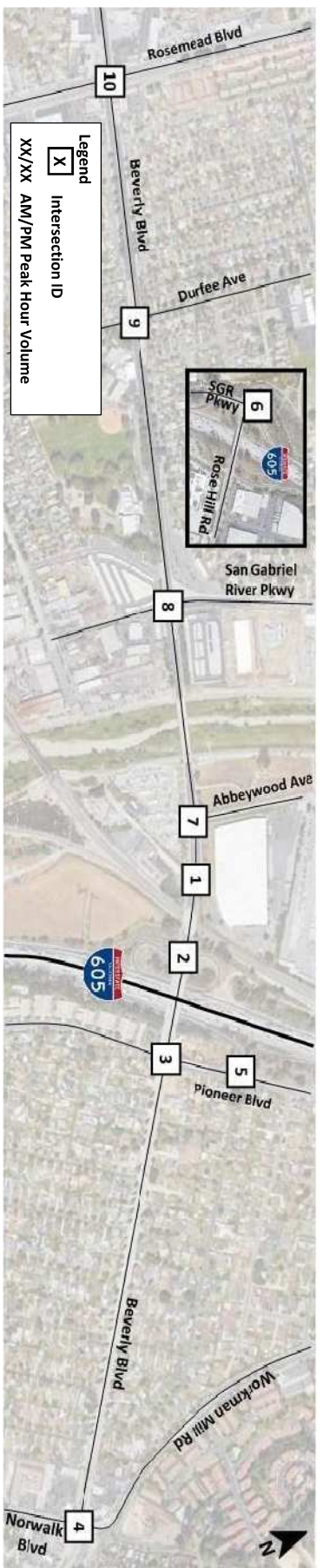
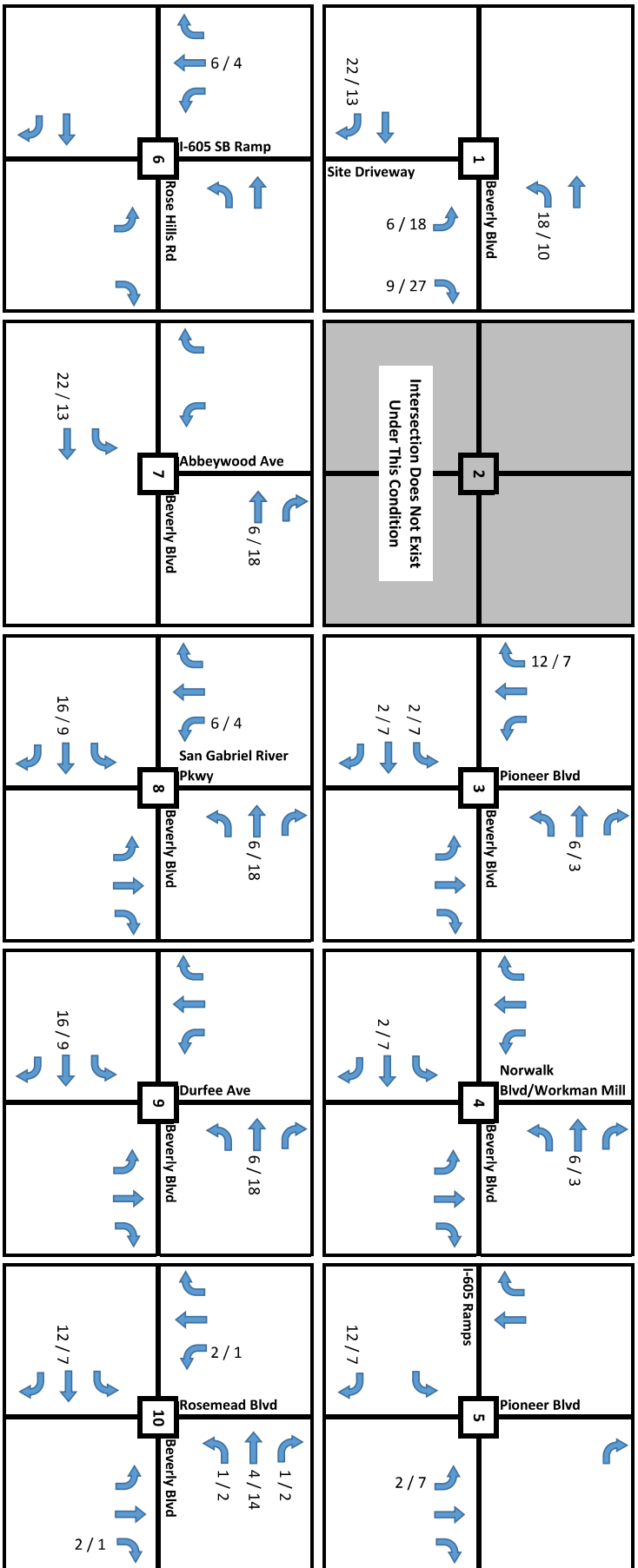
Exhibit 6: Trip Distribution Percentages (Trucks With I-605 Interchange Improvements)



Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

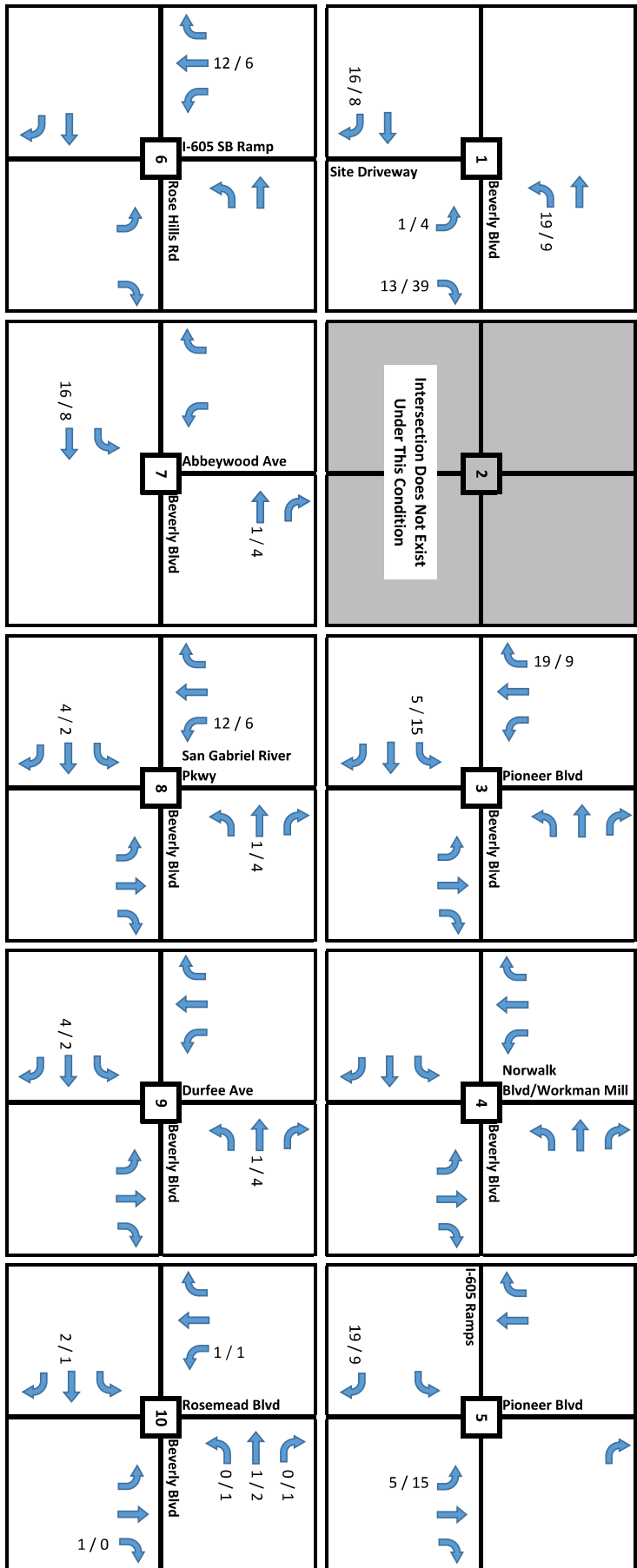
Section 6 - Trip Assignment

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

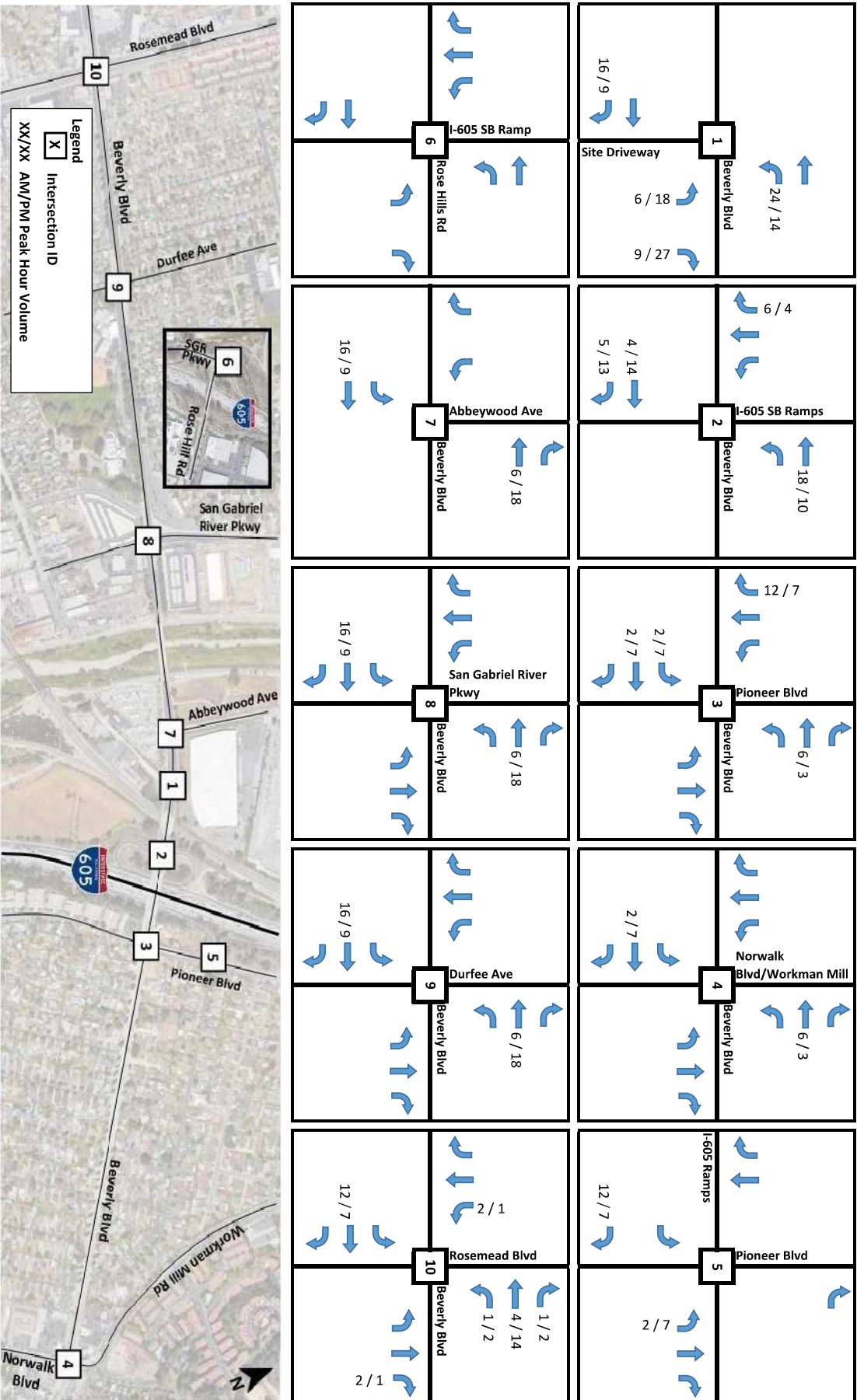
Exhibit 8: Project Only AM/PM Peak Hour Volumes (Trucks W/O I-605 Interchange Improvements)





Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

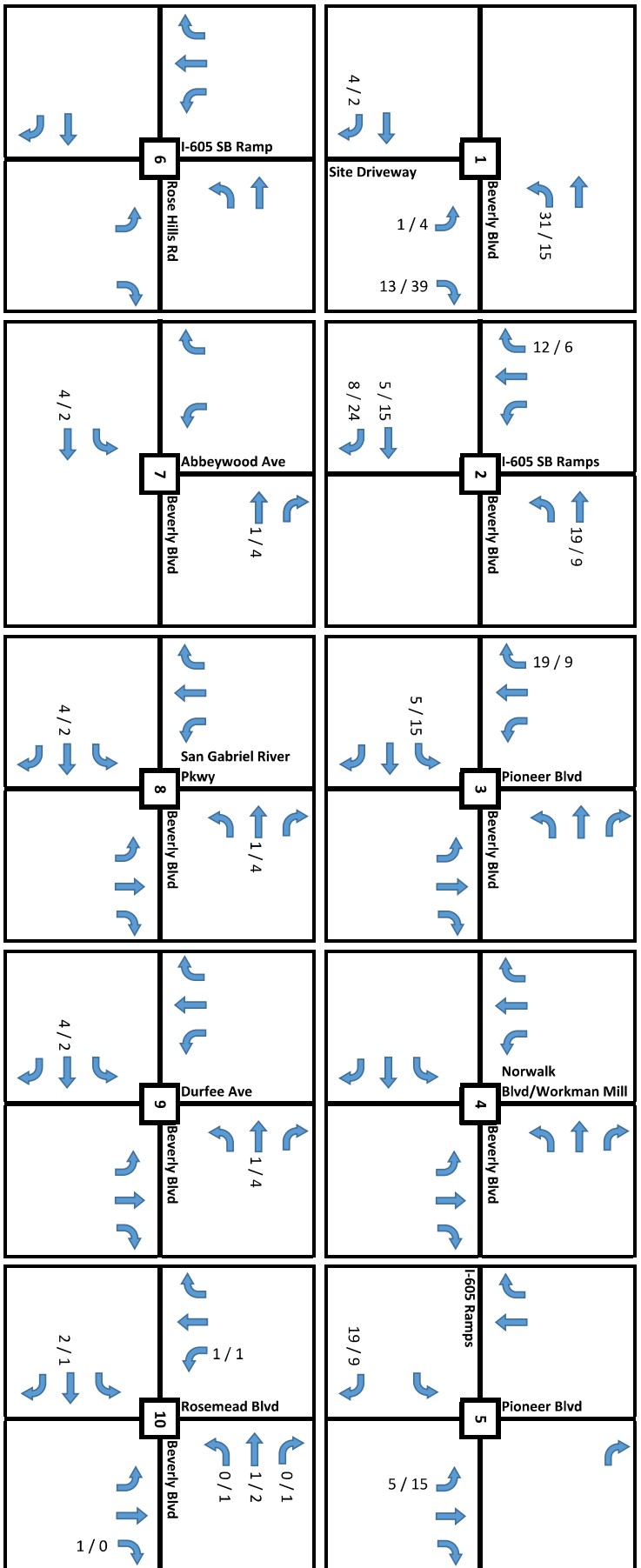
Exhibit 9: Project Only AM/PM Peak Hour Volumes (Passenger Cars With I-605 Interchange Improvements)





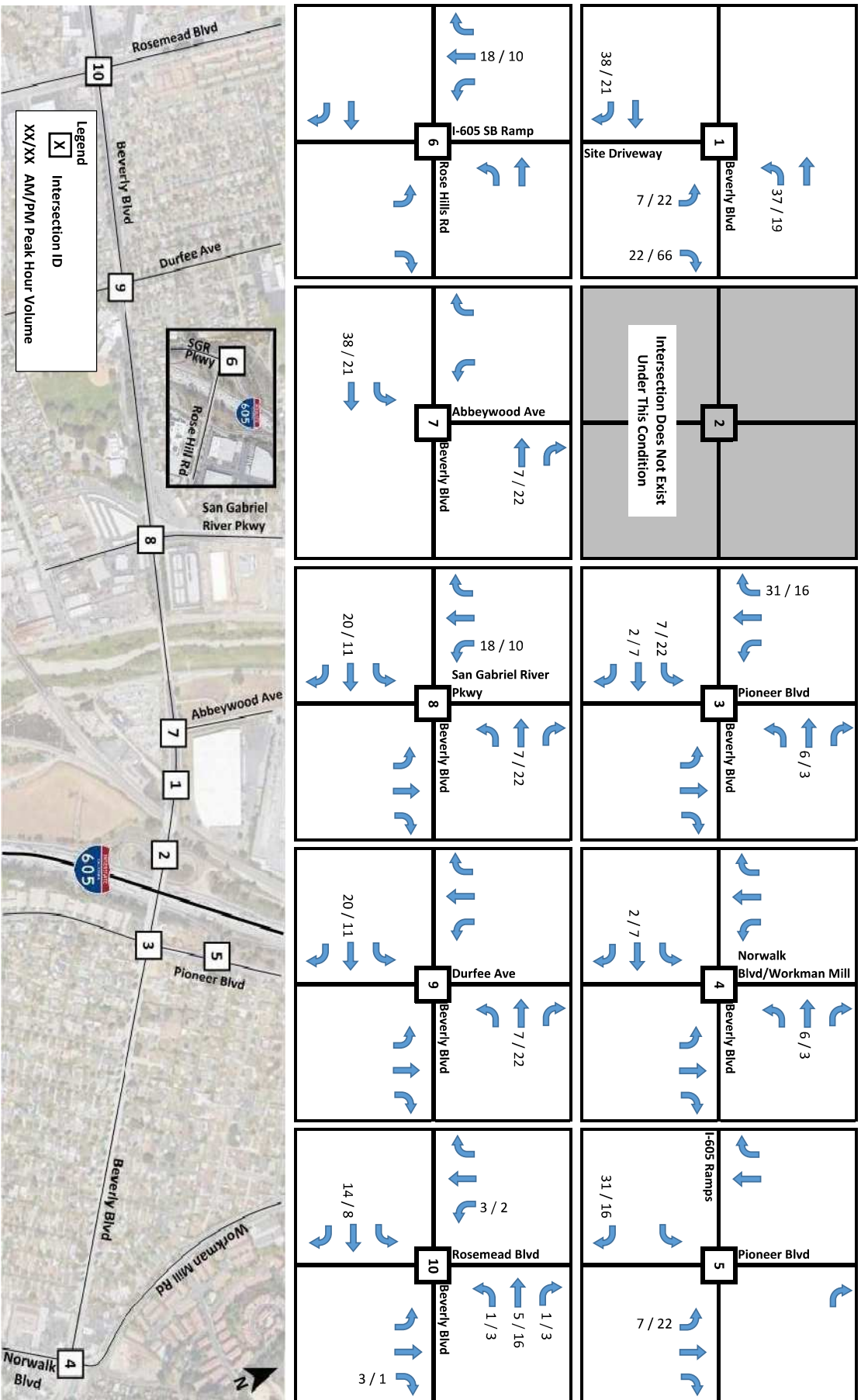
Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

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



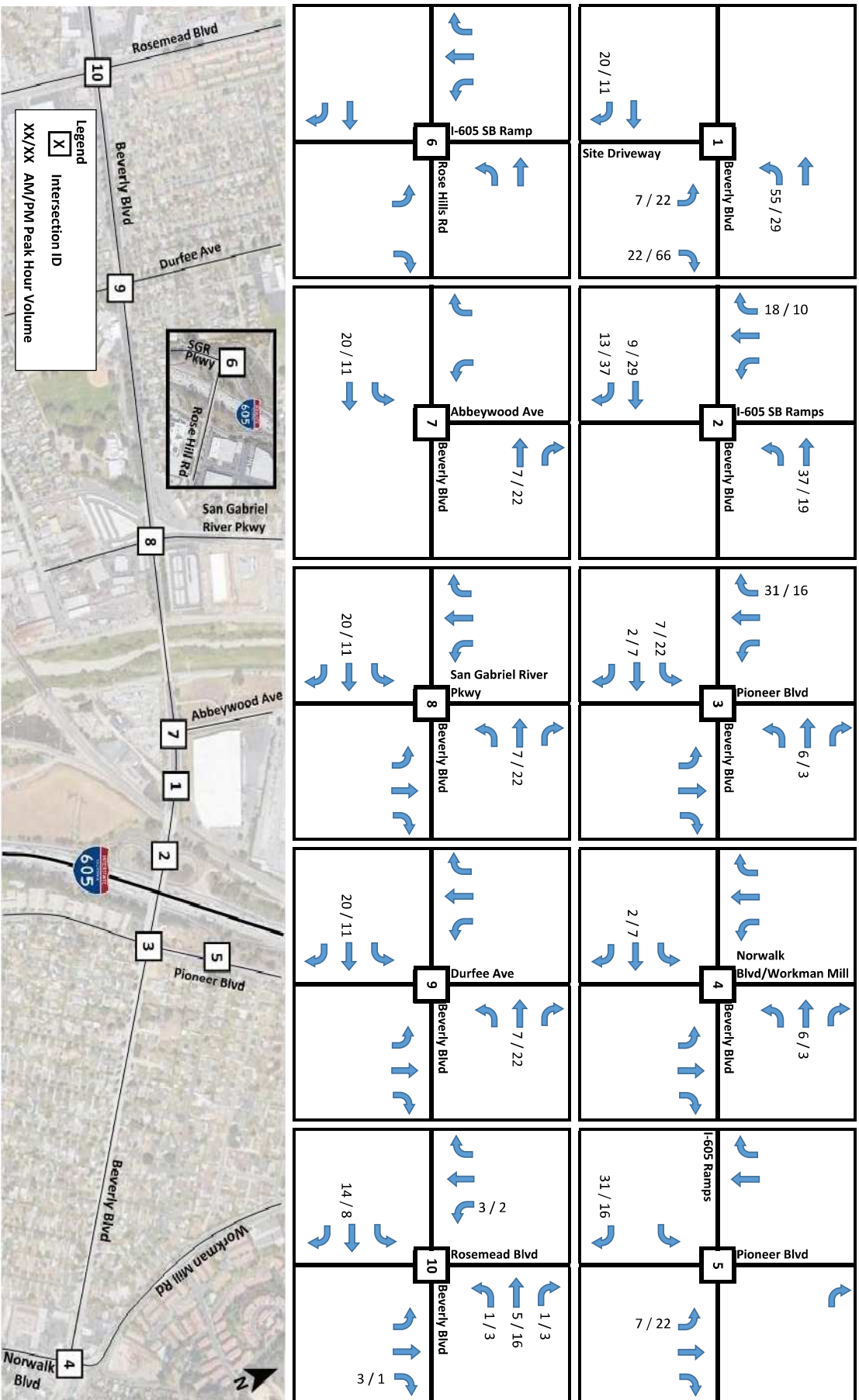
Beverly Boulevard Warehouse Traffic Study Scoping Agreement - Attachments

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%     |              |        |        | <b>0.394%</b> |
| 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%     |              |        |        | <b>0.375%</b> |
| 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  |        |        |            | <b>0.23%</b> |        |        |               |



## 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.  |
| <b>Additional item identified by Caltrans during 7/22/2020 call with I-605/Beverly Boulevard project team:</b>   |
| 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  |
| <b>TOTALS</b>  |    |    | 3668  | 5686  | 9354  | <b>TOTALS</b>  |        |        | 9368   | 6631  | 15999 |     |     |      |
| <b>SPLIT %</b> |    |    | 39.2% | 60.8% | 36.9% | <b>SPLIT %</b> |        |        | 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: 4/22/2014City: 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  |
| <b>TOTALS</b>  |    |    | 3668  | 5686  | 9354  | <b>TOTALS</b>  |        |        | 9368   | 6631  | 15999 |     |     |      |
| <b>SPLIT %</b> |    |    | 39.2% | 60.8% | 36.9% | <b>SPLIT %</b> |        |        | 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  |
| <b>TOTALS</b>  |    |    | 4379  | 7082  | 11461 | <b>TOTALS</b>  |        |        | 11237  | 7598  | 18835 |     |     |      |
| <b>SPLIT %</b> |    |    | 38.2% | 61.8% | 37.8% | <b>SPLIT %</b> |        |        | 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    | 28    | 70           |
| 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    | 34    | 68           |
| 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    | 30    | 55           |
| 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    | 31    | 56           |
| 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    | 16    | 35           |
| 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     | 13    | 19           |
| 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     | 4     | 5            |
| 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     | 6     | 8            |
| <b>TOTALS</b>  |    |    | 650   | 372   | <b>1022</b>  | <b>TOTALS</b>  |       |       | 1127  | 1040  | <b>2167</b>  |
| <b>SPLIT %</b> |    |    | 63.6% | 36.4% | <b>32.0%</b> | <b>SPLIT %</b> |       |       | 52.0% | 48.0% | <b>68.0%</b> |

| 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  |
| <b>TOTALS</b>  |    |    | 1114  | 1293  | 2407  | <b>TOTALS</b>  |       |       | 2521  | 1960  | 4481  |     |     |     |
| <b>SPLIT %</b> |    |    | 46.3% | 53.7% | 34.9% | <b>SPLIT %</b> |       |       | 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  |
| <b>TOTALS</b>  |    |    | 890   | 871   | 1761  | <b>TOTALS</b>  |       |       | 1744  | 1273  | 3017  |     |     |     |
| <b>SPLIT %</b> |    |    | 50.5% | 49.5% | 36.9% | <b>SPLIT %</b> |       |       | 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           |
| <b>TOTALS</b>  | <b>1484</b>  | <b>1692</b>  |     |     | <b>3176</b>  | <b>TOTALS</b>  | <b>3737</b>  | <b>2518</b>  |       |     | <b>6255</b>  |
| <b>SPLIT %</b> | <b>46.7%</b> | <b>53.3%</b> |     |     | <b>33.7%</b> | <b>SPLIT %</b> | <b>59.7%</b> | <b>40.3%</b> |       |     | <b>66.3%</b> |

| 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: 4/22/2014

City: 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           |
| <b>TOTALS</b>  | <b>786</b>   | <b>1078</b>  |    |     | <b>1864</b>  | <b>TOTALS</b>  | <b>1714</b>  | <b>1715</b>  |       |     | <b>3429</b>  |
| <b>SPLIT %</b> | <b>42.2%</b> | <b>57.8%</b> |    |     | <b>35.2%</b> | <b>SPLIT %</b> | <b>50.0%</b> | <b>50.0%</b> |       |     | <b>64.8%</b> |

| 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  |
| <b>TOTALS</b>  |    |    | 437   | 897   | 1334  | <b>TOTALS</b>  |       |       | 838   | 591   | 1429  |     |
| <b>SPLIT %</b> |    |    | 32.8% | 67.2% | 48.3% | <b>SPLIT %</b> |       |       | 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     | 18             | 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     | 9              | 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     | 7              | 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     | 14             | 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    | 57             | 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    | 86             | 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    | 161            | 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    | 271            | 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    | 190            | 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    | 128            | 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    | 118            | 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    | 126            | 23:45 |       | 8     | 35    | 5     | 35  | 13  | 70  |
| <b>TOTALS</b>  |    |    | 822   | 1185  | 2007  | <b>TOTALS</b>  |       |       | 2075  | 1670  | 3745  |     |     |     |
| <b>SPLIT %</b> |    |    | 41.0% | 59.0% | 34.9% | <b>SPLIT %</b> |       |       | 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   | 461             | 797   | 4 - 6 Volume    | 0     | 0     | 595   | 362   | 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   | 271             | 476   | 4 - 6 Pk Volume | 0     | 0     | 345   | 200   | 545   |
| Pk Hr Factor    | 0.000 | 0.000 | 0.818 | 0.903           | 0.869 | Pk Hr Factor    | 0.000 | 0.000 | 0.889 | 0.962 | 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             | 2     | 34    | 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             | 4     | 22    | 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              | 5     | 16    | 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             | 5     | 16    | 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             | 17    | 53    | 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             | 26    | 96    | 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            | 68    | 200   | 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            | 164   | 491   | 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            | 62    | 347   | 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            | 68    | 313   | 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            | 81    | 328   | 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            | 82    | 319   | 13    | 56    | 3     | 18  | 16  | 74  |
| <b>TOTALS</b>  |    |    | 1092  | 1143  | 2235  | <b>TOTALS</b>  |       |       | 2826  | 1985  | 4811  |     |     |     |
| <b>SPLIT %</b> |    |    | 48.9% | 51.1% | 31.7% | <b>SPLIT %</b> |       |       | 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  |
| <b>TOTALS</b>  |    |    | 362   | 655   | 1017  | <b>TOTALS</b>  |       |       | 934   | 869   | 1803  |     |    |     |
| <b>SPLIT %</b> |    |    | 35.6% | 64.4% | 36.1% | <b>SPLIT %</b> |       |       | 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          |
|                |              |              |     |     | 162          |                |              |              |        |      | 1037         |
| 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          |
|                |              |              |     |     | 94           |                |              |              |        |      | 1133         |
| 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          |
|                |              |              |     |     | 101          |                |              |              |        |      | 1274         |
| 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          |
|                |              |              |     |     | 161          |                |              |              |        |      | 1686         |
| 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          |
|                |              |              |     |     | 326          |                |              |              |        |      | 1863         |
| 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          |
|                |              |              |     |     | 610          |                |              |              |        |      | 2041         |
| 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          |
|                |              |              |     |     | 964          |                |              |              |        |      | 1397         |
| 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          |
|                |              |              |     |     | 1518         |                |              |              |        |      | 897          |
| 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          |
|                |              |              |     |     | 1327         |                |              |              |        |      | 702          |
| 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          |
|                |              |              |     |     | 962          |                |              |              |        |      | 540          |
| 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           |
|                |              |              |     |     | 830          |                |              |              |        |      | 392          |
| 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           |
|                |              |              |     |     | 941          |                |              |              |        |      | 254          |
| <b>TOTALS</b>  | <b>3800</b>  | <b>4196</b>  |     |     | <b>7996</b>  | <b>TOTALS</b>  | <b>6645</b>  | <b>6571</b>  |        |      | <b>13216</b> |
| <b>SPLIT %</b> | <b>47.5%</b> | <b>52.5%</b> |     |     | <b>37.7%</b> | <b>SPLIT %</b> | <b>50.3%</b> | <b>49.7%</b> |        |      | <b>62.3%</b> |

| 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          |
| <b>TOTALS</b>  | <b>4797</b>  | <b>5319</b>  |     |     | <b>10116</b> | <b>TOTALS</b>  | <b>8024</b>  | <b>8687</b>  |        |      | <b>16711</b> |
| <b>SPLIT %</b> | <b>47.4%</b> | <b>52.6%</b> |     |     | <b>37.7%</b> | <b>SPLIT %</b> | <b>48.0%</b> | <b>52.0%</b> |        |      | <b>62.3%</b> |

| 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       |
| <b>TOTALS</b>  | <b>3205</b>  | <b>4717</b>  |     |     | <b>7922</b>  | <b>TOTALS</b>  | <b>7265</b>  | <b>6006</b>  |        |     | <b>13271</b> |
| <b>SPLIT %</b> | <b>40.5%</b> | <b>59.5%</b> |     |     | <b>37.4%</b> | <b>SPLIT %</b> | <b>54.7%</b> | <b>45.3%</b> |        |     | <b>62.6%</b> |

| 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    |
| <b>TOTALS</b>  | 2943  | 3495  |     |     | 6438  | <b>TOTALS</b>  | 6760  | 5383  |        |     | 12143 |
| <b>SPLIT %</b> | 45.7% | 54.3% |     |     | 34.6% | <b>SPLIT %</b> | 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           |
| <b>TOTALS</b>  | <b>497</b>   | <b>894</b>   |    |     | <b>1391</b>  | <b>TOTALS</b>  | <b>1410</b>  | <b>1569</b>  |       |     | <b>2979</b>  |
| <b>SPLIT %</b> | <b>35.7%</b> | <b>64.3%</b> |    |     | <b>31.8%</b> | <b>SPLIT %</b> | <b>47.3%</b> | <b>52.7%</b> |       |     | <b>68.2%</b> |

| 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           |
| <b>TOTALS</b>  | <b>1148</b>  | <b>1629</b>  |     |     | <b>2777</b>  | <b>TOTALS</b>  | <b>2876</b>  | <b>2798</b>  |       |     | <b>5674</b>  |
| <b>SPLIT %</b> | <b>41.3%</b> | <b>58.7%</b> |     |     | <b>32.9%</b> | <b>SPLIT %</b> | <b>50.7%</b> | <b>49.3%</b> |       |     | <b>67.1%</b> |

| 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            | 36             | 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            | 28             | 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            | 17             | 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           | 23             | 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           | 58             | 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           | 94             | 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           | 208            | 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          | 543            | 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           | 467            | 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          | 446            | 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          | 473            | 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          | 455            | 6     | 42    | 5     | 40  | 11           |
| <b>TOTALS</b>  | 1329  | 1519  |    |     | <b>2848</b>  | <b>TOTALS</b>  | 3047  | 3376  |       |     | <b>6423</b>  |
| <b>SPLIT %</b> | 46.7% | 53.3% |    |     | <b>30.7%</b> | <b>SPLIT %</b> | 47.4% | 52.6% |       |     | <b>69.3%</b> |

| 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           | 12:45          | 202          | 825          | 233    | 844  | 435          |
|                |              |              |     |      | 183          |                |              |              |        |      | 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           | 13:45          | 233          | 828          | 215    | 838  | 448          |
|                |              |              |     |      | 108          |                |              |              |        |      | 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           | 14:45          | 258          | 916          | 247    | 915  | 505          |
|                |              |              |     |      | 87           |                |              |              |        |      | 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           | 15:45          | 270          | 1120         | 281    | 1052 | 551          |
|                |              |              |     |      | 82           |                |              |              |        |      | 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           | 16:45          | 292          | 1125         | 303    | 1115 | 595          |
|                |              |              |     |      | 215          |                |              |              |        |      | 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          | 17:45          | 299          | 1271         | 298    | 1236 | 597          |
|                |              |              |     |      | 491          |                |              |              |        |      | 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          | 18:45          | 228          | 1048         | 241    | 1039 | 469          |
|                |              |              |     |      | 1038         |                |              |              |        |      | 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          | 19:45          | 165          | 812          | 173    | 762  | 338          |
|                |              |              |     |      | 1950         |                |              |              |        |      | 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          | 20:45          | 119          | 621          | 161    | 699  | 280          |
|                |              |              |     |      | 1642         |                |              |              |        |      | 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          | 21:45          | 98           | 442          | 99     | 523  | 197          |
|                |              |              |     |      | 1287         |                |              |              |        |      | 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          | 22:45          | 68           | 303          | 90     | 363  | 158          |
|                |              |              |     |      | 1287         |                |              |              |        |      | 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          | 23:45          | 37           | 188          | 37     | 182  | 74           |
|                |              |              |     |      | 1437         |                |              |              |        |      | 370          |
| <b>TOTALS</b>  | <b>4719</b>  | <b>5088</b>  |     |      | <b>9807</b>  | <b>TOTALS</b>  | <b>9499</b>  | <b>9568</b>  |        |      | <b>19067</b> |
| <b>SPLIT %</b> | <b>48.1%</b> | <b>51.9%</b> |     |      | <b>34.0%</b> | <b>SPLIT %</b> | <b>49.8%</b> | <b>50.2%</b> |        |      | <b>66.0%</b> |

| 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       |
| <b>TOTALS</b>  | <b>4510</b>  | <b>4781</b>  |     |     | <b>9291</b>  | <b>TOTALS</b>  | <b>7681</b>  | <b>8770</b>  |        |      | <b>16451</b> |
| <b>SPLIT %</b> | <b>48.5%</b> | <b>51.5%</b> |     |     | <b>36.1%</b> | <b>SPLIT %</b> | <b>46.7%</b> | <b>53.3%</b> |        |      | <b>63.9%</b> |

| 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       |
| <b>TOTALS</b>  | <b>5809</b>  | <b>5037</b>  |     |     | <b>10846</b> | <b>TOTALS</b>  | <b>8877</b>  | <b>9561</b>  |        |      | <b>18438</b> |
| <b>SPLIT %</b> | <b>53.6%</b> | <b>46.4%</b> |     |     | <b>37.0%</b> | <b>SPLIT %</b> | <b>48.1%</b> | <b>51.9%</b> |        |      | <b>63.0%</b> |

| 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           |
| <b>TOTALS</b>  | 1259  | 2771  |     |     | <b>4030</b>  | <b>TOTALS</b>  | 3011  | 3456  |        |     | <b>6467</b>  |
| <b>SPLIT %</b> | 31.2% | 68.8% |     |     | <b>38.4%</b> | <b>SPLIT %</b> | 46.6% | 53.4% |        |     | <b>61.6%</b> |

| 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           |
| <b>TOTALS</b>  | <b>1329</b>  | <b>2128</b>  |     |     | <b>3457</b>  | <b>TOTALS</b>  | <b>1934</b>  | <b>2997</b>  |       |     | <b>4931</b>  |
| <b>SPLIT %</b> | <b>38.4%</b> | <b>61.6%</b> |     |     | <b>41.2%</b> | <b>SPLIT %</b> | <b>39.2%</b> | <b>60.8%</b> |       |     | <b>58.8%</b> |

| 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   | 0     | 0     | 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   | 0     | 0     | 678   |
| Pk Hr Factor    | 0.899 | 0.883 | 0.000 | 0.000 | 0.889 | Pk Hr Factor    | 0.901 | 0.919 | 0.000 | 0.000 | 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    | 134            | 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    | 58             | 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    | 80             | 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    | 106            | 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    | 274            | 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   | 680            | 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   | 1207           | 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   | 1434           | 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   | 1206           | 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   | 879            | 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   | 672            | 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   | 687            | 23:45  |        | 31     | 194   | 28    | 168 | 59  | 362  |
| <b>TOTALS</b>  |    |    | 4883  | 7417  | 12300 | <b>TOTALS</b>  |        |        | 9908   | 7351  | 17259 |     |     |      |
| <b>SPLIT %</b> |    |    | 39.7% | 60.3% | 41.6% | <b>SPLIT %</b> |        |        | 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  |
| <b>TOTALS</b>  |    |    | 5103  | 7418  | 12521 | <b>TOTALS</b>  |        |        | 10294  | 7128  | 17422 |     |     |      |
| <b>SPLIT %</b> |    |    | 40.8% | 59.2% | 41.8% | <b>SPLIT %</b> |        |        | 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  |
| <b>TOTALS</b>  |    |    | 4303  | 6759  | 11062 | <b>TOTALS</b>  |        |        | 8714   | 6370  | 15084 |     |     |      |
| <b>SPLIT %</b> |    |    | 38.9% | 61.1% | 42.3% | <b>SPLIT %</b> |        |        | 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  |
| <b>TOTALS</b>  |    |    | 4927  | 8036  | 12963 | <b>TOTALS</b>  |        |        | 10070  | 8201  | 18271 |      |     |      |
| <b>SPLIT %</b> |    |    | 38.0% | 62.0% | 41.5% | <b>SPLIT %</b> |        |        | 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  |
| <b>TOTALS</b>  |    |    | 5801  | 8594  | 14395 | <b>TOTALS</b>  |        |        | 12824  | 10171 | 22995 |      |     |      |
| <b>SPLIT %</b> |    |    | 40.3% | 59.7% | 38.5% | <b>SPLIT %</b> |        |        | 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  |
| <b>TOTALS</b>  |    |    | 5770  | 8813  | 14583 | <b>TOTALS</b>  |        |        | 12083  | 9829  | 21912 |      |     |      |
| <b>SPLIT %</b> |    |    | 39.6% | 60.4% | 40.0% | <b>SPLIT %</b> |        |        | 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    | 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     | 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    | 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    | 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    | 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   | 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   | 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   | 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   | 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   | 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   | 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   | 23:45          |        |        | 31     | 141   | 39    | 166 | 70  | 307  |
| <b>TOTALS</b>  |    |    | 3845  | 5386  | 9231  | <b>TOTALS</b>  |        |        | 9430   | 7146  | 16576 |     |     |      |
| <b>SPLIT %</b> |    |    | 41.7% | 58.3% | 35.8% | <b>SPLIT %</b> |        |        | 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  |
| <b>TOTALS</b>  |    |    | 3724  | 5367  | 9091  | <b>TOTALS</b>  |        |        | 8441   | 7316  | 15757 |     |     |      |
| <b>SPLIT %</b> |    |    | 41.0% | 59.0% | 36.6% | <b>SPLIT %</b> |        |        | 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  |
| <b>TOTALS</b>  |    |    | 5800  | 6807  | 12607 | <b>TOTALS</b>  |        |        | 10736  | 9428  | 20164 |      |     |      |
| <b>SPLIT %</b> |    |    | 46.0% | 54.0% | 38.5% | <b>SPLIT %</b> |        |        | 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  |
| <b>TOTALS</b>  |    |    | 1518  | 1778  | 3296  | <b>TOTALS</b>  |       |       | 3590  | 2323  | 5913  |     |     |     |
| <b>SPLIT %</b> |    |    | 46.1% | 53.9% | 35.8% | <b>SPLIT %</b> |       |       | 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  |
| <b>TOTALS</b>  |    |    | 652   | 1059  | 1711  | <b>TOTALS</b>  |       |       | 1205  | 1038  | 2243  |     |    |     |
| <b>SPLIT %</b> |    |    | 38.1% | 61.9% | 43.3% | <b>SPLIT %</b> |       |       | 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 | EB     | WB     | Total  |       |     |
|----------------|----|----|-------|-------|-------|----------------|----|--------|--------|--------|-------|-----|
|                |    |    |       |       |       | 0              | 0  | 13,943 | 13,204 | 27,147 |       |     |
| 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   | 960 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| <b>TOTALS</b>  |    |    | 4007  | 6469  | 10476 | <b>TOTALS</b>  |    |        | 9936   | 6735   | 16671 |     |
| <b>SPLIT %</b> |    |    | 38.2% | 61.8% | 38.6% | <b>SPLIT %</b> |    |        | 59.6%  | 40.4%  | 61.4% |     |

| DAILY TOTALS    |  |  |       |       |       | NB              | SB | EB     | WB     | Total  |       |
|-----------------|--|--|-------|-------|-------|-----------------|----|--------|--------|--------|-------|
|                 |  |  |       |       |       | 0               | 0  | 13,943 | 13,204 | 27,147 |       |
| 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 |
| <b>TOTALS</b>  |    |    | 5035  | 8723  | 13758 | <b>TOTALS</b>  |        |        | 12447  | 8423  | 20870 |     |
| <b>SPLIT %</b> |    |    | 36.6% | 63.4% | 39.7% | <b>SPLIT %</b> |        |        | 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 |       |       |       |              | 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           |       |
| <b>TOTALS</b>  |    |    | 429   | 428   | <b>857</b>   | <b>TOTALS</b>  |    |       | 1103  | 1049  | <b>2152</b>  |       |
| <b>SPLIT %</b> |    |    | 50.1% | 49.9% | <b>28.5%</b> | <b>SPLIT %</b> |    |       | 51.3% | 48.7% | <b>71.5%</b> |       |

| DAILY TOTALS    |       |  |       |       |  | NB              | SB    |       |       |       |       | 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  |
| <b>TOTALS</b>  |    |    | 985   | 1282  | <b>2267</b>  | <b>TOTALS</b>  |       |       | 2850  | 1684  | <b>4534</b>  |     |
| <b>SPLIT %</b> |    |    | 43.4% | 56.6% | <b>33.3%</b> | <b>SPLIT %</b> |       |       | 62.9% | 37.1% | <b>66.7%</b> |     |

| 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 | EB    | WB    | Total |       |
|----------------|----|----|-------|-------|-------|----------------|----|-------|-------|-------|-------|
|                |    |    |       |       |       | 0              | 0  | 3,028 | 2,249 | 5,277 |       |
| 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    |
| <b>TOTALS</b>  |    |    | 880   | 869   | 1749  | <b>TOTALS</b>  |    |       | 2148  | 1380  | 3528  |
| <b>SPLIT %</b> |    |    | 50.3% | 49.7% | 33.1% | <b>SPLIT %</b> |    |       | 60.9% | 39.1% | 66.9% |

| DAILY TOTALS    |  |  |       |       |       | NB              | SB | EB    | WB    | Total |       |
|-----------------|--|--|-------|-------|-------|-----------------|----|-------|-------|-------|-------|
|                 |  |  |       |       |       | 0               | 0  | 3,028 | 2,249 | 5,277 |       |
| 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  | 14    | 12:45          | 78    | 323   | 88  | 331    | 166   |
|                |       |       |     |     | 56    |                |       |       |     |        | 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  | 6     | 13:45          | 62    | 314   | 80  | 302    | 142   |
|                |       |       |     |     | 26    |                |       |       |     |        | 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   | 4     | 14:45          | 106   | 430   | 150 | 426    | 256   |
|                |       |       |     |     | 18    |                |       |       |     |        | 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   | 4     | 15:45          | 128   | 503   | 119 | 486    | 247   |
|                |       |       |     |     | 10    |                |       |       |     |        | 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  | 22    | 16:45          | 102   | 446   | 152 | 560    | 254   |
|                |       |       |     |     | 68    |                |       |       |     |        | 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  | 63    | 17:45          | 110   | 468   | 157 | 626    | 267   |
|                |       |       |     |     | 177   |                |       |       |     |        | 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 | 144   | 18:45          | 97    | 404   | 83  | 411    | 180   |
|                |       |       |     |     | 398   |                |       |       |     |        | 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 | 315   | 19:45          | 70    | 329   | 68  | 277    | 138   |
|                |       |       |     |     | 991   |                |       |       |     |        | 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 | 154   | 20:45          | 58    | 283   | 40  | 235    | 98    |
|                |       |       |     |     | 750   |                |       |       |     |        | 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 | 98    | 21:45          | 146   | 379   | 28  | 131    | 174   |
|                |       |       |     |     | 480   |                |       |       |     |        | 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 | 114   | 22:45          | 30    | 183   | 16  | 114    | 46    |
|                |       |       |     |     | 436   |                |       |       |     |        | 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 | 155   | 23:45          | 7     | 51    | 8   | 45     | 15    |
|                |       |       |     |     | 553   |                |       |       |     |        | 96    |
| <b>TOTALS</b>  | 2179  | 1784  |     |     | 3963  | <b>TOTALS</b>  | 4113  | 3944  |     |        | 8057  |
| <b>SPLIT %</b> | 55.0% | 45.0% |     |     | 33.0% | <b>SPLIT %</b> | 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 &amp; Kruse Rd

Day: Thursday  
Date: 8/29/2019City: 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  |
| <b>TOTALS</b>  |    |    | 627   | 1135  | <b>1762</b>  | <b>TOTALS</b>  |       |       | 1183  | 742   | <b>1925</b>  |     |
| <b>SPLIT %</b> |    |    | 35.6% | 64.4% | <b>47.8%</b> | <b>SPLIT %</b> |       |       | 61.5% | 38.5% | <b>52.2%</b> |     |

| 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  |
| <b>TOTALS</b>  |    |    | 1412  | 959   | <b>2371</b>  | <b>TOTALS</b>  |       |       | 1765  | 2501  | <b>4266</b>  |     |
| <b>SPLIT %</b> |    |    | 59.6% | 40.4% | <b>35.7%</b> | <b>SPLIT %</b> |       |       | 41.4% | 58.6% | <b>64.3%</b> |     |

| 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   | 3,910 | 3,712 |       |              | 7,622 |     |     |     |     |     |
| 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             | 5   | 29    | 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             | 4   | 30    | 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             | 3   | 19    | 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              | 5   | 15    | 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             | 29  | 66    | 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             | 42  | 114   | 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            | 82  | 238   | 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            | 203 | 651   | 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            | 102 | 430   | 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            | 91  | 342   | 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            | 81  | 321   | 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            | 90  | 342   | 23:45 | 0     | 0            | 5     | 37  | 6   | 32  | 11  | 69  |
| <b>TOTALS</b>  |    |    | 1081  | 1516  | <b>2597</b>  | <b>TOTALS</b>  |     |       | 2829  | 2196  | <b>5025</b>  |       |     |     |     |     |     |
| <b>SPLIT %</b> |    |    | 41.6% | 58.4% | <b>34.1%</b> | <b>SPLIT %</b> |     |       | 56.3% | 43.7% | <b>65.9%</b> |       |     |     |     |     |     |

| DAILY TOTALS    |  |  |       |       |       | NB              | SB |       |       |       |       | Total |
|-----------------|--|--|-------|-------|-------|-----------------|----|-------|-------|-------|-------|-------|
|                 |  |  |       |       |       | 0               | 0  | 3,910 | 3,712 |       |       | 7,622 |
| 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     | 1              | 0  | 0   | 2     | 16    | 1     | 11 | 3  | 27 |
| 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     | 1              | 0  | 0   | 2     | 20    | 2     | 13 | 4  | 33 |
| 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     | 5              | 0  | 0   | 6     | 16    | 8     | 18 | 14 | 34 |
| 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     | 1              | 0  | 0   | 7     | 29    | 0     | 7  | 7  | 36 |
| 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     | 9              | 0  | 0   | 3     | 30    | 0     | 2  | 3  | 32 |
| 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     | 11             | 0  | 0   | 5     | 26    | 3     | 8  | 8  | 34 |
| 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     | 15             | 0  | 0   | 8     | 26    | 1     | 3  | 9  | 29 |
| 07:00          | 0  | 0  | 1     | 8     | 9     | 18:45          | 0  | 0   | 9     | 2     | 11    |    |    |    |
| 07:15          | 0  | 0  | 4     | 9     | 13    | 19:00          | 0  | 0   | 9     | 0     | 9     |    |    |    |
| 07:30          | 0  | 0  | 1     | 17    | 18    | 19:15          | 0  | 0   | 3     | 0     | 3     |    |    |    |
| 07:45          | 0  | 0  | 8     | 14    | 7     | 41             | 0  | 0   | 8     | 1     | 9     |    |    |    |
| 08:00          | 0  | 0  | 3     | 3     | 6     | 19:45          | 0  | 0   | 4     | 24    | 0     | 3  | 4  | 27 |
| 08:15          | 0  | 0  | 3     | 7     | 10    | 20:00          | 0  | 0   | 4     | 3     | 7     |    |    |    |
| 08:30          | 0  | 0  | 5     | 10    | 15    | 20:15          | 0  | 0   | 7     | 0     | 7     |    |    |    |
| 08:45          | 0  | 0  | 3     | 14    | 6     | 26             | 0  | 0   | 5     | 1     | 6     |    |    |    |
| 09:00          | 0  | 0  | 5     | 2     | 7     | 20:30          | 0  | 0   | 4     | 20    | 0     | 4  | 4  | 24 |
| 09:15          | 0  | 0  | 1     | 4     | 5     | 20:45          | 0  | 0   | 4     | 0     | 4     |    |    |    |
| 09:30          | 0  | 0  | 3     | 5     | 8     | 21:00          | 0  | 0   | 4     | 1     | 5     |    |    |    |
| 09:45          | 0  | 0  | 3     | 12    | 3     | 14             | 0  | 0   | 6     | 0     | 6     |    |    |    |
| 10:00          | 0  | 0  | 2     | 3     | 5     | 21:15          | 0  | 0   | 1     | 0     | 1     |    |    |    |
| 10:15          | 0  | 0  | 2     | 6     | 8     | 21:30          | 0  | 0   | 3     | 14    | 0     | 1  | 3  | 15 |
| 10:30          | 0  | 0  | 4     | 2     | 6     | 21:45          | 0  | 0   | 1     | 0     | 1     |    |    |    |
| 10:45          | 0  | 0  | 4     | 12    | 5     | 16             | 0  | 0   | 3     | 14    | 0     | 1  | 3  | 15 |
| 11:00          | 0  | 0  | 6     | 7     | 13    | 22:00          | 0  | 0   | 1     | 0     | 1     |    |    |    |
| 11:15          | 0  | 0  | 6     | 3     | 9     | 22:15          | 0  | 0   | 4     | 0     | 4     |    |    |    |
| 11:30          | 0  | 0  | 5     | 3     | 8     | 22:30          | 0  | 0   | 0     | 0     | 0     |    |    |    |
| 11:45          | 0  | 0  | 7     | 24    | 5     | 18             | 0  | 0   | 1     | 6     | 0     | 1  | 6  |    |
| 23:00          | 0  | 0  | 3     | 1     | 4     | 23:15          | 0  | 0   | 0     | 0     | 0     |    |    |    |
| 23:15          | 0  | 0  | 6     | 3     | 9     | 23:30          | 0  | 0   | 1     | 0     | 1     |    |    |    |
| 23:30          | 0  | 0  | 5     | 3     | 8     | 23:45          | 0  | 0   | 0     | 4     | 0     | 1  | 5  |    |
| 23:45          | 0  | 0  | 7     | 24    | 5     | 18             | 12 | 42  | 0     | 4     | 0     | 1  | 5  |    |
| <b>TOTALS</b>  |    |    | 103   | 157   | 260   | <b>TOTALS</b>  |    |     | 231   | 71    | 302   |    |    |    |
| <b>SPLIT %</b> |    |    | 39.6% | 60.4% | 46.3% | <b>SPLIT %</b> |    |     | 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           |
| <b>TOTALS</b>  | <b>4183</b>  | <b>4759</b>  |     |      | <b>8942</b>  | <b>TOTALS</b>  | <b>7719</b>  | <b>8641</b>  |     |        | <b>16360</b> |
| <b>SPLIT %</b> | <b>46.8%</b> | <b>53.2%</b> |     |      | <b>35.3%</b> | <b>SPLIT %</b> | <b>47.2%</b> | <b>52.8%</b> |     |        | <b>64.7%</b> |

| 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 | 0     | 0              | 53     | 215   | 180 | 731    | 292   | 881  | 0 | 0 | 472 | 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  | 0     | 0              | 34     | 150   | 208 | 729    | 268   | 1082 | 0 | 0 | 476 | 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  | 0     | 0              | 38     | 102   | 210 | 819    | 338   | 1024 | 0 | 0 | 548 | 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  | 0     | 0              | 58     | 165   | 260 | 1082   | 311   | 1282 | 0 | 0 | 571 | 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 | 0     | 0              | 139    | 379   | 322 | 1245   | 391   | 1395 | 0 | 0 | 713 | 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 | 0     | 0              | 253    | 697   | 385 | 1355   | 335   | 1356 | 0 | 0 | 720 | 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 | 0     | 0              | 398    | 1216  | 212 | 973    | 207   | 1010 | 0 | 0 | 419 | 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 | 0     | 0              | 512    | 1784  | 129 | 604    | 162   | 662  | 0 | 0 | 291 | 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 | 0     | 0              | 345    | 1503  | 101 | 518    | 133   | 500  | 0 | 0 | 234 | 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 | 0     | 0              | 328    | 1228  | 83  | 385    | 79    | 410  | 0 | 0 | 162 | 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 | 0     | 0              | 346    | 1263  | 51  | 214    | 69    | 299  | 0 | 0 | 120 | 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 | 0     | 0              | 376    | 1391  | 28  | 162    | 23    | 178  | 0 | 0 | 51  | 340  |
| <b>TOTALS</b>  | 4760  | 5333  |     |     | 10093 | <b>TOTALS</b>  | 8817   | 10079 |     |        | 18896 |      |   |   |     |      |
| <b>SPLIT %</b> | 47.2% | 52.8% |     |     | 34.8% | <b>SPLIT %</b> | 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  | 212          | 12:45          | 199          | 722          | 229 | 755    | 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  | 130          | 13:45          | 183          | 785          | 190 | 812    | 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  | 131          | 14:45          | 267          | 928          | 268 | 901    | 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  | 204          | 15:45          | 257          | 1062         | 268 | 1071   | 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 | 314          | 16:45          | 290          | 1154         | 265 | 1196   | 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 | 594          | 17:45          | 288          | 1114         | 299 | 1177   | 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 | 1130         | 18:45          | 213          | 1012         | 194 | 970    | 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 | 1461         | 19:45          | 156          | 643          | 128 | 600    | 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 | 1337         | 20:45          | 123          | 549          | 111 | 510    | 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 | 1106         | 21:45          | 89           | 415          | 85  | 378    | 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 | 1156         | 22:45          | 61           | 293          | 62  | 293    | 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 | 1268         | 23:45          | 27           | 169          | 26  | 144    | 313          |
| <b>TOTALS</b>  | <b>4133</b>  | <b>4910</b>  |     |     | <b>9043</b>  | <b>TOTALS</b>  | <b>8846</b>  | <b>8807</b>  |     |        | <b>17653</b> |
| <b>SPLIT %</b> | <b>45.7%</b> | <b>54.3%</b> |     |     | <b>33.9%</b> | <b>SPLIT %</b> | <b>50.1%</b> | <b>49.9%</b> |     |        | <b>66.1%</b> |

| 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  | 1701         |
| 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 | 1527         |
| 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 | 1724         |
| 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  | 625          |
| 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          |
| <b>TOTALS</b>  | <b>3881</b>  | <b>4371</b>  |     |     | <b>8252</b>  | <b>TOTALS</b>  | <b>8683</b>  | <b>7737</b>  |        |      | <b>16420</b> |
| <b>SPLIT %</b> | <b>47.0%</b> | <b>53.0%</b> |     |     | <b>33.4%</b> | <b>SPLIT %</b> | <b>52.9%</b> | <b>47.1%</b> |        |      | <b>66.6%</b> |

| 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    |
| <b>TOTALS</b>  | 1534  | 1469  |     |     | 3003  | <b>TOTALS</b>  | 2948  | 3829  |       |     | 6777  |
| <b>SPLIT %</b> | 51.1% | 48.9% |     |     | 30.7% | <b>SPLIT %</b> | 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    |
| <b>TOTALS</b>  | 1338  | 1146  |    |     | 2484  | <b>TOTALS</b>  | 2841  | 2607  |       |     | 5448  |
| <b>SPLIT %</b> | 53.9% | 46.1% |    |     | 31.3% | <b>SPLIT %</b> | 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  |
| <b>TOTALS</b>  | 1786  | 1853  |     |     | 3639  | <b>TOTALS</b>  | 3480  | 3724  |        |     | 7204  |     |     |
| <b>SPLIT %</b> | 49.1% | 50.9% |     |     | 33.6% | <b>SPLIT %</b> | 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           |
| <b>TOTALS</b>  | <b>4812</b>  | <b>5888</b>  |     |      | <b>10700</b> | <b>TOTALS</b>  | <b>8367</b>  | <b>9439</b>  |        |      | <b>17806</b> |
| <b>SPLIT %</b> | <b>45.0%</b> | <b>55.0%</b> |     |      | <b>37.5%</b> | <b>SPLIT %</b> | <b>47.0%</b> | <b>53.0%</b> |        |      | <b>62.5%</b> |

| 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   |
| <b>TOTALS</b>  | 4916  | 5914  |     |      | 10830 | <b>TOTALS</b>  | 9374   | 10022 |     |        | 19396 |
| <b>SPLIT %</b> | 45.4% | 54.6% |     |      | 35.8% | <b>SPLIT %</b> | 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           |
| <b>TOTALS</b>  | 1265  | 2916  |     |     | <b>4181</b>  | <b>TOTALS</b>  | 2973  | 3766  |     |        | <b>6739</b>  |
| <b>SPLIT %</b> | 30.3% | 69.7% |     |     | <b>38.3%</b> | <b>SPLIT %</b> | 44.1% | 55.9% |     |        | <b>61.7%</b> |

| 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   |
| <b>TOTALS</b>  | 1524  | 2641  |     |     | 4165  | <b>TOTALS</b>  | 2347  | 3540  |        |     | 5887  |
| <b>SPLIT %</b> | 36.6% | 63.4% |     |     | 41.4% | <b>SPLIT %</b> | 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 |        |        |       |              | Total  |
|----------------|----|----|-------|-------|--------------|----------------|----|--------|--------|-------|--------------|--------|
|                |    |    |       |       |              | 0              | 0  |        |        |       |              | 26,768 |
|                |    |    |       |       |              |                |    | 10,847 | 15,921 |       |              |        |
| 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    |
| <b>TOTALS</b>  |    |    | 5446  | 7594  | <b>13040</b> | <b>TOTALS</b>  |    |        | 5401   | 8327  | <b>13728</b> |        |
| <b>SPLIT %</b> |    |    | 41.8% | 58.2% | <b>48.7%</b> | <b>SPLIT %</b> |    |        | 39.3%  | 60.7% | <b>51.3%</b> |        |

| DAILY TOTALS |  |  |  |  |  | NB | SB |        |        |  |  | Total  |
|--------------|--|--|--|--|--|----|----|--------|--------|--|--|--------|
|              |  |  |  |  |  | 0  | 0  |        |        |  |  | 26,768 |
|              |  |  |  |  |  |    |    | 10,847 | 15,921 |  |  |        |

|                 |       |       |       |                 |       |       |       |
|-----------------|-------|-------|-------|-----------------|-------|-------|-------|
| 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             | EB     | WB     | Total  |       |       |      |
|----------------|----|----|-------|-------|-------|----------------|--------|--------|--------|-------|-------|------|
|                |    |    |       |       | 0     | 0              | 18,405 | 21,042 | 39,447 |       |       |      |
| 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    | 12:45          | 0      | 0      | 272    | 968   | 230   | 1012 |
| 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    | 13:45          | 0      | 0      | 259    | 1065  | 251   | 1066 |
| 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    | 14:45          | 0      | 0      | 300    | 1195  | 364   | 1229 |
| 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    | 15:45          | 0      | 0      | 399    | 1482  | 369   | 1358 |
| 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   | 16:45          | 0      | 0      | 354    | 1572  | 316   | 1256 |
| 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   | 17:45          | 0      | 0      | 352    | 1402  | 258   | 1233 |
| 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   | 18:45          | 0      | 0      | 398    | 1571  | 224   | 1055 |
| 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   | 19:45          | 0      | 0      | 221    | 1054  | 143   | 726  |
| 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   | 20:45          | 0      | 0      | 144    | 683   | 133   | 595  |
| 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   | 21:45          | 0      | 0      | 113    | 527   | 101   | 466  |
| 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   | 22:45          | 0      | 0      | 70     | 362   | 71    | 356  |
| 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   | 23:45          | 0      | 0      | 68     | 246   | 31    | 205  |
| <b>TOTALS</b>  |    |    | 6278  | 10485 | 16763 | <b>TOTALS</b>  |        |        | 12127  | 10557 | 22684 |      |
| <b>SPLIT %</b> |    |    | 37.5% | 62.5% | 42.5% | <b>SPLIT %</b> |        |        | 53.5%  | 46.5% | 57.5% |      |

| DAILY TOTALS    |       |       |       |                 | NB    | SB    | EB     | WB     | Total  |
|-----------------|-------|-------|-------|-----------------|-------|-------|--------|--------|--------|
|                 |       |       |       |                 | 0     | 0     | 18,405 | 21,042 | 39,447 |
| 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    | 333   |
|                |    |    |       |       | 75    |                |    |        |        | 83     | 1185  |
| 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    | 362   |
|                |    |    |       |       | 58    |                |    |        |        | 81     | 1234  |
| 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   | 411   |
|                |    |    |       |       | 49    |                |    |        |        | 120    | 1592  |
| 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   | 410   |
|                |    |    |       |       | 72    |                |    |        |        | 89     | 1667  |
| 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   | 437   |
|                |    |    |       |       | 203   |                |    |        |        | 103    | 1820  |
| 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   | 412   |
|                |    |    |       |       | 555   |                |    |        |        | 64     | 1794  |
| 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   | 387   |
|                |    |    |       |       | 1207  |                |    |        |        | 66     | 1628  |
| 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   | 226   |
|                |    |    |       |       | 1824  |                |    |        |        | 41     | 1213  |
| 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    | 145   |
|                |    |    |       |       | 1718  |                |    |        |        | 55     | 687   |
| 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    | 112   |
|                |    |    |       |       | 907   |                |    |        |        | 53     | 510   |
| 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    | 67    |
|                |    |    |       |       | 720   |                |    |        |        | 38     | 358   |
| 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    | 65    |
|                |    |    |       |       | 582   |                |    |        |        | 34     | 298   |
| <b>TOTALS</b>  |    |    | 4523  | 7970  | 12493 | <b>TOTALS</b>  |    |        | 10667  | 3319   | 13986 |
| <b>SPLIT %</b> |    |    | 36.2% | 63.8% | 47.2% | <b>SPLIT %</b> |    |        | 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  | 168 62 285    | 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 51 204    | 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 56 200    | 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 92 282    | 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 | 408 206 589   | 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 | 818 386 1124  | 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 591 1971 | 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 627 2628 | 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 612 2549 | 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 426 1894 | 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 522 1870 | 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 435 1801 | 23:45          | 0  | 0      | 36     | 175 55   | 248 91 423    |        |
| <b>TOTALS</b>  |    |    | 5146  | 10251   | 15397         | <b>TOTALS</b>  |    |        | 11746  | 8676     | 20422         |        |
| <b>SPLIT %</b> |    |    | 33.4% | 66.6%   | 43.0%         | <b>SPLIT %</b> |    |        | 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  |
| <b>TOTALS</b>  |    |    | 6763  | 10309 | 17072 | <b>TOTALS</b>  |        |        | 12991  | 11101 | 24092 |      |     |      |
| <b>SPLIT %</b> |    |    | 39.6% | 60.4% | 41.5% | <b>SPLIT %</b> |        |        | 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  |
| <b>TOTALS</b>  |    |    | 6652  | 9549  | 16201 | <b>TOTALS</b>  |        |        | 13376  | 11107 | 24483 |      |
| <b>SPLIT %</b> |    |    | 41.1% | 58.9% | 39.8% | <b>SPLIT %</b> |        |        | 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 |
| <b>TOTALS</b>  |    |    | 4095  | 6010  | 10105 | <b>TOTALS</b>  |    |        | 8964   | 7044   | 16008 |     |
| <b>SPLIT %</b> |    |    | 40.5% | 59.5% | 38.7% | <b>SPLIT %</b> |    |        | 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 |
| <b>TOTALS</b>  |    |    | 4717  | 5819  | 10536 | <b>TOTALS</b>  |        |        | 10928  | 7761  | 18689 |     |
| <b>SPLIT %</b> |    |    | 44.8% | 55.2% | 36.1% | <b>SPLIT %</b> |        |        | 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  |
| <b>TOTALS</b>  |    |    | 5728  | 7157  | 12885 | <b>TOTALS</b>  |    |        | 12687  | 10097  | 22784 |      |
| <b>SPLIT %</b> |    |    | 44.5% | 55.5% | 36.1% | <b>SPLIT %</b> |    |        | 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  |
| <b>TOTALS</b>  |    |    | 2259  | 2674  | <b>4933</b>  | <b>TOTALS</b>  |       |       | 4825   | 4552  | <b>9377</b>  |     |
| <b>SPLIT %</b> |    |    | 45.8% | 54.2% | <b>34.5%</b> | <b>SPLIT %</b> |       |       | 51.5%  | 48.5% | <b>65.5%</b> |     |

| 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 | EB    | WB    | Total |       |
|----------------|----|----|-------|-------|-------|----------------|----|-------|-------|-------|-------|
|                |    |    |       |       |       | 0              | 0  | 2,239 | 2,802 | 5,041 |       |
| 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    |
| <b>TOTALS</b>  |    |    | 818   | 1428  | 2246  | <b>TOTALS</b>  |    |       | 1421  | 1374  | 2795  |
| <b>SPLIT %</b> |    |    | 36.4% | 63.6% | 44.6% | <b>SPLIT %</b> |    |       | 50.8% | 49.2% | 55.4% |

| DAILY TOTALS    |  |  |       |       |       | NB              | SB | EB    | WB    | Total |       |
|-----------------|--|--|-------|-------|-------|-----------------|----|-------|-------|-------|-------|
|                 |  |  |       |       |       | 0               | 0  | 2,239 | 2,802 | 5,041 |       |
| 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<br>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         | <b>257</b> | 125         | 860       | 41         | 155        | 104         | 553       | 229             | 1413      |
| 05:00                 |                  | 37         | <b>259</b> |             |           | 36         | <b>144</b> |             |           |                 |           |
| 05:15                 |                  | 44         | <b>233</b> |             |           | 44         | <b>148</b> |             |           |                 |           |
| 05:30                 |                  | 80         | <b>237</b> |             |           | 66         | <b>167</b> |             |           |                 |           |
| 05:45                 |                  | 69         | 245        | 230         | 974       | 74         | <b>188</b> | 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       | <b>157</b> | 97         | 546         | 443       | 982             | 987       |
| 08:00                 |                  | 130        | 121        |             |           | <b>146</b> | 128        |             |           |                 |           |
| 08:15                 |                  | 105        | 112        |             |           | <b>154</b> | 91         |             |           |                 |           |
| 08:30                 |                  | 106        | 93         |             |           | <b>127</b> | 105        |             |           |                 |           |
| 08:45                 |                  | 104        | 112        | 445         | 438       | 149        | 92         | 576         | 416       | 1021            | 854       |
| 09:00                 |                  | <b>124</b> | 106        |             |           | 146        | 88         |             |           |                 |           |
| 09:15                 |                  | <b>102</b> | 77         |             |           | 136        | 78         |             |           |                 |           |
| 09:30                 |                  | <b>124</b> | 75         |             |           | 147        | 85         |             |           |                 |           |
| 09:45                 |                  | <b>130</b> | 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       |
| <b>Total</b>          |                  | 3185       | 6870       | 3185        | 6870      | 3613       | 5526       | 3613        | 5526      | 6798            | 12396     |
| <b>Combined Total</b> |                  |            | 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<br>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         | <b>322</b>  |             |           | 45         | <b>174</b> |             |           |                 |           |
| 05:15                 |                  | 61         | <b>275</b>  |             |           | 65         | <b>188</b> |             |           |                 |           |
| 05:30                 |                  | 85         | <b>288</b>  |             |           | 69         | <b>245</b> |             |           |                 |           |
| 05:45                 |                  | 100        | <b>298</b>  | 295         | 1183      | 92         | <b>203</b> | 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                 |                  | <b>131</b> | 176         |             |           | <b>177</b> | 150        |             |           |                 |           |
| 07:30                 |                  | <b>152</b> | 156         |             |           | <b>186</b> | 141        |             |           |                 |           |
| 07:45                 |                  | <b>174</b> | 168         | 573         | 696       | <b>196</b> | 116        | 728         | 561       | 1301            | 1257      |
| 08:00                 |                  | <b>137</b> | 152         |             |           | <b>206</b> | 126        |             |           |                 |           |
| 08:15                 |                  | 125        | 163         |             |           | <b>187</b> | 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       |
| <b>Total</b>          |                  | 3928       | 8557        | 3928        | 8557      | 4553       | 6806       | 4553        | 6806      | 8481            | 15363     |
| <b>Combined Total</b> |                  |            | 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<br>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          | <b>293</b>  |             |             | 47          | 201         |             |             |                 |              |
| 04:45          |                  | 66          | <b>309</b>  | 179         | 1090        | 49          | <b>193</b>  | 135         | 768         | 314             | 1858         |
| 05:00          |                  | 58          | <b>278</b>  |             |             | 46          | <b>181</b>  |             |             |                 |              |
| 05:15          |                  | 82          | <b>296</b>  |             |             | 68          | <b>217</b>  |             |             |                 |              |
| 05:30          |                  | 105         | 271         |             |             | 80          | <b>257</b>  |             |             |                 |              |
| 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          |                  | <b>190</b>  | 168         |             |             | <b>199</b>  | 148         |             |             |                 |              |
| 07:30          |                  | <b>172</b>  | 177         |             |             | <b>176</b>  | 137         |             |             |                 |              |
| 07:45          |                  | <b>188</b>  | 191         | 669         | 716         | <b>233</b>  | 132         | 764         | 562         | 1433            | 1278         |
| 08:00          |                  | <b>129</b>  | 131         |             |             | <b>195</b>  | 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          |
| <b>Total</b>   |                  | <b>4356</b> | <b>8581</b> | <b>4356</b> | <b>8581</b> | <b>4676</b> | <b>7001</b> | <b>4676</b> | <b>7001</b> | <b>9032</b>     | <b>15582</b> |
| 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<br>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          | <b>356</b>  | 215         | 1264        | 43          | <b>219</b>  | 132         | 778         | 347             | 2042         |
| 05:00          |                  | 65          | <b>318</b>  |             |             | 37          | <b>188</b>  |             |             |                 |              |
| 05:15          |                  | 84          | <b>356</b>  |             |             | 65          | <b>210</b>  |             |             |                 |              |
| 05:30          |                  | 116         | <b>327</b>  |             |             | 72          | <b>252</b>  |             |             |                 |              |
| 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         |             |             | <b>179</b>  | 153         |             |             |                 |              |
| 07:30          |                  | <b>213</b>  | 196         |             |             | <b>183</b>  | 150         |             |             |                 |              |
| 07:45          |                  | <b>228</b>  | 191         | 794         | 816         | <b>218</b>  | 142         | 745         | 599         | 1539            | 1415         |
| 08:00          |                  | <b>202</b>  | 183         |             |             | <b>219</b>  | 144         |             |             |                 |              |
| 08:15          |                  | <b>190</b>  | 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          |
| <b>Total</b>   |                  | <b>5271</b> | <b>9939</b> | <b>5271</b> | <b>9939</b> | <b>4599</b> | <b>7277</b> | <b>4599</b> | <b>7277</b> | <b>9870</b>     | <b>17216</b> |
| 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

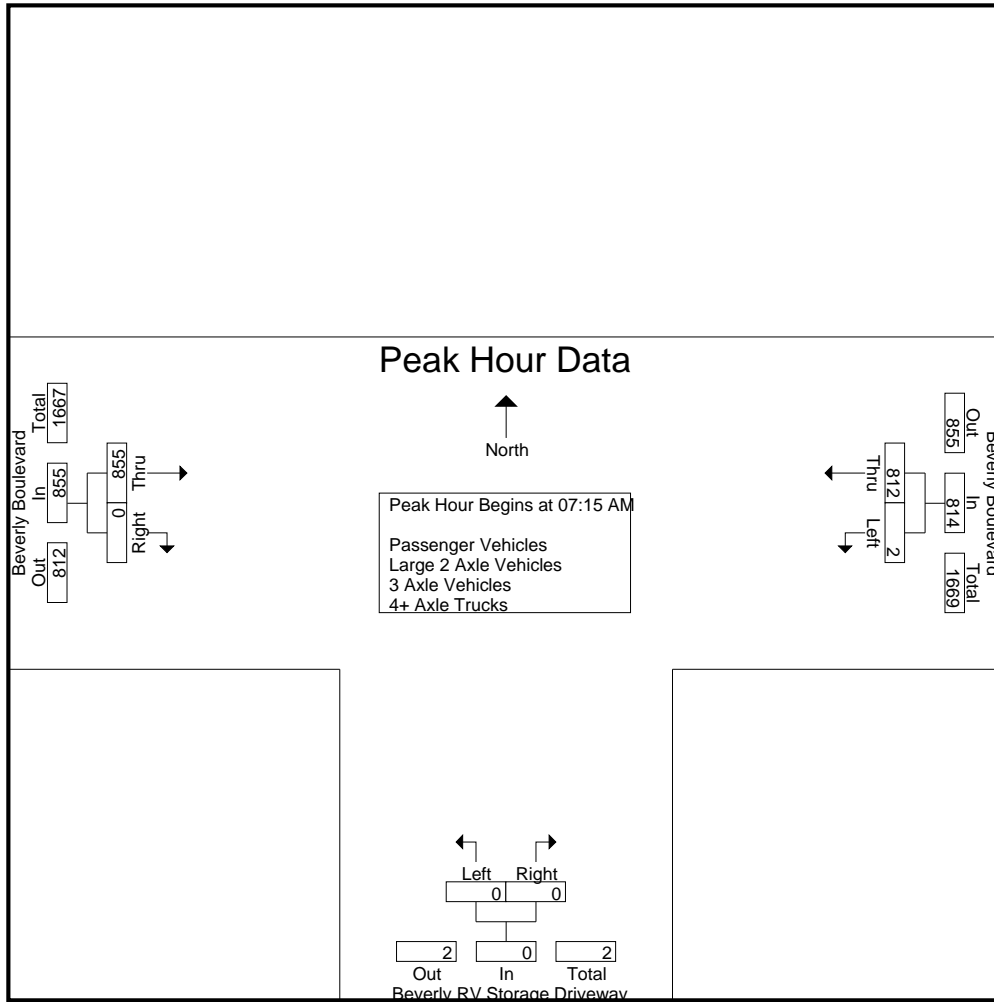
| Start Time              | Beverly Boulevard Westbound |      |            | Beverly RV Storage Driveway Northbound |       |            | Beverly Boulevard Eastbound |       |            | Int. Total |
|-------------------------|-----------------------------|------|------------|--|-------|------------|-----------------------------|-------|------------|------------|
|                         | 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       |            |

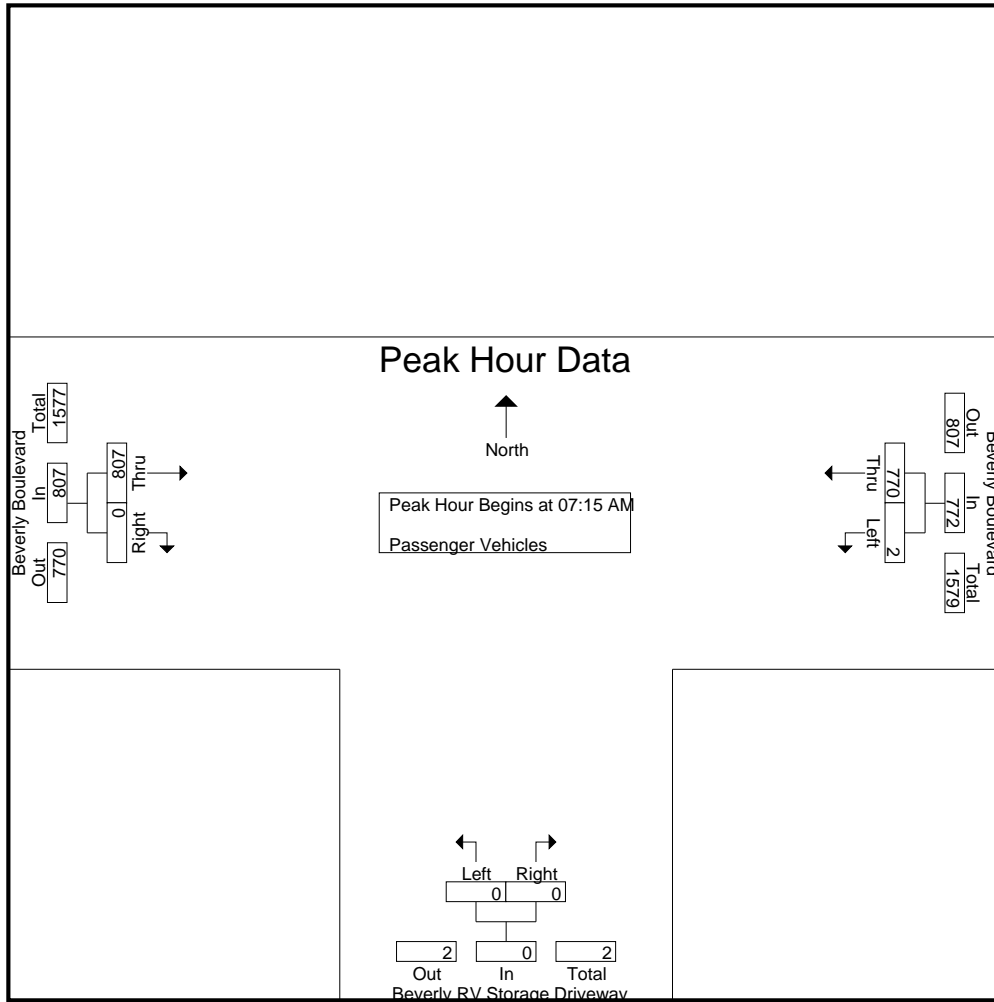
| Start Time   | Beverly Boulevard Westbound |            |            | Beverly RV Storage Driveway Northbound |       |            | Beverly Boulevard Eastbound |       |            | Int. Total |
|--------------|-----------------------------|------------|------------|--|-------|------------|-----------------------------|-------|------------|------------|
|              | 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          | <b>238</b>                  | 0     | <b>238</b> | <b>435</b> |
| 07:45 AM     | 0                           | <b>220</b> | <b>220</b> | 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    | <b>238</b> | 0    | <b>238</b> |
| +30 mins.    | 0        | <b>220</b> | <b>220</b> | 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

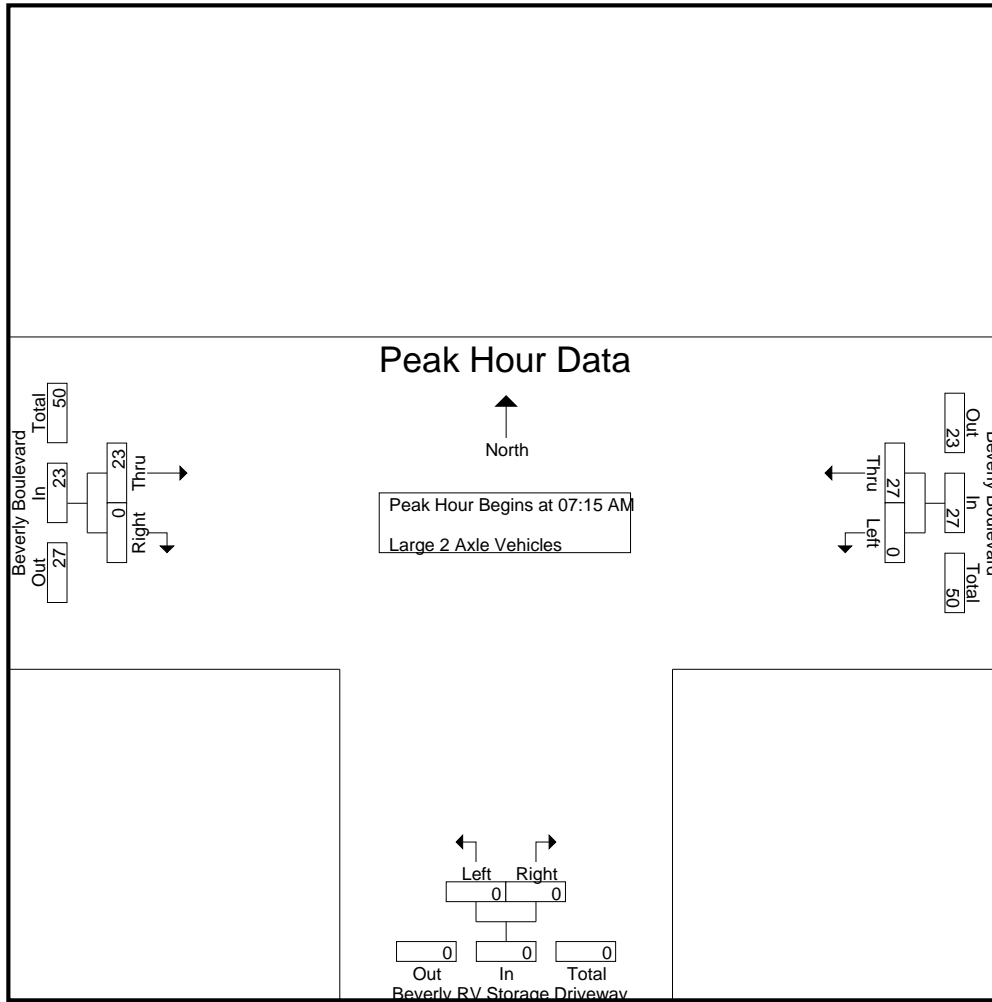
| Start Time  | Beverly Boulevard Westbound |      |            | Beverly RV Storage Driveway Northbound |       |            | Beverly Boulevard Eastbound |       |            | Int. Total |
|-------------|-----------------------------|------|------------|--|-------|------------|-----------------------------|-------|------------|------------|
|             | 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       |            |

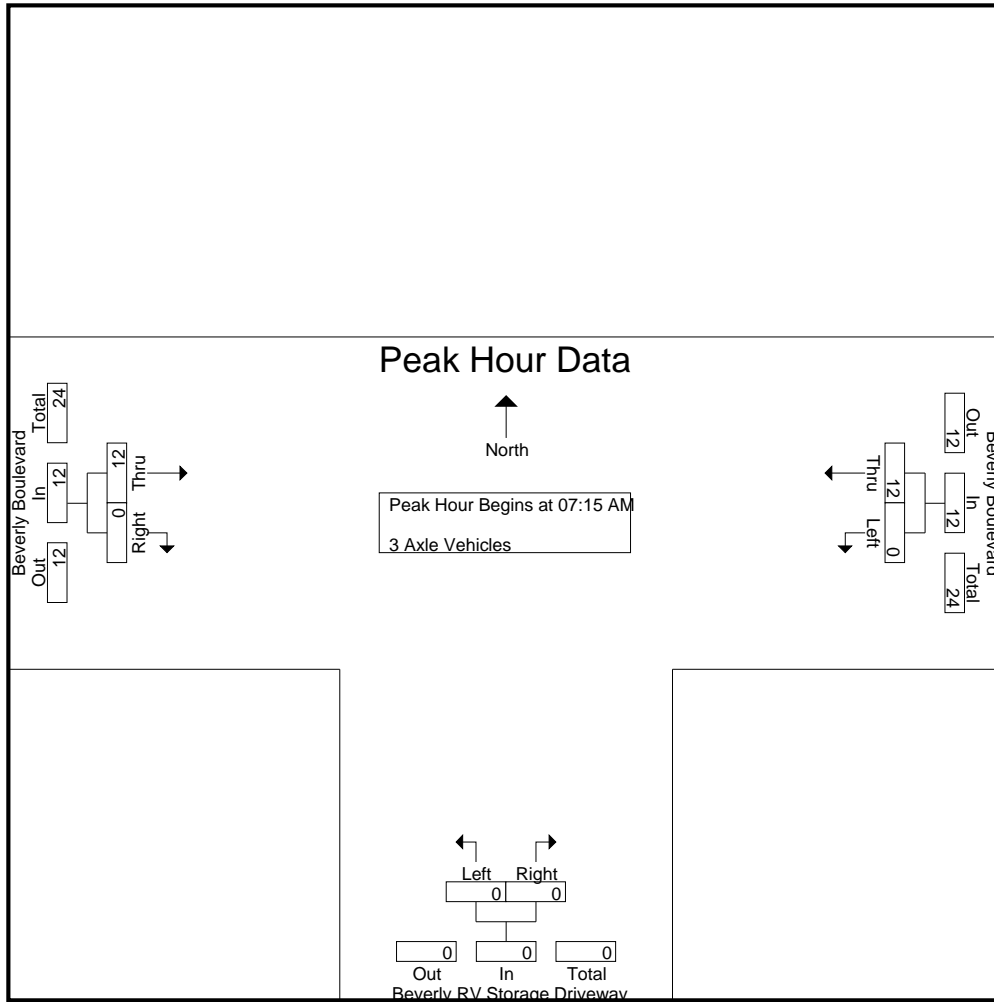
| Start Time   | Beverly Boulevard Westbound |      |            | Beverly RV Storage Driveway Northbound |       |            | Beverly Boulevard Eastbound |       |            | Int. Total |
|--------------|-----------------------------|------|------------|--|-------|------------|-----------------------------|-------|------------|------------|
|              | 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

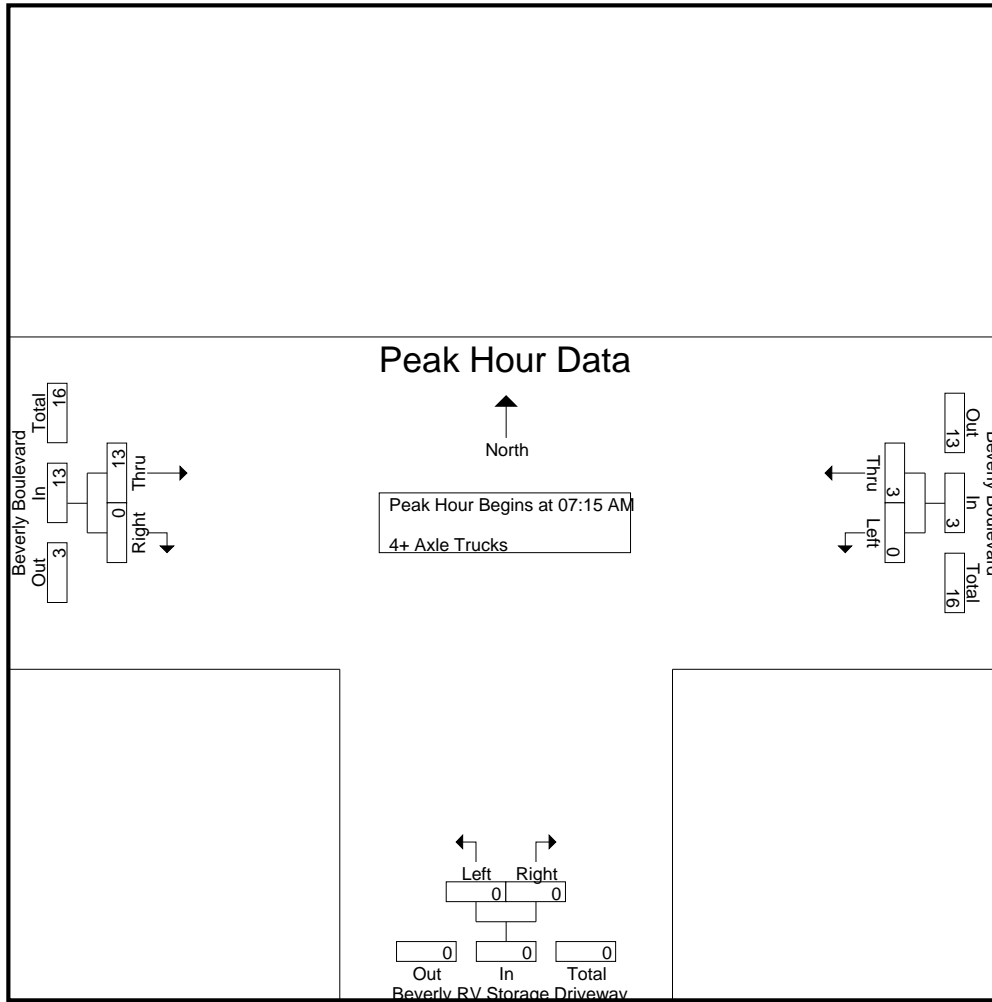
| Start Time  | Beverly Boulevard Westbound |      |            | Beverly RV Storage Driveway Northbound |       |            | Beverly Boulevard Eastbound |       |            | Int. Total |
|-------------|-----------------------------|------|------------|--|-------|------------|-----------------------------|-------|------------|------------|
|             | 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

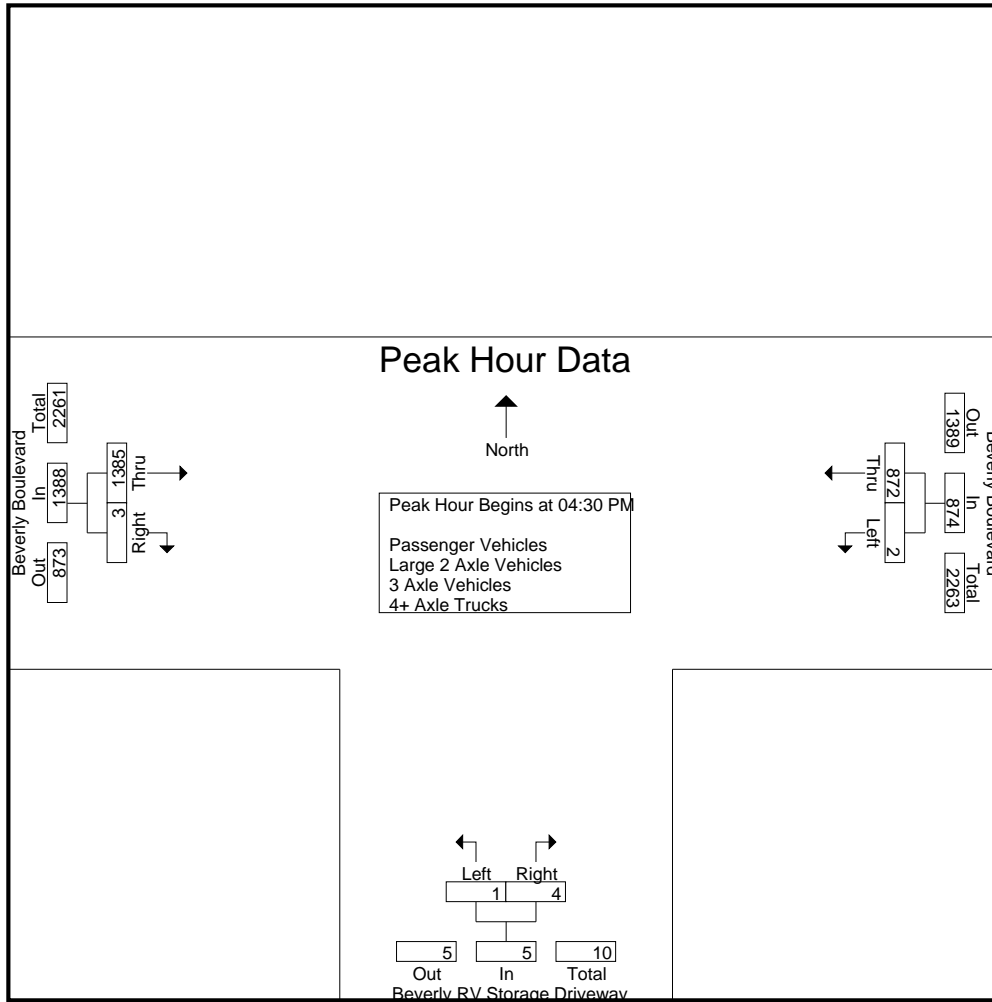
| Start Time              | Beverly Boulevard Westbound |             |             | Beverly RV Storage Driveway Northbound |          |            | Beverly Boulevard Eastbound |          |             | Int. Total  |
|-------------------------|-----------------------------|-------------|-------------|--|----------|------------|-----------------------------|----------|-------------|-------------|
|                         | 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         |
| <b>Total</b>            | <b>1</b>                    | <b>797</b>  | <b>798</b>  | <b>0</b>                               | <b>3</b> | <b>3</b>   | <b>1316</b>                 | <b>4</b> | <b>1320</b> | <b>2121</b> |
| 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         |
| <b>Total</b>            | <b>2</b>                    | <b>878</b>  | <b>880</b>  | <b>1</b>                               | <b>3</b> | <b>4</b>   | <b>1357</b>                 | <b>1</b> | <b>1358</b> | <b>2242</b> |
| <b>Grand Total</b>      | <b>3</b>                    | <b>1675</b> | <b>1678</b> | <b>1</b>                               | <b>6</b> | <b>7</b>   | <b>2673</b>                 | <b>5</b> | <b>2678</b> | <b>4363</b> |
| 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         |
| <b>Total Volume</b> | <b>2</b>                    | <b>872</b> | <b>874</b> | <b>1</b>                               | <b>4</b> | <b>5</b>   | <b>1385</b>                 | <b>3</b> | <b>1388</b> | <b>2267</b> |
| % 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        | <b>246</b> | <b>247</b> | 0        | 1        | 1        | 323        | <b>2</b> | 325        |
| +30 mins.    | 0        | 220        | 220        | 0        | 0        | 0        | <b>369</b> | 1        | <b>370</b> |
| +45 mins.    | 0        | 199        | 199        | 1        | <b>2</b> | <b>3</b> | 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       |            |

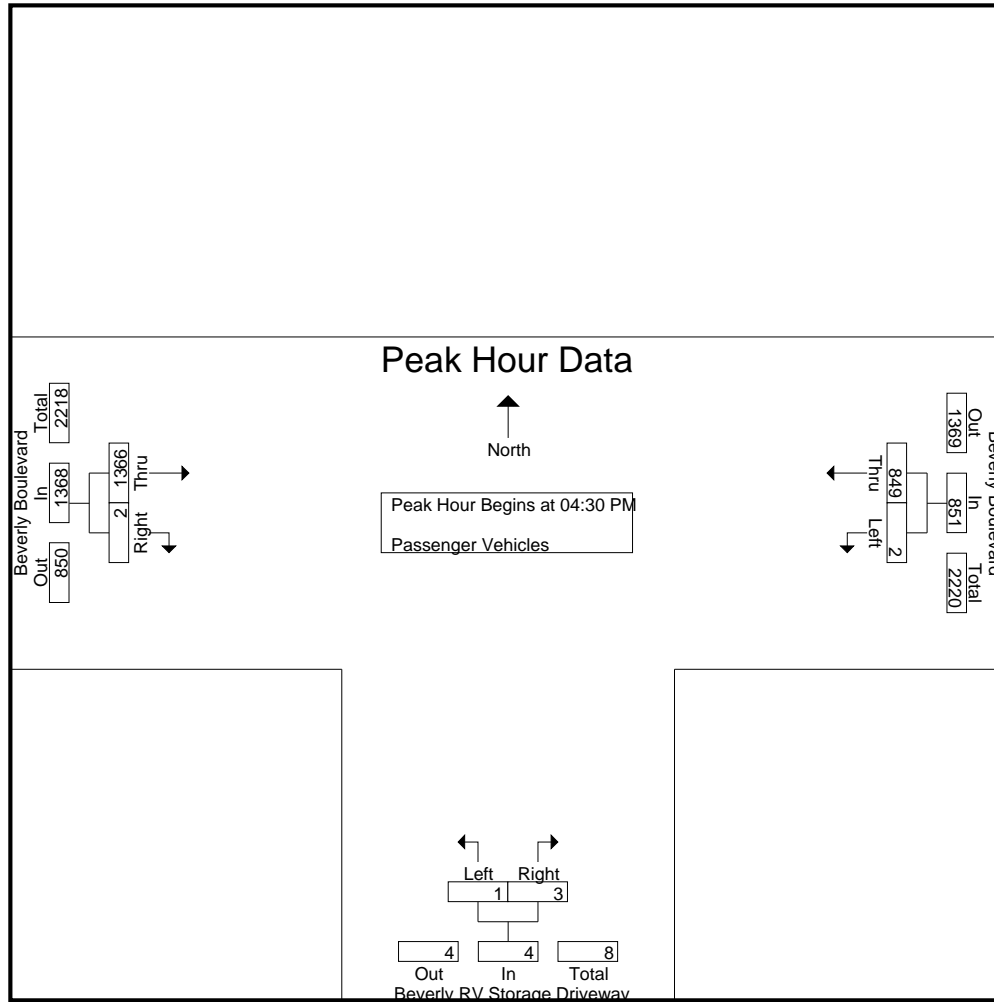
| Start Time   | Beverly Boulevard Westbound |            |            | Beverly RV Storage Driveway Northbound |       |            | Beverly Boulevard Eastbound |       |            | Int. Total |
|--------------|-----------------------------|------------|------------|--|-------|------------|-----------------------------|-------|------------|------------|
|              | 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          | <b>366</b>                  | 1     | <b>367</b> | 577        |
| 05:15 PM     | 1                           | <b>239</b> | <b>240</b> | 0                                      | 1     | 1          | 339                         | 0     | 339        | <b>580</b> |
| 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

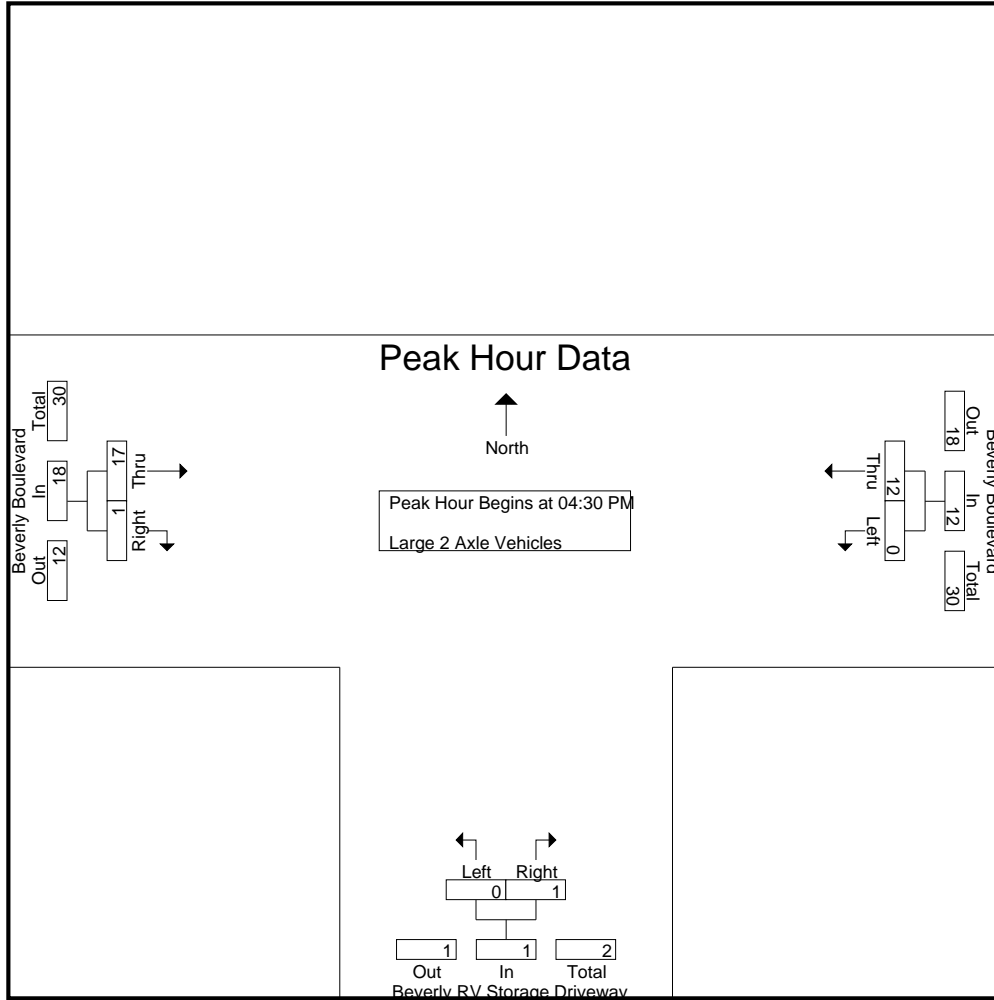
| Start Time  | Beverly Boulevard Westbound |      |            | Beverly RV Storage Driveway Northbound |       |            | Beverly Boulevard Eastbound |       |            | Int. Total |
|-------------|-----------------------------|------|------------|--|-------|------------|-----------------------------|-------|------------|------------|
|             | 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         |            |

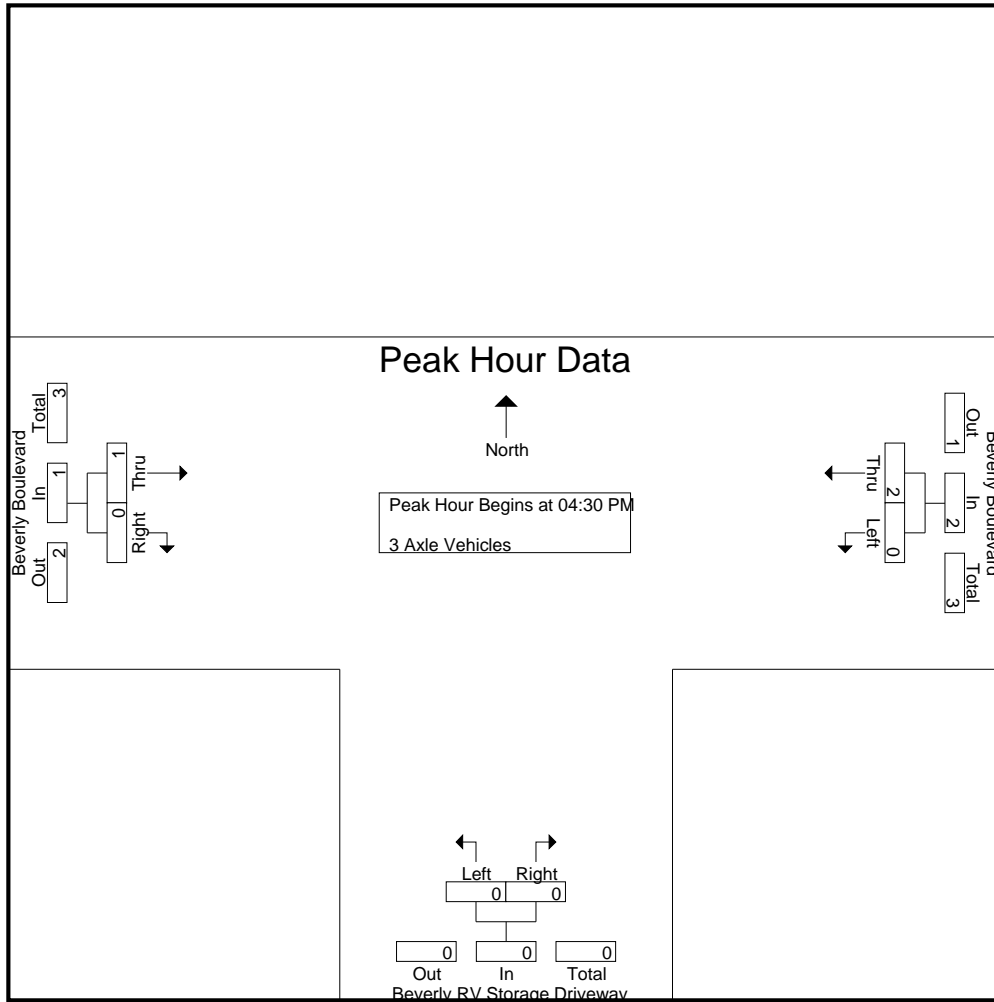
| Start Time   | Beverly Boulevard Westbound |      |            | Beverly RV Storage Driveway Northbound |       |            | Beverly Boulevard Eastbound |       |            | Int. Total |
|--------------|-----------------------------|------|------------|--|-------|------------|-----------------------------|-------|------------|------------|
|              | 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

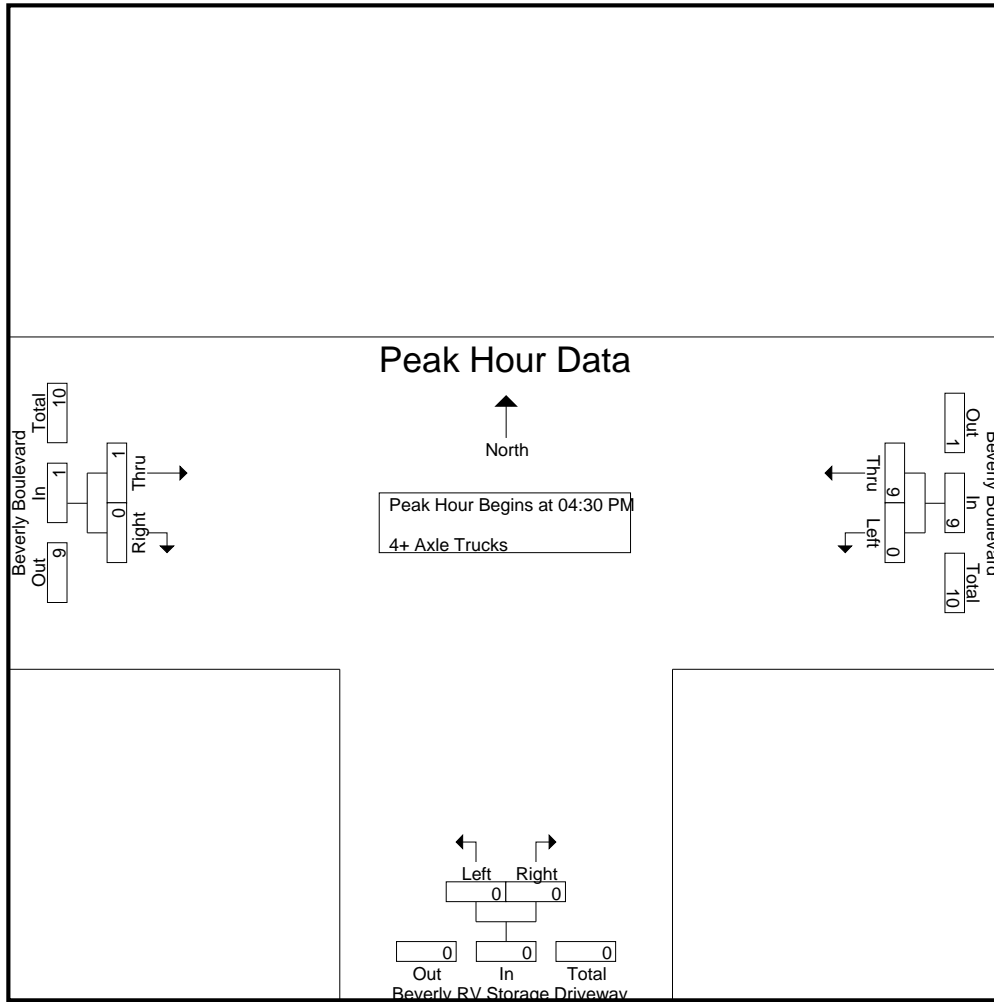
| Start Time  | Beverly Boulevard Westbound |      |            | Beverly RV Storage Driveway Northbound |       |            | Beverly Boulevard Eastbound |       |            | Int. Total |
|-------------|-----------------------------|------|------------|--|-------|------------|-----------------------------|-------|------------|------------|
|             | 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<br>Beverly RV Storage DW | East Leg<br>Beverly Boulevard | South Leg<br>Dead End | West Leg<br>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<br>Beverly RV Storage DW | East Leg<br>Beverly Boulevard | South Leg<br>Dead End | West Leg<br>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<br>Beverly RV Storage DW |      |       | Westbound<br>Beverly Boulevard |      |       | Northbound<br>Dead End |      |       | Eastbound<br>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<br>Beverly RV Storage DW |      |       | Westbound<br>Beverly Boulevard |      |       | Northbound<br>Dead End |      |       | Eastbound<br>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

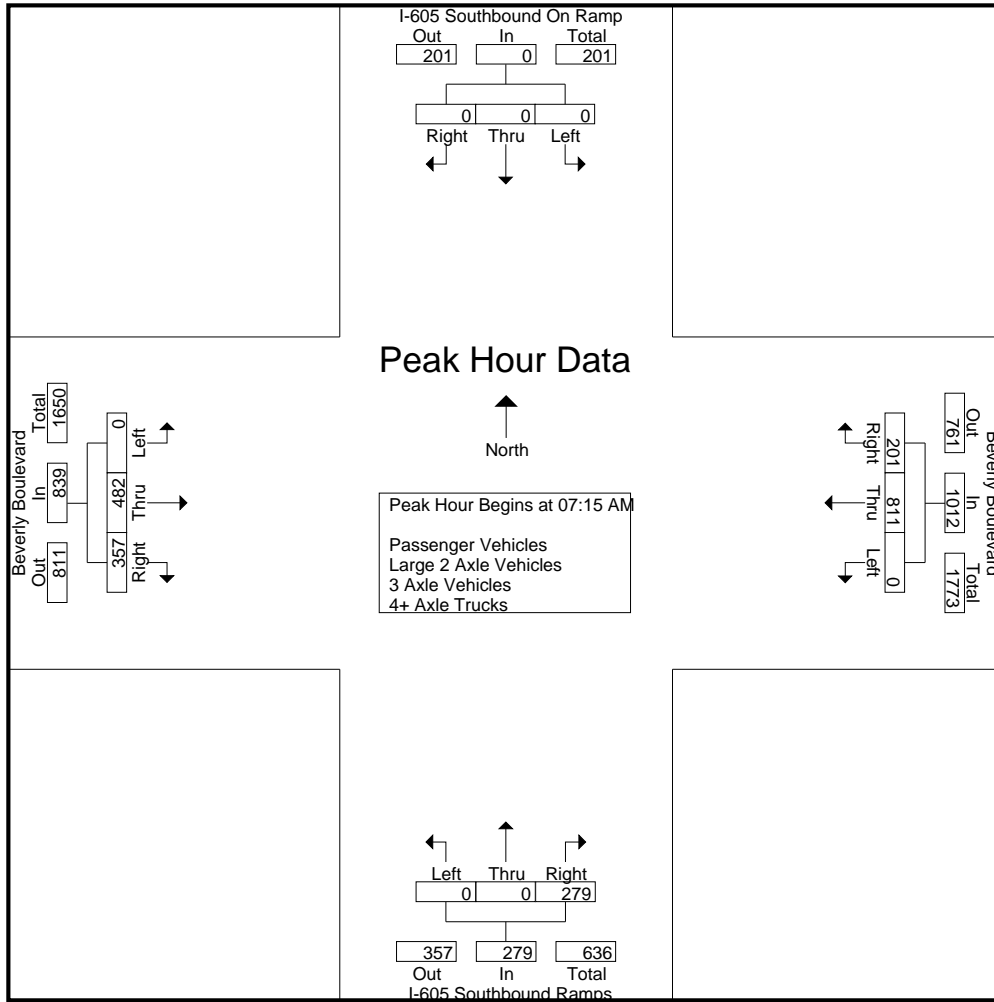
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| 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        | <b>59</b> | 255        | 0                                 | 0    | 58        | 58         | 0                           | 116        | 107        | 223        | 536        |
| 07:30 AM   | 0                                   | 0    | 0     | 0          | 0                           | 212        | 59        | <b>271</b> | 0                                 | 0    | 74        | 74         | 0                           | <b>133</b> | <b>116</b> | <b>249</b> | <b>594</b> |
| 07:45 AM   | 0                                   | 0    | 0     | 0          | 0                           | <b>215</b> | 46        | 261        | 0                                 | 0    | <b>83</b> | <b>83</b>  | 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  
 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 |      |      |      | 07:15 AM |            |           |            | 07:45 AM |      |           |           | 07:15 AM |            |            |            |
|--------------|----------|------|------|------|----------|------------|-----------|------------|----------|------|-----------|-----------|----------|------------|------------|------------|
| +0 mins.     | 0        | 0    | 0    | 0    | 0        | 196        | <b>59</b> | 255        | 0        | 0    | 83        | 83        | 0        | 116        | 107        | 223        |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 212        | 59        | <b>271</b> | 0        | 0    | 64        | 64        | 0        | <b>133</b> | <b>116</b> | <b>249</b> |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | <b>215</b> | 46        | 261        | 0        | 0    | 62        | 62        | 0        | 116        | 70         | 186        |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | 188        | 37        | 225        | 0        | 0    | <b>84</b> | <b>84</b> | 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

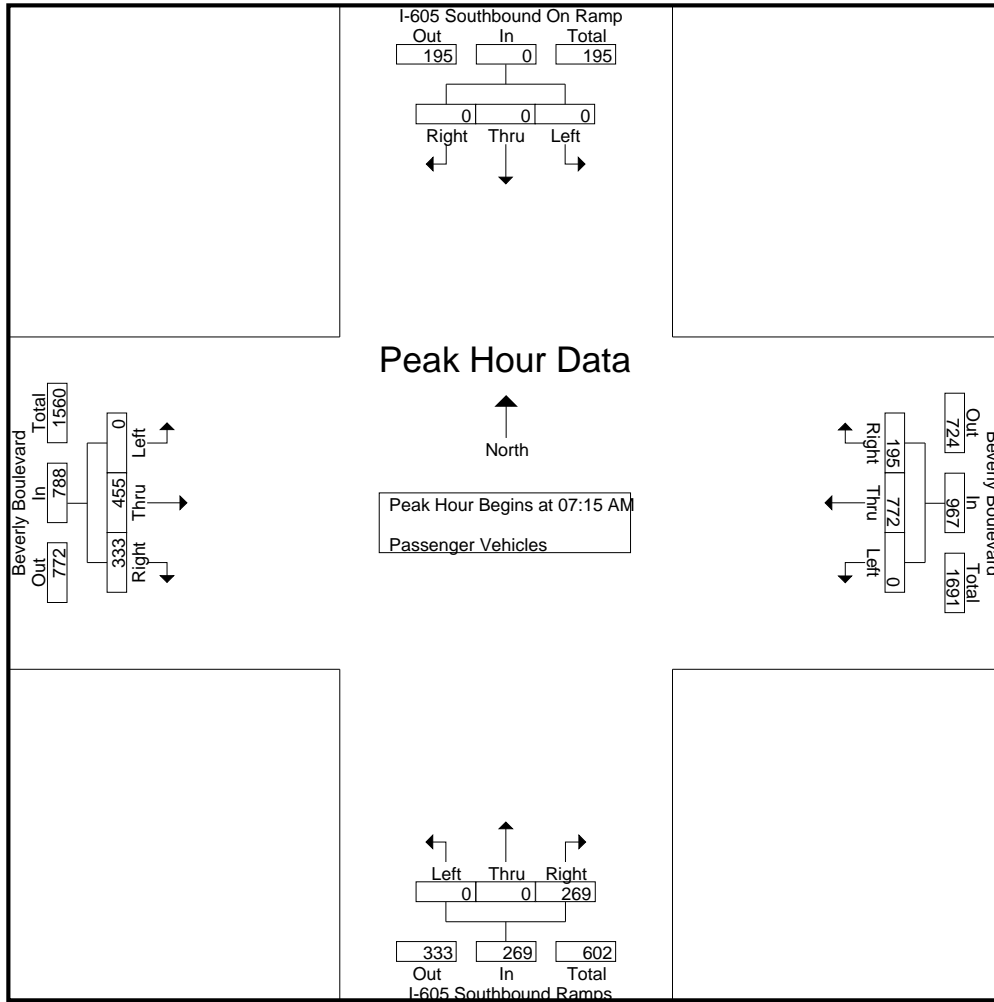
Groups Printed- Passenger Vehicles

| 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                           | 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        | <b>58</b> | <b>258</b> | 0                                 | 0    | 73        | 73         | 0                           | <b>129</b> | <b>107</b> | <b>236</b> | <b>567</b> |
| 07:45 AM   | 0                                   | 0    | 0     | 0          | 0                           | <b>210</b> | 44        | 254        | 0                                 | 0    | <b>80</b> | <b>80</b>  | 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                           | 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  
 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        | 190        | 57        | 247        | 0        | 0    | 55        | 55        | 0        | 109        | 103        | 212        |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 200        | <b>58</b> | <b>258</b> | 0        | 0    | 73        | 73        | 0        | <b>129</b> | <b>107</b> | <b>236</b> |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | <b>210</b> | 44        | 254        | 0        | 0    | <b>80</b> | <b>80</b> | 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

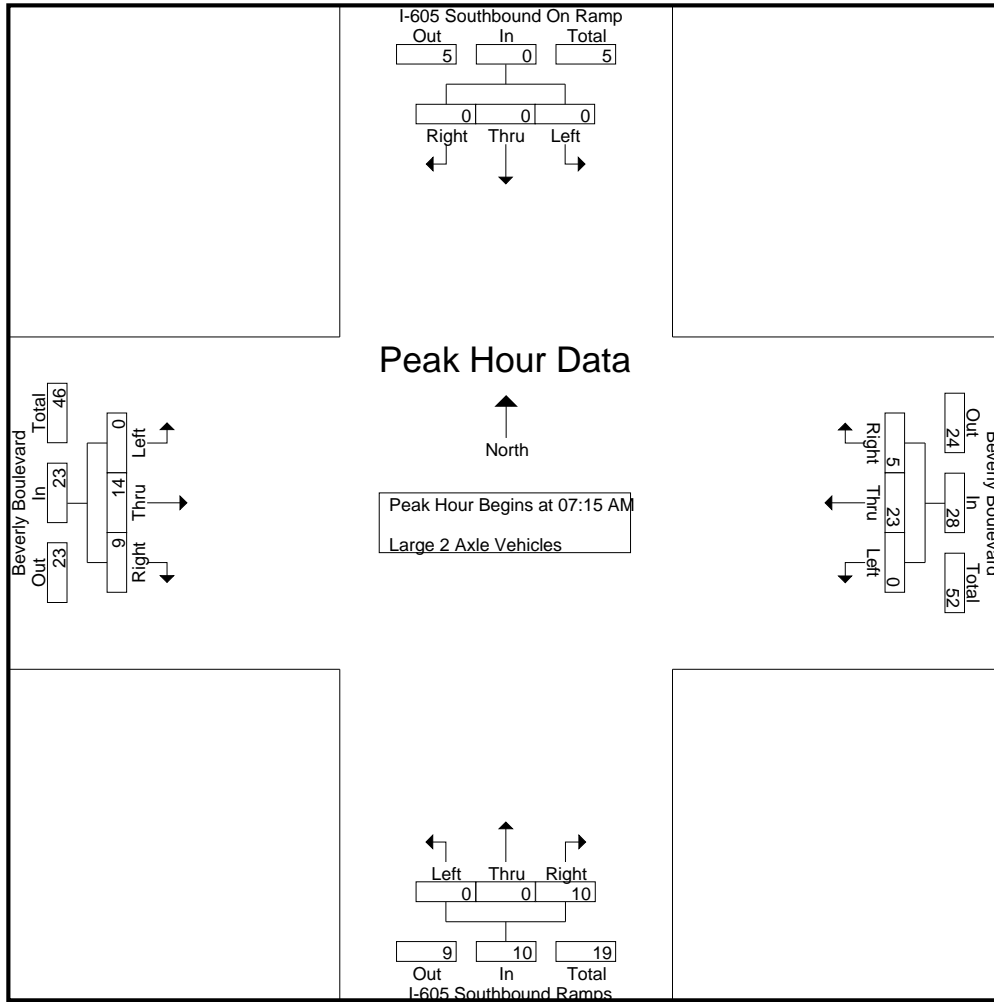
| Start Time  | I-605 Southbound On Ramp Southbound |      |       |            | Beverly Boulevard Westbound |      |       |            | I-605 Southbound Ramps Northbound |      |       |            | Beverly Boulevard Eastbound |      |       |            | Int. Total |
|-------------|-------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|-----------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|             | 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  
 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        | 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

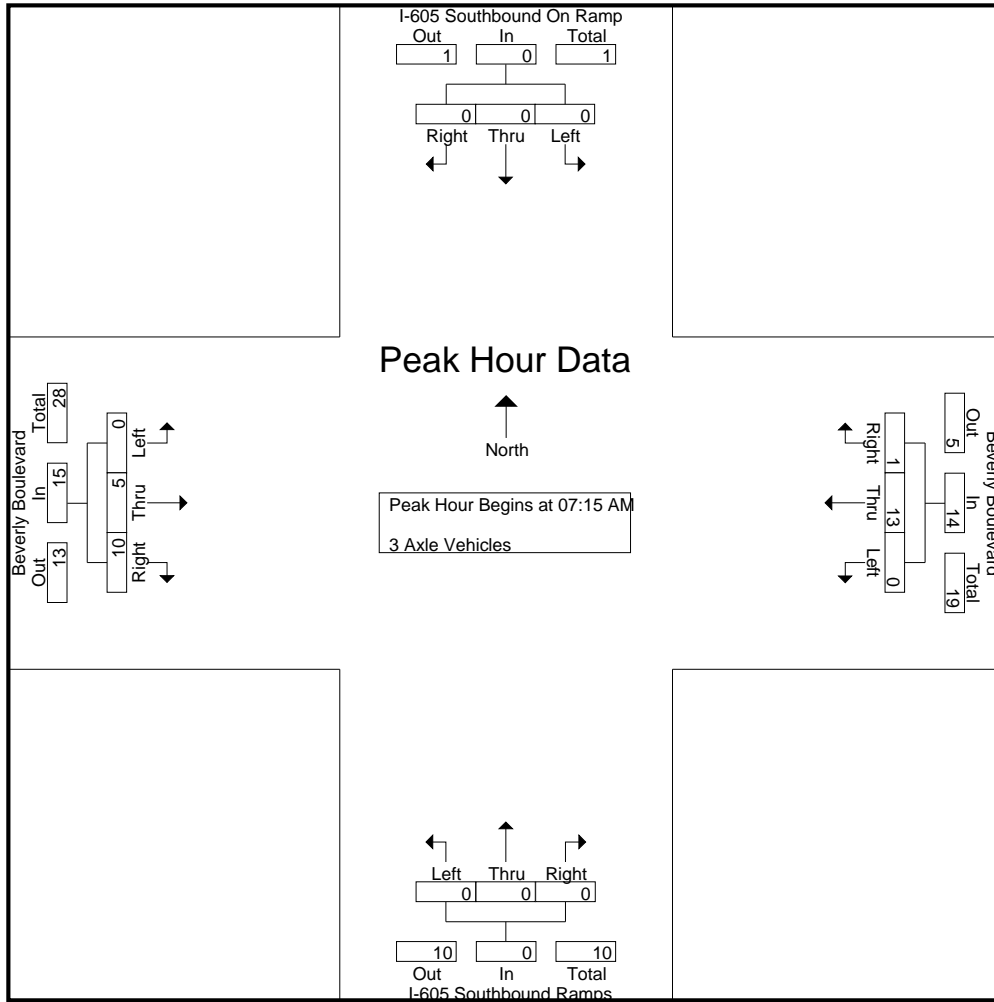
Groups Printed- 3 Axle Vehicles

| 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  
 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        | 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

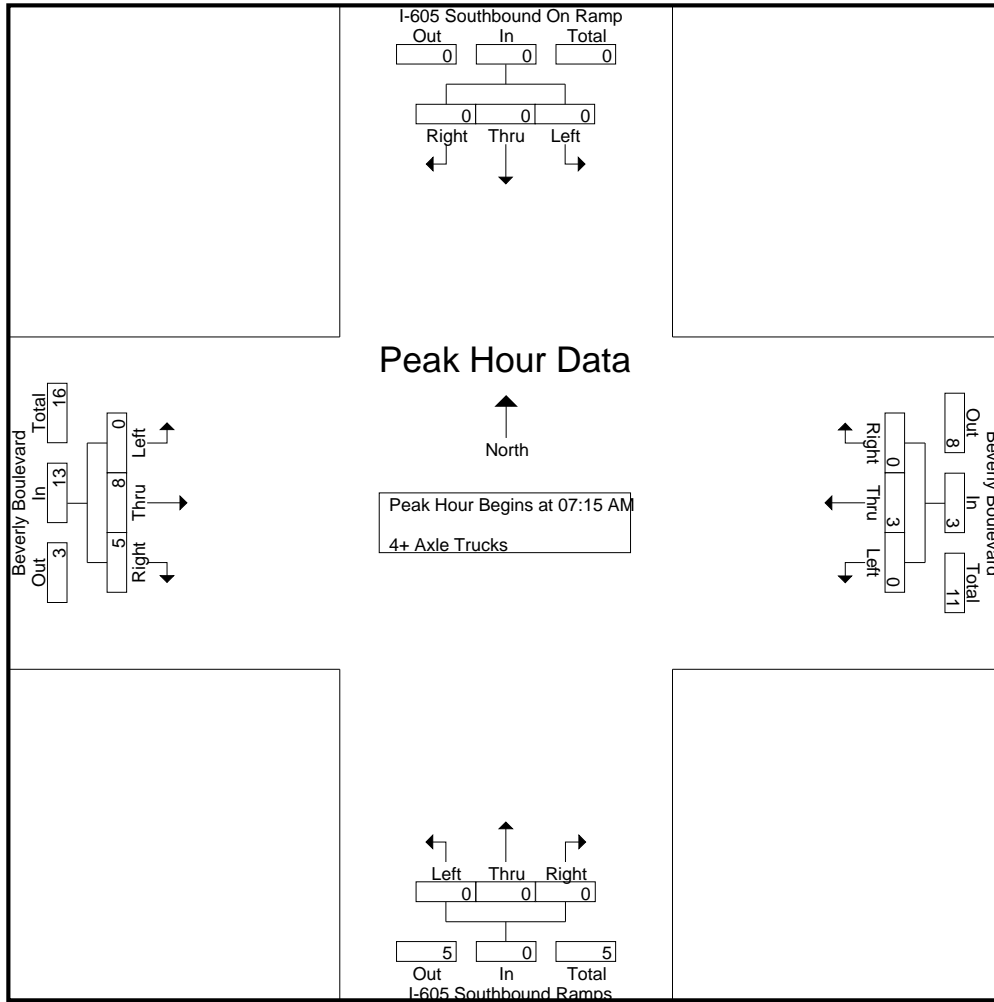
Groups Printed- 4+ Axle Trucks

| 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  
 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        | <b>2</b> | 0    | <b>2</b> | 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        | <b>3</b> | <b>4</b> |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | 0        | 0    | 0        | 0        | 0    | 0    | 0    | 0        | <b>4</b> | 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

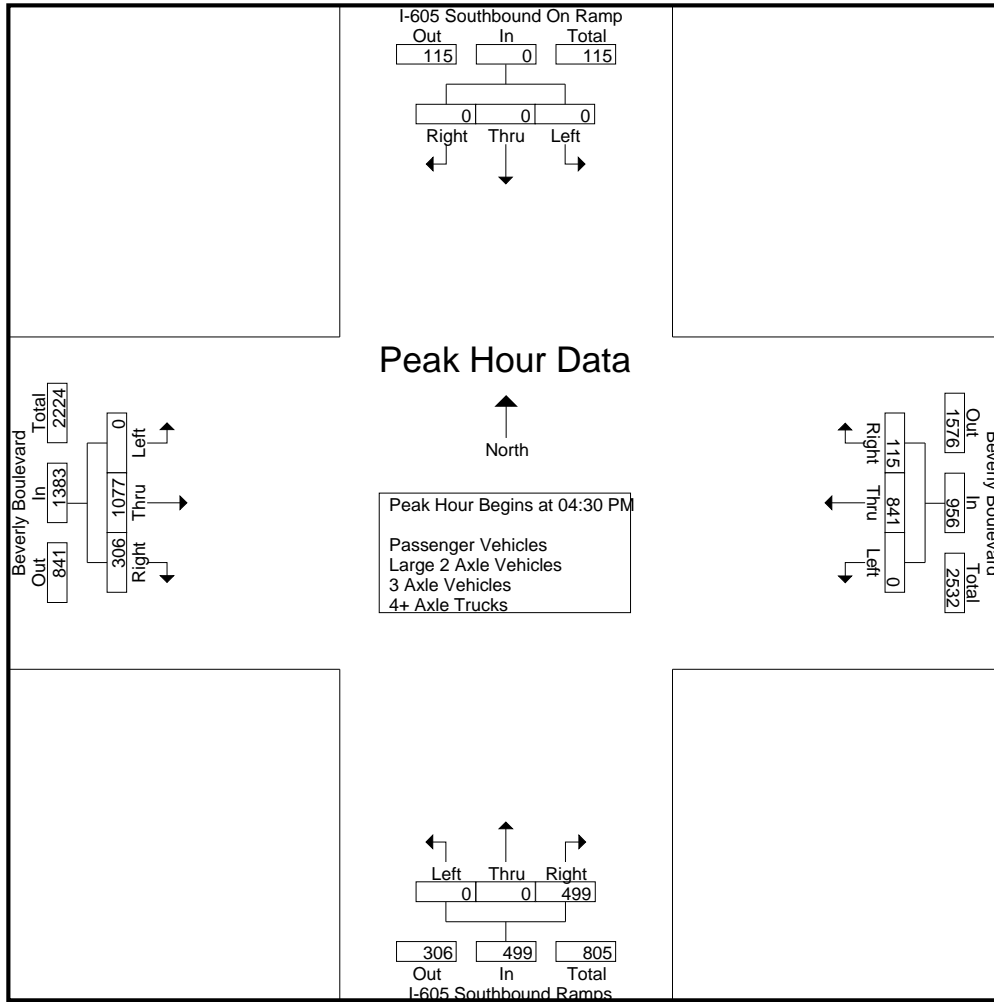
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| 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        | <b>38</b> | <b>255</b> | 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        | <b>91</b> | 333        | 655        |
| 05:00 PM   | 0                                   | 0    | 0     | 0          | 0                           | 209        | 28        | 237        | 0                                 | 0    | 137        | 137        | 0                           | 283        | 77        | <b>360</b> | <b>734</b> |
| 05:15 PM   | 0                                   | 0    | 0     | 0          | 0                           | <b>231</b> | 21        | 252        | 0                                 | 0    | <b>140</b> | <b>140</b> | 0                           | <b>288</b> | 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  
 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 |      |      |      | 04:30 PM |            |           |            | 04:45 PM |      |            |            | 04:15 PM |            |           |            |
|--------------|----------|------|------|------|----------|------------|-----------|------------|----------|------|------------|------------|----------|------------|-----------|------------|
| +0 mins.     | 0        | 0    | 0    | 0    | 0        | 217        | <b>38</b> | <b>255</b> | 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    | <b>140</b> | <b>140</b> | 0        | 242        | <b>91</b> | 333        |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | <b>231</b> | 21        | 252        | 0        | 0    | 132        | 132        | 0        | <b>283</b> | 77        | <b>360</b> |
| 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

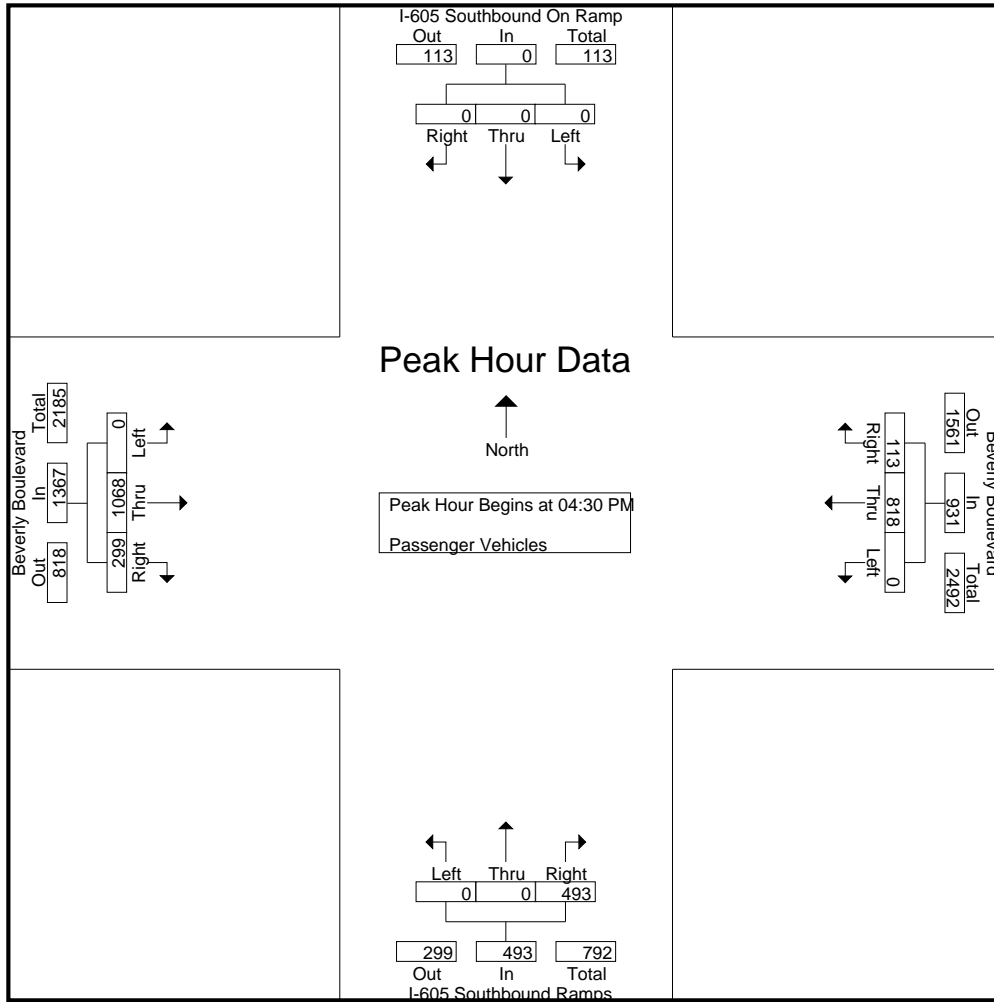
Groups Printed- Passenger Vehicles

| 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          | 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        | <b>37</b> | <b>250</b> | 0                                 | 0    | 110        | 110        | 0                           | 262        | <b>87</b> | 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        | <b>357</b> | <b>723</b> |
| 05:15 PM   | 0                                   | 0    | 0     | 0          | 0                           | <b>225</b> | 21        | 246        | 0                                 | 0    | <b>140</b> | <b>140</b> | 0                           | <b>284</b> | 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  
 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        | 213        | <b>37</b> | <b>250</b> | 0        | 0    | 110        | 110        | 0        | 262        | <b>87</b> | 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        | <b>357</b> |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | <b>225</b> | 21        | 246        | 0        | 0    | <b>140</b> | <b>140</b> | 0        | <b>284</b> | 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

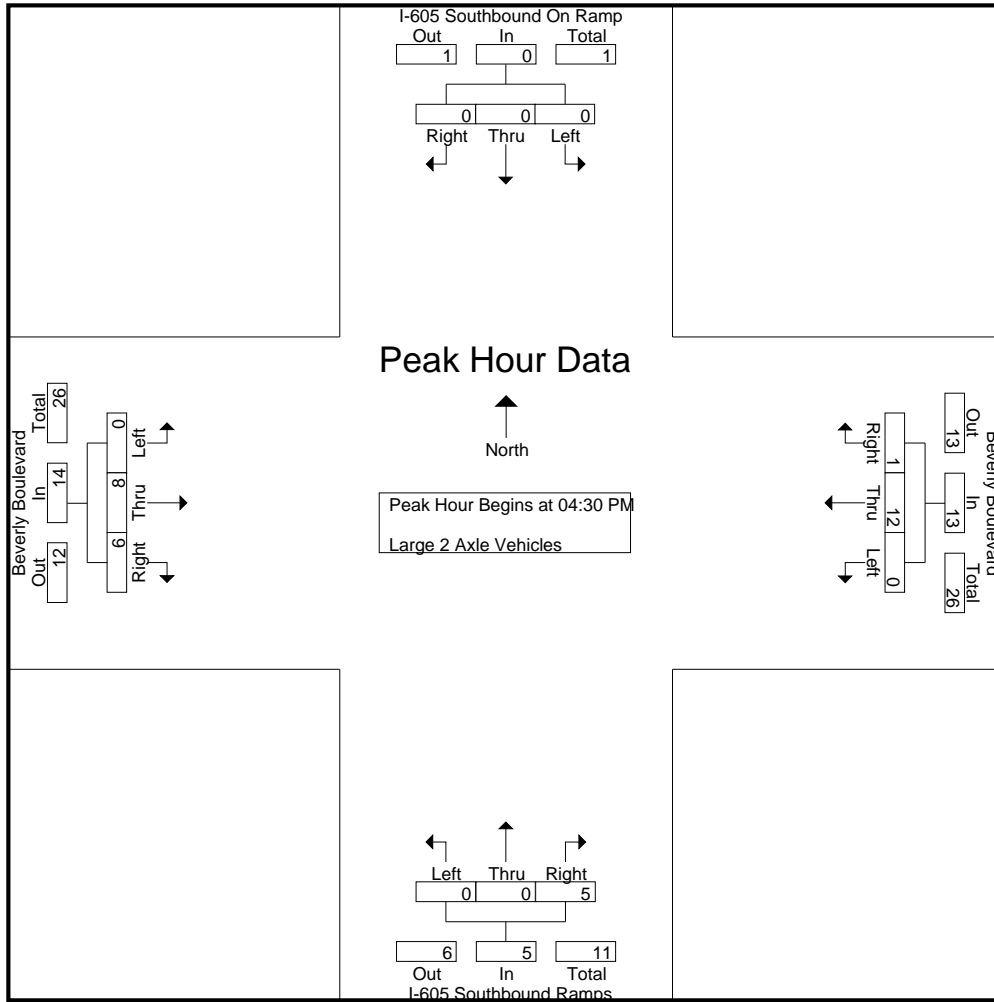
Groups Printed- Large 2 Axle Vehicles

| 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  
 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        | 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

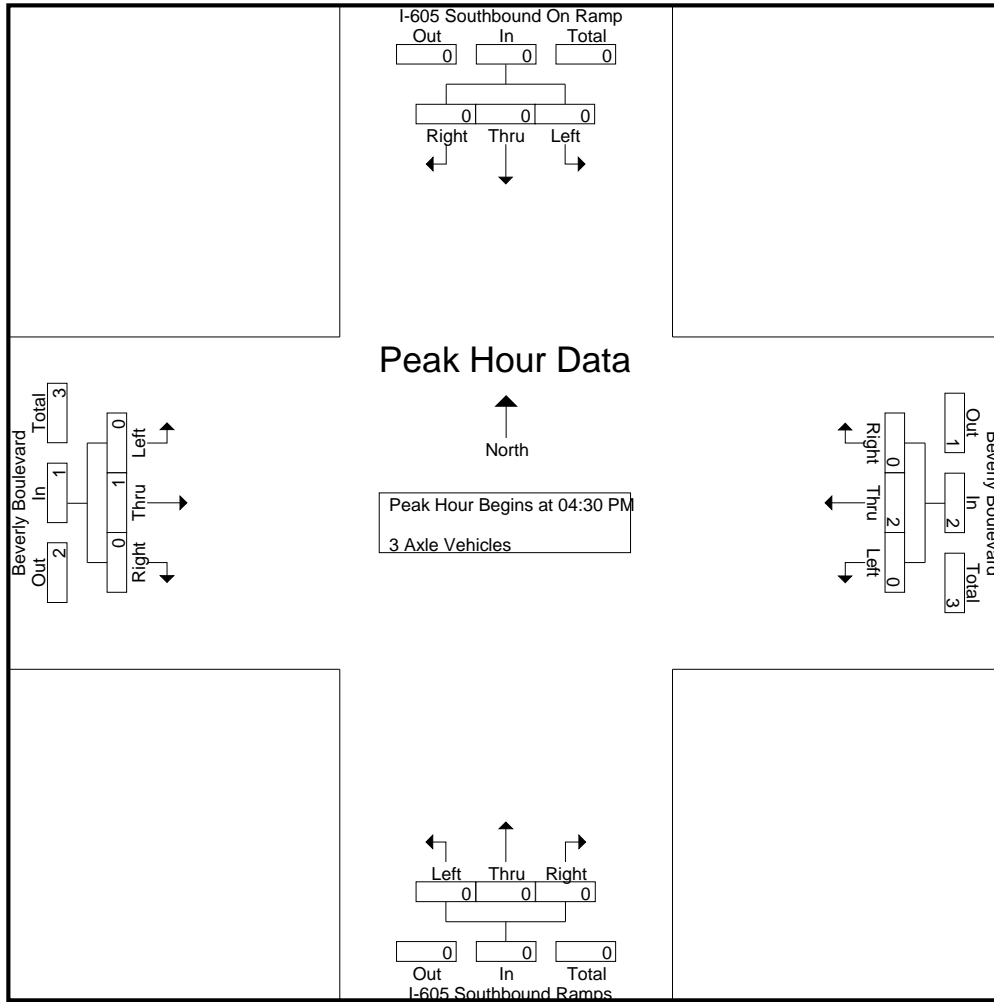
Groups Printed- 3 Axle Vehicles

| 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  
 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        | 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

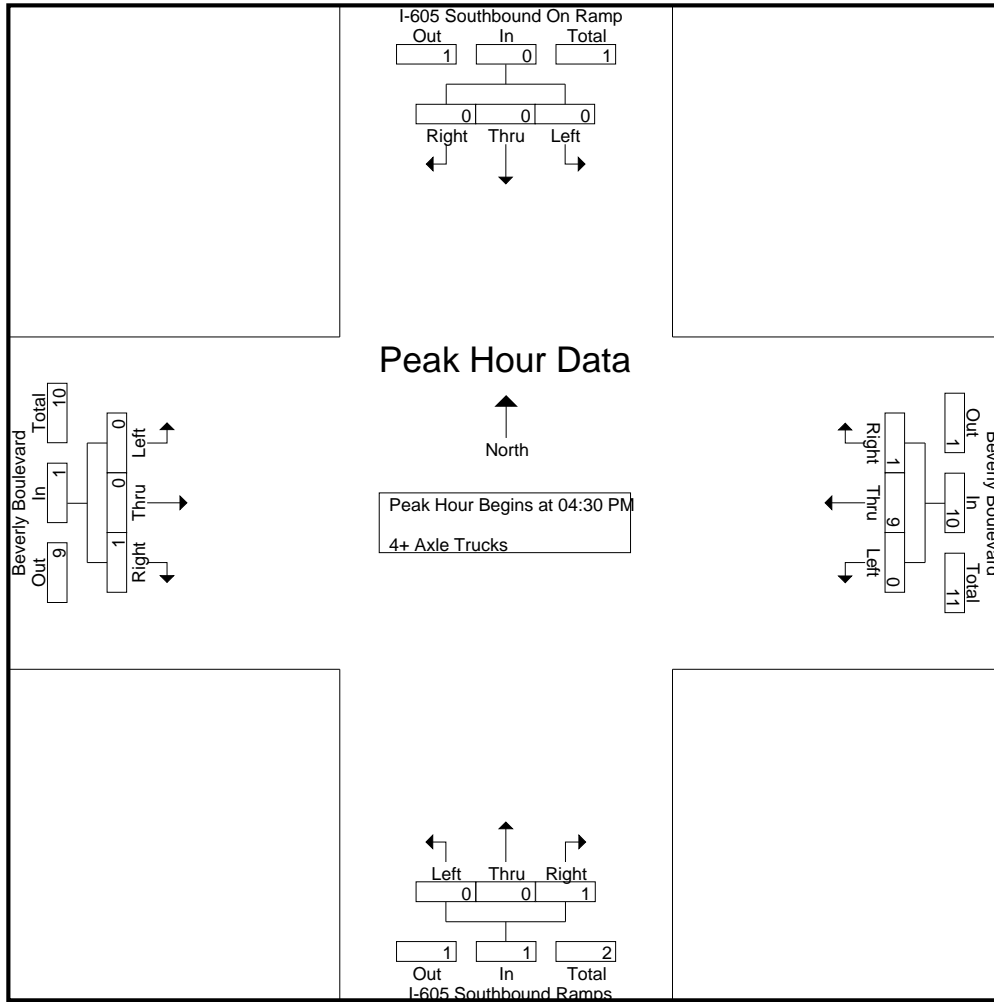
Groups Printed- 4+ Axle Trucks

| 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          | 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<br>I-605 SB Ramps | East Leg<br>Beverly Boulevard | South Leg<br>I-605 SB Ramps | West Leg<br>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<br>I-605 SB Ramps | East Leg<br>Beverly Boulevard | South Leg<br>I-605 SB Ramps | West Leg<br>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<br>I-605 SB Ramps |      |       | Westbound<br>Beverly Boulevard |      |       | Northbound<br>I-605 SB Ramps |      |       | Eastbound<br>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<br>I-605 SB Ramps |      |       | Westbound<br>Beverly Boulevard |      |       | Northbound<br>I-605 SB Ramps |      |       | Eastbound<br>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  
 Page No : 1

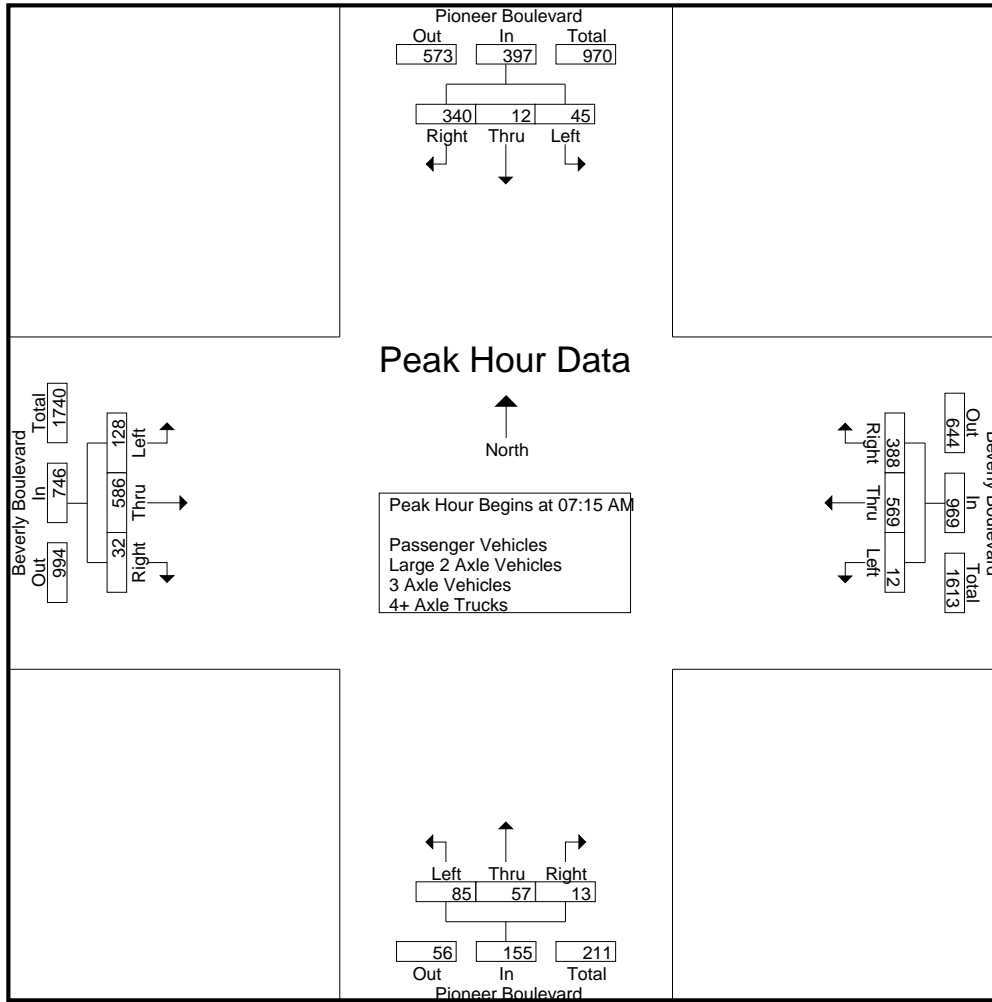
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| 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         |
| <b>Total</b>            | <b>42</b>                    | <b>9</b>  | <b>338</b> | <b>389</b> | <b>11</b>                   | <b>568</b>  | <b>394</b> | <b>973</b>  | <b>72</b>                    | <b>56</b> | <b>12</b> | <b>140</b> | <b>134</b>                  | <b>536</b>  | <b>34</b> | <b>704</b>  | <b>2206</b> |
| 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         |
| <b>Total</b>            | <b>56</b>                    | <b>9</b>  | <b>358</b> | <b>423</b> | <b>5</b>                    | <b>485</b>  | <b>355</b> | <b>845</b>  | <b>71</b>                    | <b>36</b> | <b>13</b> | <b>120</b> | <b>111</b>                  | <b>579</b>  | <b>25</b> | <b>715</b>  | <b>2103</b> |
| <b>Grand Total</b>      | <b>98</b>                    | <b>18</b> | <b>696</b> | <b>812</b> | <b>16</b>                   | <b>1053</b> | <b>749</b> | <b>1818</b> | <b>143</b>                   | <b>92</b> | <b>25</b> | <b>260</b> | <b>245</b>                  | <b>1115</b> | <b>59</b> | <b>1419</b> | <b>4309</b> |
| 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  
 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:

|              | 07:45 AM  |          |            |            | 07:00 AM |            |            |            | 07:15 AM  |           |          |           | 07:15 AM  |            |           |            |
|--------------|-----------|----------|------------|------------|----------|------------|------------|------------|-----------|-----------|----------|-----------|-----------|------------|-----------|------------|
| +0 mins.     | 10        | 4        | <b>103</b> | <b>117</b> | 0        | 122        | 98         | 220        | 21        | <b>16</b> | <b>7</b> | <b>44</b> | <b>40</b> | 115        | 7         | 162        |
| +15 mins.    | 13        | <b>5</b> | 79         | 97         | 3        | 144        | 98         | 245        | 23        | 15        | 2        | 40        | 34        | 164        | 9         | 207        |
| +30 mins.    | <b>16</b> | 2        | 83         | 101        | <b>5</b> | <b>154</b> | <b>100</b> | <b>259</b> | 16        | 14        | 1        | 31        | 30        | <b>167</b> | <b>11</b> | <b>208</b> |
| +45 mins.    | 12        | 1        | 97         | 110        | 3        | 148        | 98         | 249        | <b>25</b> | 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  
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 Weather: Clear

File Name : 03\_WTR\_Pioneer\_Beverly AM  
 Site Code : 12220296  
 Start Date : 8/18/2020  
 Page No : 1

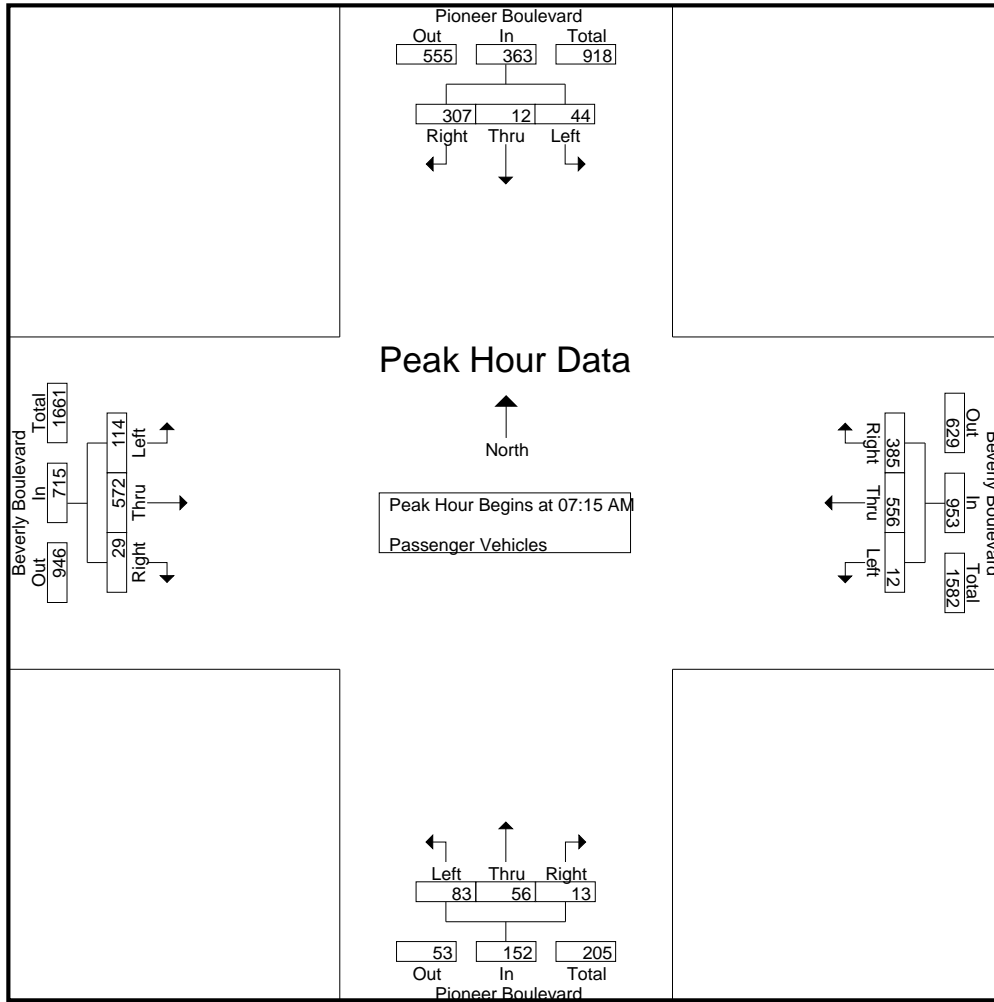
Groups Printed- Passenger Vehicles

| 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  
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 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  
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File Name : 03\_WTR\_Pioneer\_Beverly AM  
 Site Code : 12220296  
 Start Date : 8/18/2020  
 Page No : 1

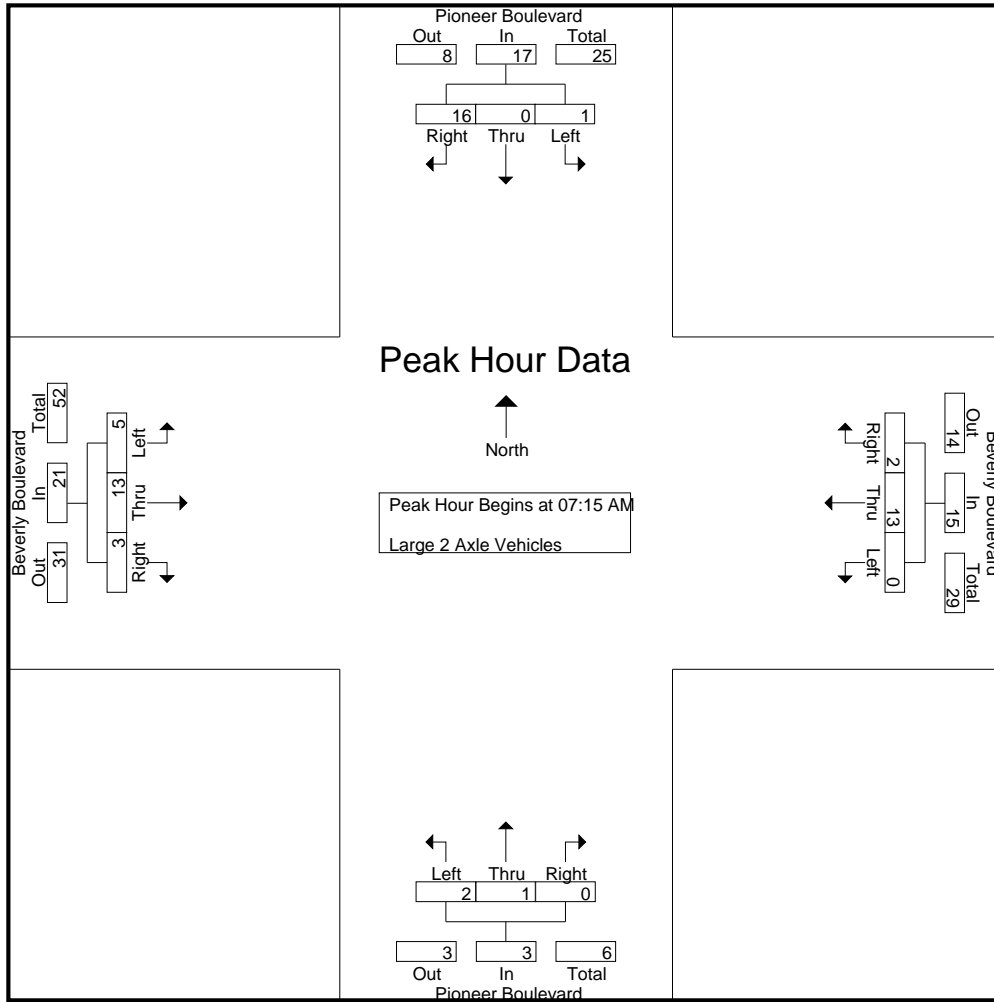
Groups Printed- Large 2 Axle Vehicles

| 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  
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 Weather: Clear

File Name : 03\_WTR\_Pioneer\_Beverly AM  
 Site Code : 12220296  
 Start Date : 8/18/2020  
 Page No : 1

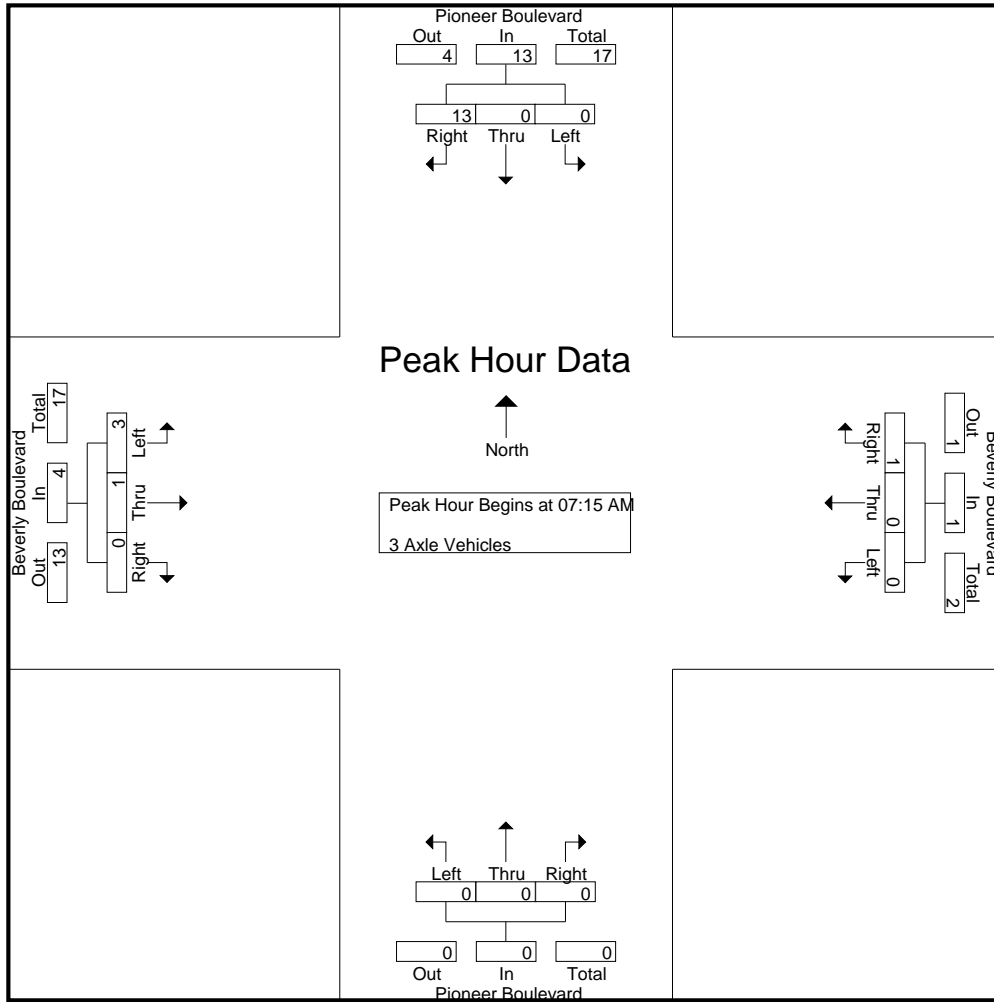
Groups Printed- 3 Axle Vehicles

| 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  
 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        | 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  
 Site Code : 12220296  
 Start Date : 8/18/2020  
 Page No : 1

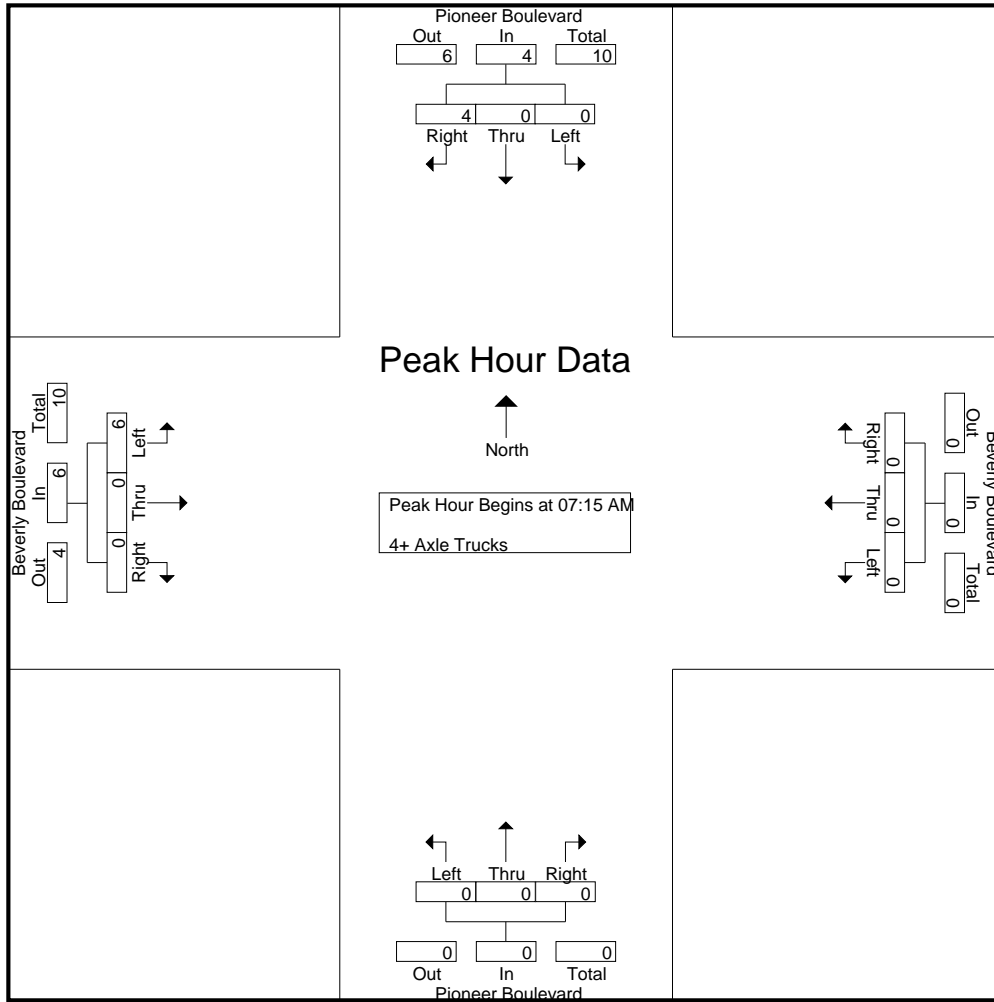
Groups Printed- 4+ Axle Trucks

| 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 |            |    |
| 07:00 AM    | 0                            | 0    | 1     | 1          | 0                           | 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          | 1          | 3  |
| 07:30 AM    | 0                            | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 2                           | 0    | 0     | 2          | 2          | 2  |
| 07:45 AM    | 0                            | 0    | 1     | 1          | 0                           | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 1                           | 0    | 0     | 1          | 1          | 2  |
| Total       | 0                            | 0    | 4     | 4          | 0                           | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 4                           | 0    | 0     | 4          | 4          | 8  |
| 08:00 AM    | 0                            | 0    | 1     | 1          | 0                           | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 2                           | 0    | 0     | 2          | 2          | 3  |
| 08:15 AM    | 1                            | 0    | 0     | 1          | 0                           | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 2                           | 0    | 0     | 2          | 2          | 3  |
| 08:30 AM    | 0                            | 0    | 1     | 1          | 0                           | 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          | 0          | 1  |
| Total       | 1                            | 0    | 3     | 4          | 0                           | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 4                           | 0    | 0     | 4          | 4          | 8  |
| Grand Total | 1                            | 0    | 7     | 8          | 0                           | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 8                           | 0    | 0     | 8          | 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          | 1          | 3    |
| 07:30 AM   | 0                            | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 2                           | 0    | 0     | 2          | 2          | 2    |
| 07:45 AM   | 0                            | 0    | 1     | 1          | 0                           | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 1                           | 0    | 0     | 1          | 1          | 2    |
| 08:00 AM   | 0                            | 0    | 1     | 1          | 0                           | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 2                           | 0    | 0     | 2          | 2          | 3    |
| Total Volume   | 0                            | 0    | 4     | 4          | 0                           | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 6                           | 0    | 0     | 6          | 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

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 |      |      |      |      |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|------|------|------|------|
| +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  
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 Weather: Clear

File Name : 03\_WTR\_Pioneer\_Beverly PM  
 Site Code : 12220296  
 Start Date : 8/18/2020  
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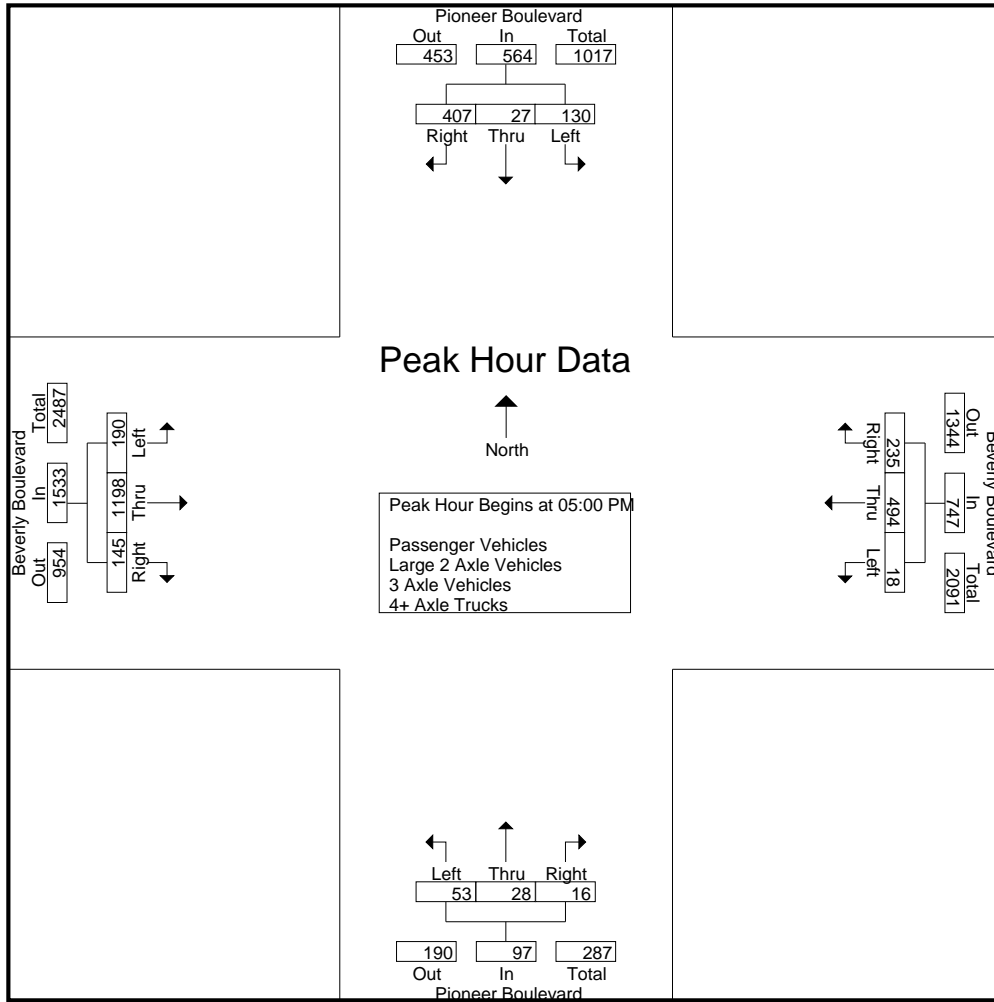
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| Start Time              | 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         |
| <b>Total</b>            | <b>93</b>                    | <b>27</b> | <b>429</b> | <b>549</b>  | <b>10</b>                   | <b>467</b> | <b>215</b> | <b>692</b>  | <b>43</b>                    | <b>33</b> | <b>15</b> | <b>91</b>  | <b>210</b>                  | <b>1082</b> | <b>81</b>  | <b>1373</b> | <b>2705</b> |
| 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         |
| <b>Total</b>            | <b>130</b>                   | <b>27</b> | <b>407</b> | <b>564</b>  | <b>18</b>                   | <b>494</b> | <b>235</b> | <b>747</b>  | <b>53</b>                    | <b>28</b> | <b>16</b> | <b>97</b>  | <b>190</b>                  | <b>1198</b> | <b>145</b> | <b>1533</b> | <b>2941</b> |
| <b>Grand Total</b>      | <b>223</b>                   | <b>54</b> | <b>836</b> | <b>1113</b> | <b>28</b>                   | <b>961</b> | <b>450</b> | <b>1439</b> | <b>96</b>                    | <b>61</b> | <b>31</b> | <b>188</b> | <b>400</b>                  | <b>2280</b> | <b>226</b> | <b>2906</b> | <b>5646</b> |
| 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        | <b>19</b>                    | <b>8</b> | <b>3</b> | <b>30</b>  | 47                          | <b>332</b> | <b>49</b> | <b>428</b> | <b>769</b> |
| 05:15 PM   | 31                           | 6        | 97         | 134        | 3                           | <b>134</b> | <b>61</b> | <b>198</b> | 13                           | <b>9</b> | <b>6</b> | 28         | 51                          | 310        | 42        | 403        | 763        |
| 05:30 PM   | 29                           | 7        | <b>121</b> | <b>157</b> | 2                           | 132        | 59        | 193        | 9                            | 3        | 4        | 16         | 39                          | 296        | 30        | 365        | 731        |
| 05:45 PM   | <b>41</b>                    | <b>9</b> | 93         | 143        | <b>9</b>                    | 110        | 56        | 175        | 12                           | 8        | 3        | 23         | <b>53</b>                   | 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

File Name : 03\_WTR\_Pioneer\_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:

|              | 04:30 PM  |           |            |            | 05:00 PM |            |           |            | 04:30 PM  |          |          |           | 05:00 PM  |            |           |            |
|--------------|-----------|-----------|------------|------------|----------|------------|-----------|------------|-----------|----------|----------|-----------|-----------|------------|-----------|------------|
| +0 mins.     | <b>33</b> | <b>6</b>  | <b>132</b> | <b>171</b> | 4        | 118        | 59        | 181        | 9         | 7        | 5        | 21        | 47        | <b>332</b> | <b>49</b> | <b>428</b> |
| +15 mins.    | 18        | <b>10</b> | 101        | 129        | 3        | <b>134</b> | <b>61</b> | <b>198</b> | 16        | <b>9</b> | 4        | 29        | 51        | 310        | 42        | 403        |
| +30 mins.    | 29        | 5         | 96         | 130        | 2        | 132        | 59        | 193        | <b>19</b> | 8        | 3        | <b>30</b> | 39        | 296        | 30        | 365        |
| +45 mins.    | 31        | 6         | 97         | 134        | <b>9</b> | 110        | 56        | 175        | 13        | 9        | <b>6</b> | 28        | <b>53</b> | 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  
 Start Date : 8/18/2020  
 Page No : 1

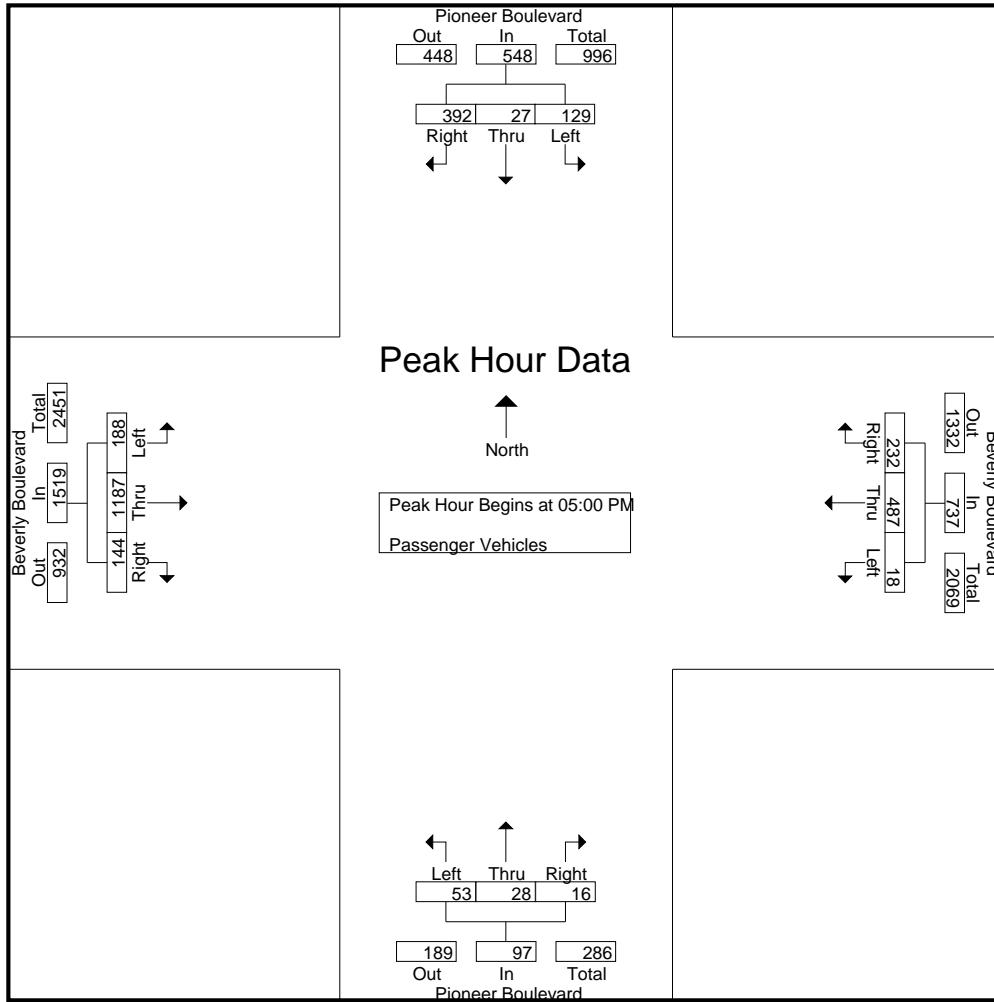
Groups Printed- Passenger Vehicles

| 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

File Name : 03\_WTR\_Pioneer\_Beverly PM  
 Site Code : 12220296  
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 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.     | 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  
 Site Code : 12220296  
 Start Date : 8/18/2020  
 Page No : 1

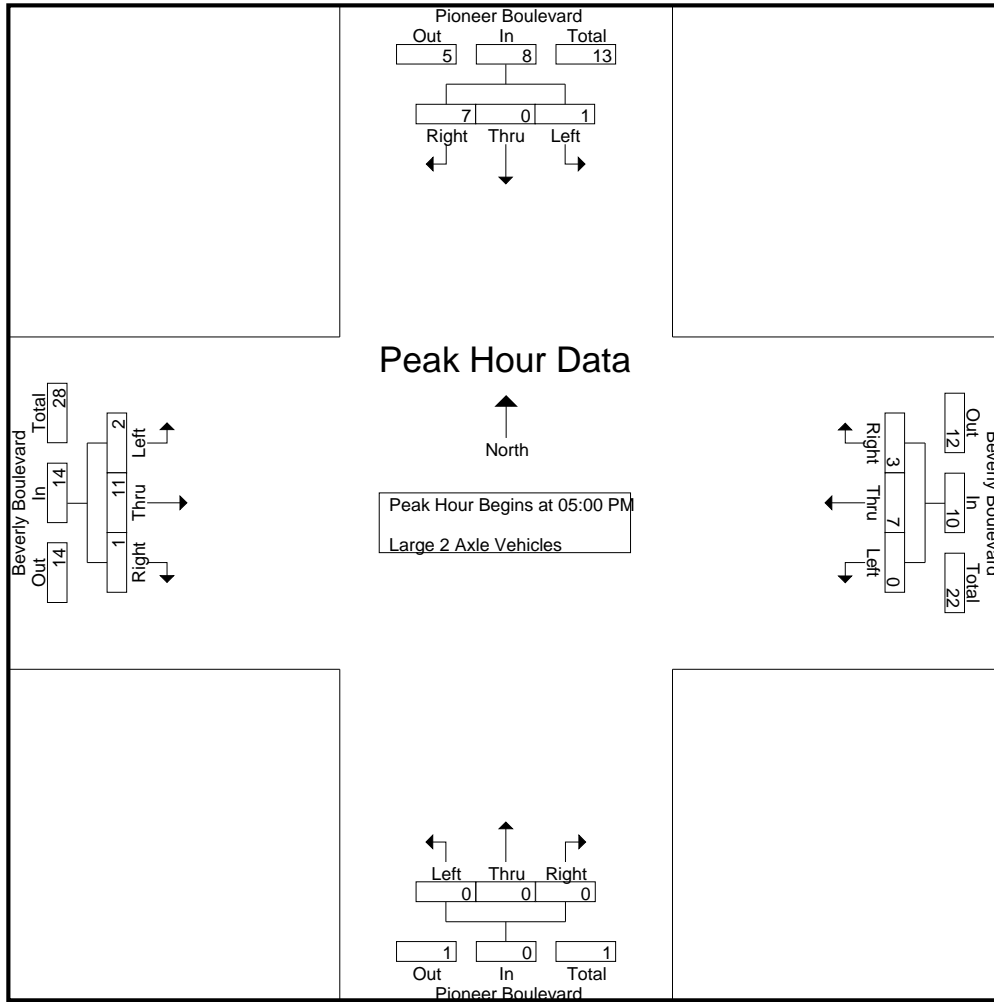
Groups Printed- Large 2 Axle Vehicles

| 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  
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File Name : 03\_WTR\_Pioneer\_Beverly PM  
 Site Code : 12220296  
 Start Date : 8/18/2020  
 Page No : 1

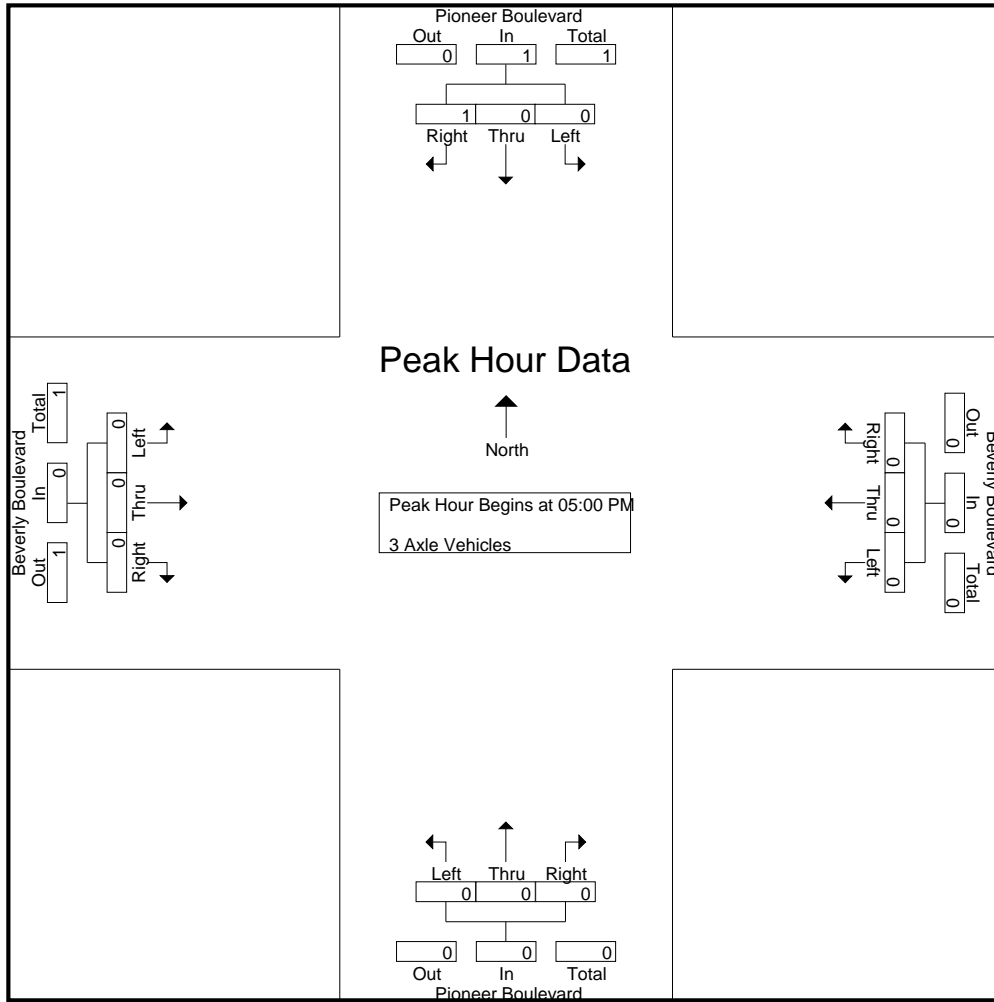
Groups Printed- 3 Axle Vehicles

| 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 |            |
| 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  
 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    | 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

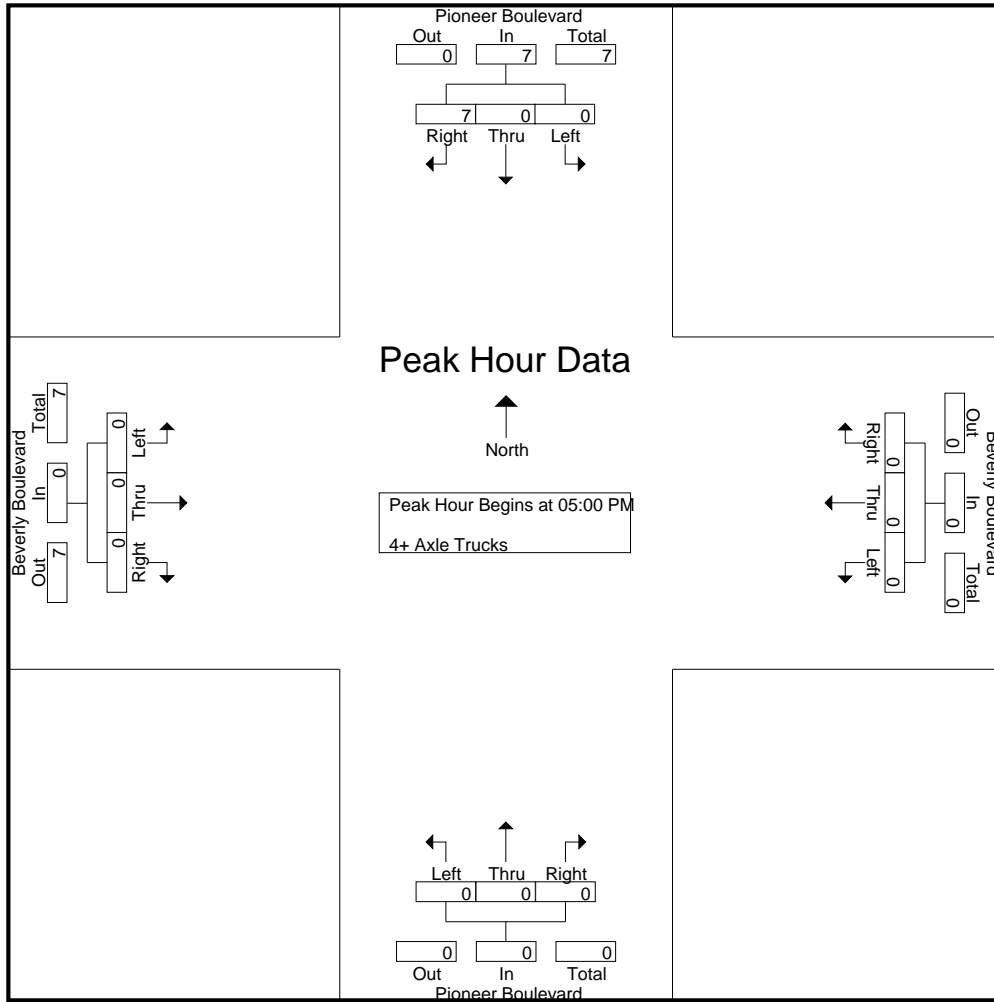
Groups Printed- 4+ Axle Trucks

| 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          | 1          |
| 04:45 PM    | 0                            | 0    | 3     | 3          | 0                           | 1    | 0     | 1          | 0                            | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          |
| 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

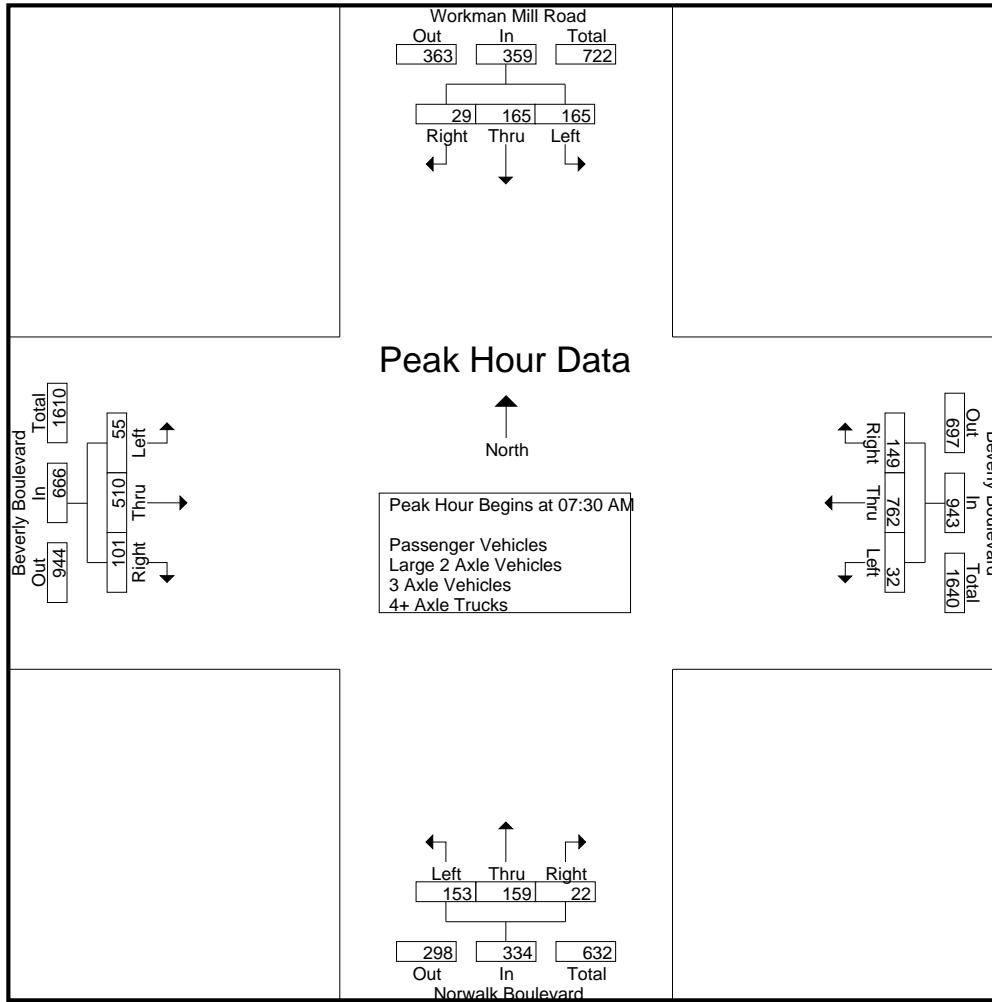
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| 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.    | <b>44</b> | <b>58</b> | <b>14</b> | <b>116</b> | 9         | 172        | 41        | 222        | 35        | 26        | 5        | 66         | 10        | <b>132</b> | <b>35</b> | <b>177</b> |
| +30 mins.    | 40        | 42        | 3         | 85         | 8         | <b>213</b> | 32        | 253        | 39        | 46        | <b>6</b> | 91         | 16        | 123        | 21        | 160        |
| +45 mins.    | 44        | 37        | 3         | 84         | <b>12</b> | 199        | <b>56</b> | <b>267</b> | <b>51</b> | <b>58</b> | 2        | <b>111</b> | <b>17</b> | 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

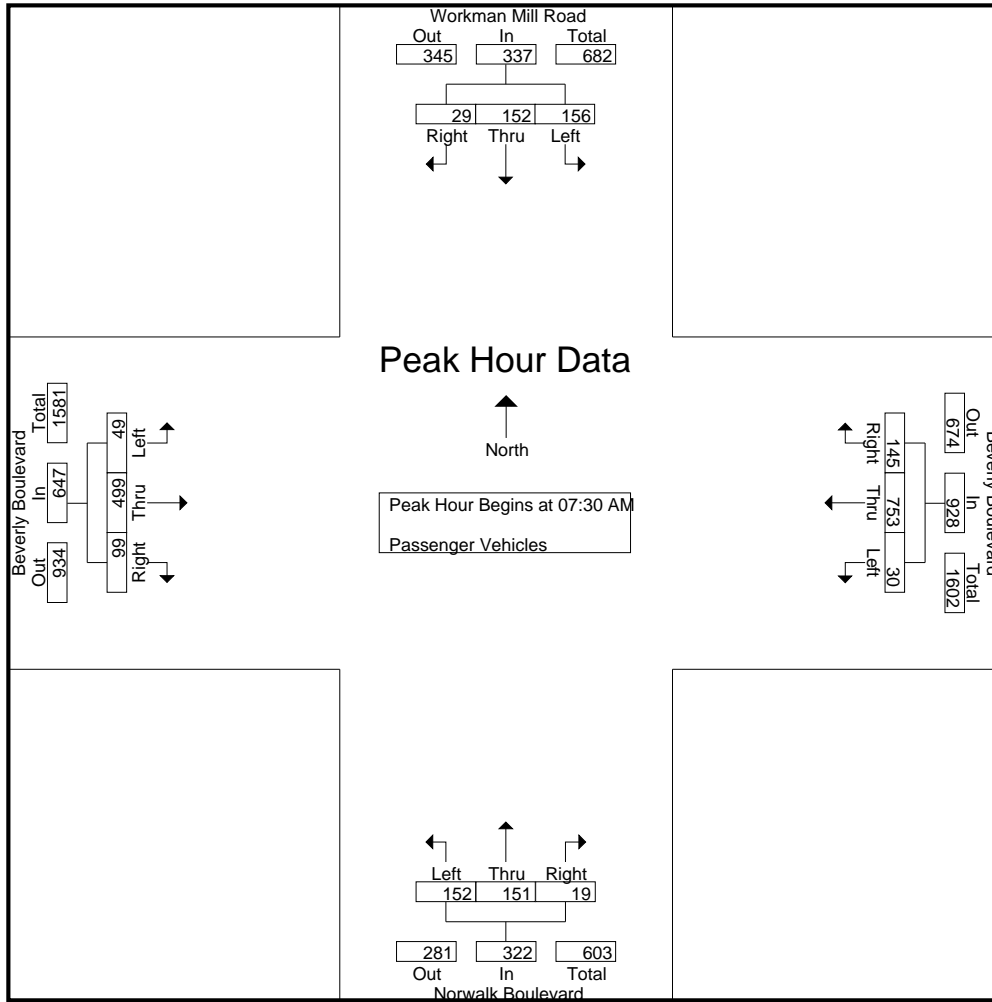
Groups Printed- Passenger Vehicles

| 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                           | <b>53</b> | <b>14</b> | <b>107</b> | 8                           | <b>212</b> | 32        | 252        | 39                           | 46        | 5        | 90         | 10                          | <b>130</b> | 32        | <b>172</b> | 621        |
| 07:45 AM   | 40                           | 40        | 3         | 83         | <b>11</b>                   | 194        | <b>55</b> | <b>260</b> | <b>50</b>                    | <b>56</b> | 2        | <b>108</b> | 8                           | 130        | <b>34</b> | 172        | <b>623</b> |
| 08:00 AM   | <b>43</b>                    | 33        | 3         | 79         | 6                           | 158        | 21        | 185        | 29                           | 16        | <b>7</b> | 52         | 15                          | 121        | 20        | 156        | 472        |
| 08:15 AM   | 33                           | 26        | 9         | 68         | 5                           | 189        | 37        | 231        | 34                           | 33        | 5        | 72         | <b>16</b>                   | 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        | <b>53</b> | <b>14</b> | <b>107</b> | 8         | <b>212</b> | 32        | 252        | 39        | 46        | 5        | 90         | 10        | <b>130</b> | 32        | <b>172</b> |
| +15 mins.    | 40        | 40        | 3         | 83         | <b>11</b> | 194        | <b>55</b> | <b>260</b> | <b>50</b> | <b>56</b> | 2        | <b>108</b> | 8         | 130        | <b>34</b> | 172        |
| +30 mins.    | <b>43</b> | 33        | 3         | 79         | 6         | 158        | 21        | 185        | 29        | 16        | <b>7</b> | 52         | 15        | 121        | 20        | 156        |
| +45 mins.    | 33        | 26        | 9         | 68         | 5         | 189        | 37        | 231        | 34        | 33        | 5        | 72         | <b>16</b> | 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

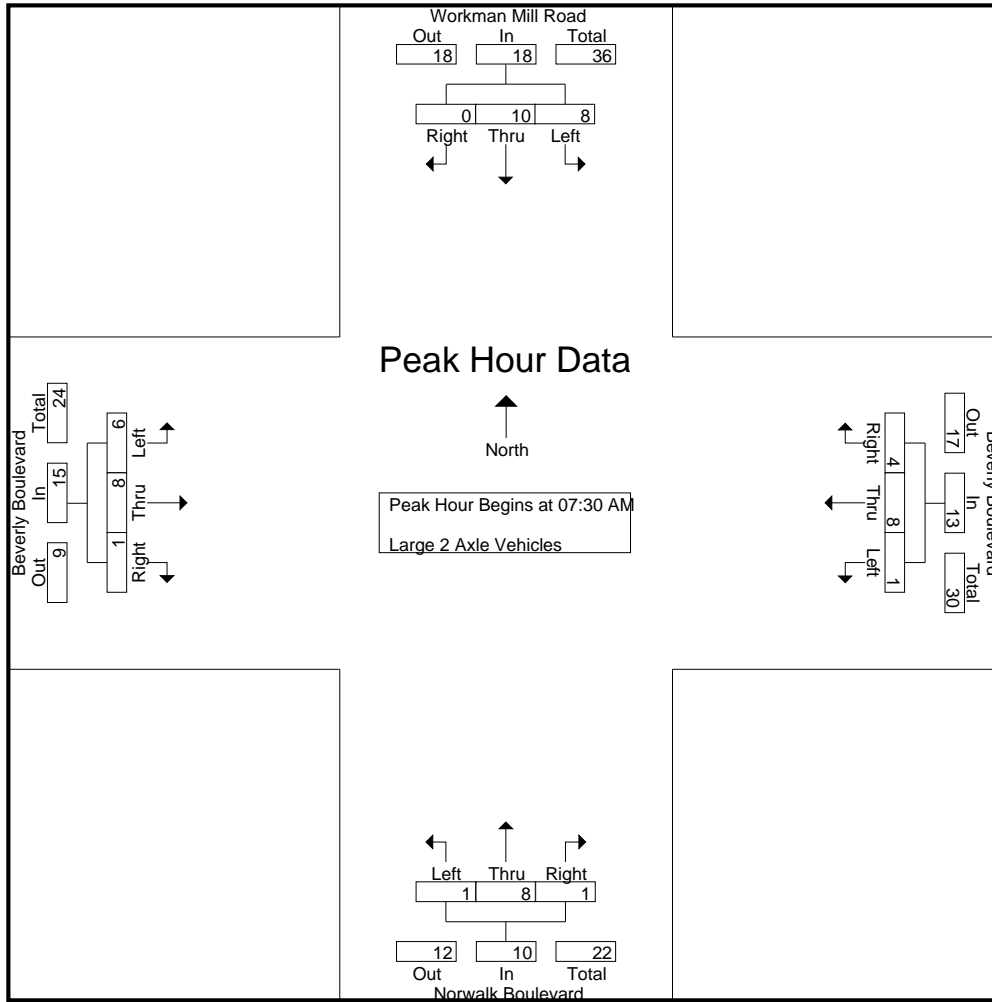
Groups Printed- Large 2 Axle Vehicles

| 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

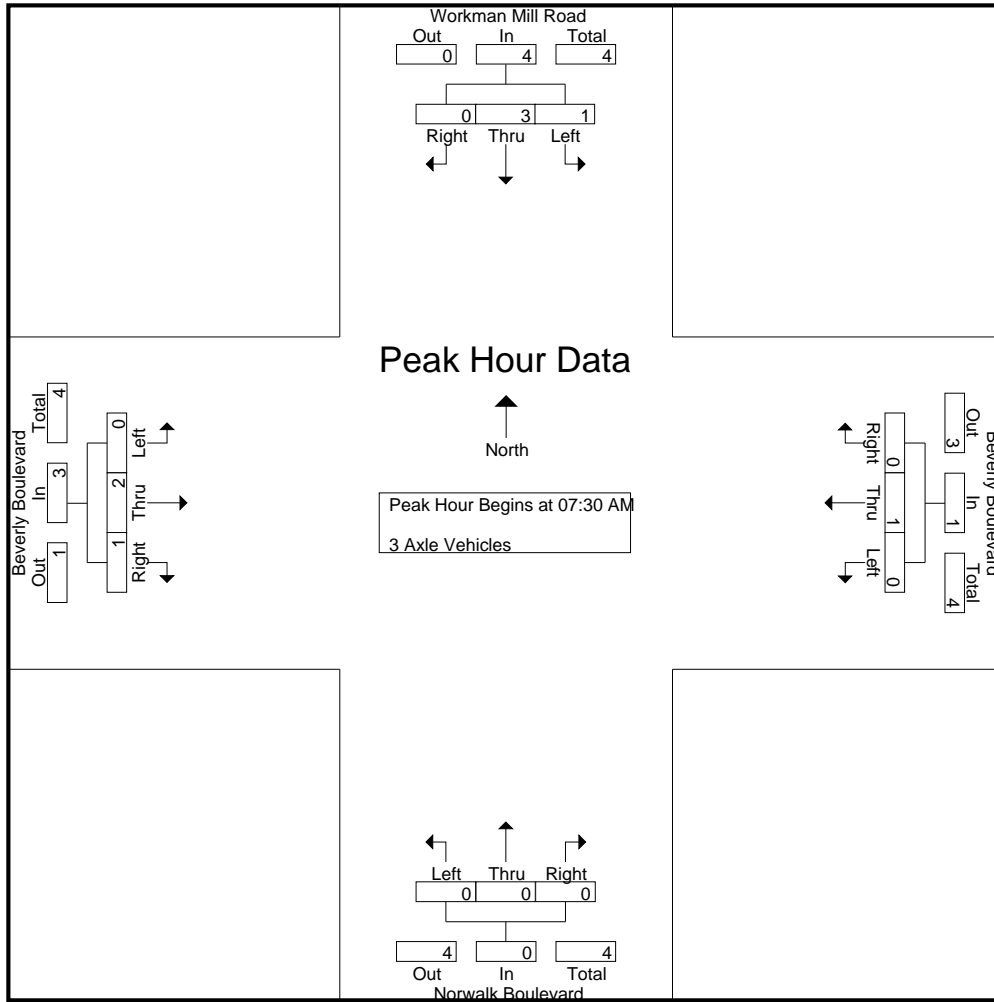
Groups Printed- 3 Axle Vehicles

| 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  
 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.     | 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  
 Start Date : 8/18/2020  
 Page No : 1

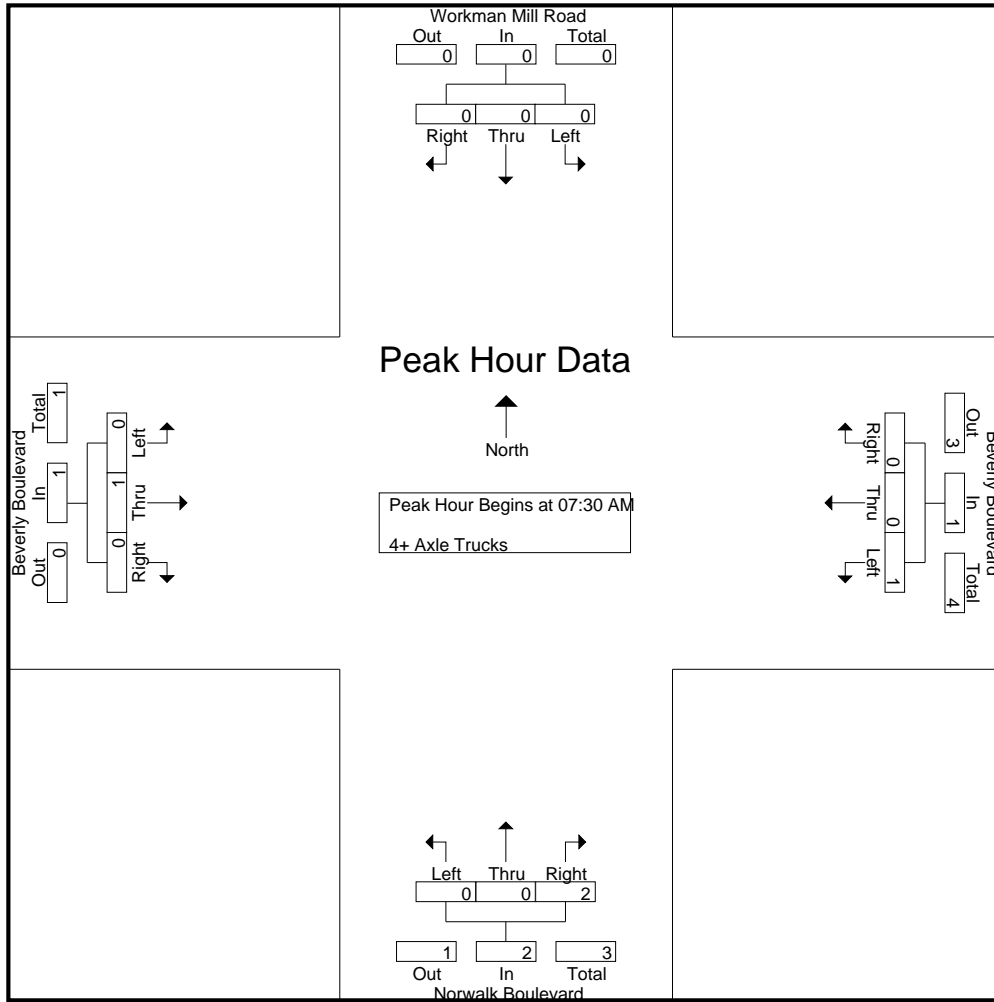
Groups Printed- 4+ Axle Trucks

| 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 |            |
| 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  
 Site Code : 12220296  
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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  
 Start Date : 8/18/2020  
 Page No : 1

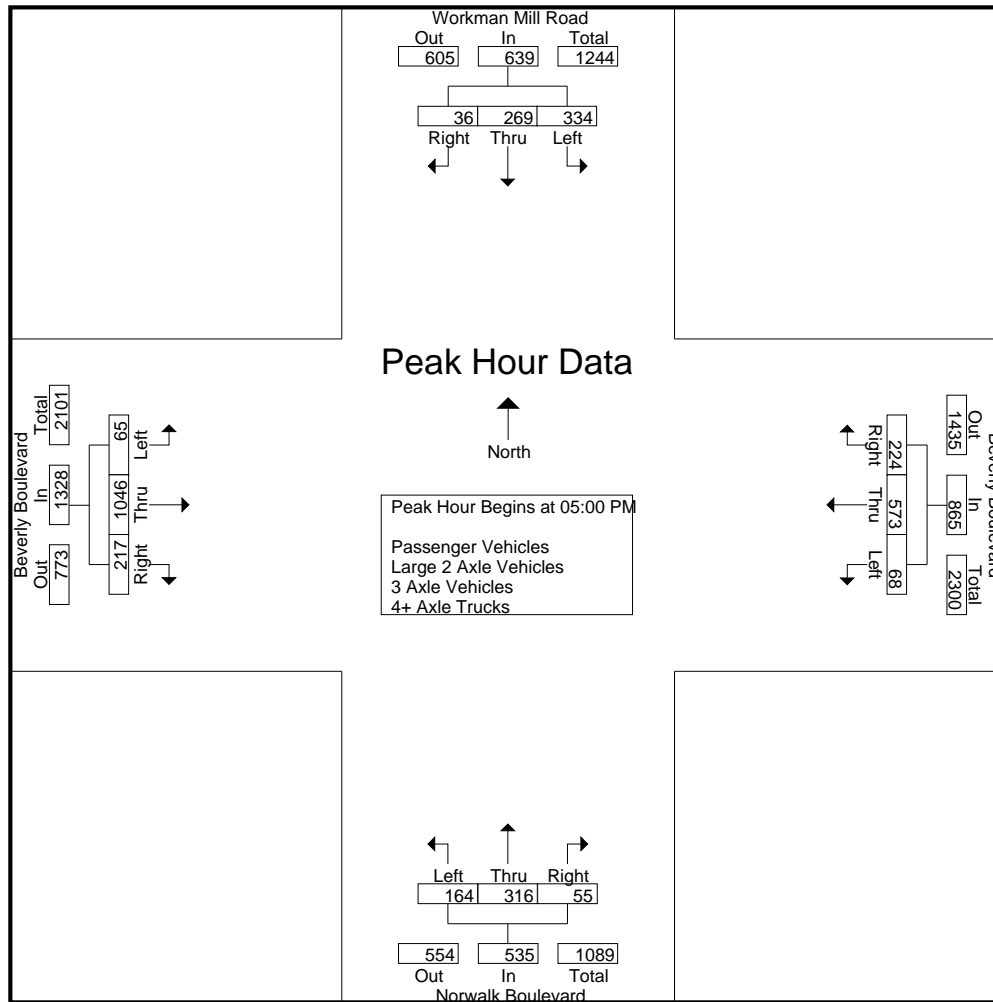
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| 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  |             |
| 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         |
| <b>Total</b>            | <b>287</b>                   | <b>202</b> | <b>32</b> | <b>521</b>  | <b>74</b>                   | <b>529</b>  | <b>214</b> | <b>817</b>  | <b>164</b>                   | <b>309</b> | <b>38</b> | <b>511</b>  | <b>75</b>                   | <b>917</b>  | <b>201</b> | <b>1193</b> | <b>3042</b> |
| 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         |
| <b>Total</b>            | <b>334</b>                   | <b>269</b> | <b>36</b> | <b>639</b>  | <b>68</b>                   | <b>573</b>  | <b>224</b> | <b>865</b>  | <b>164</b>                   | <b>316</b> | <b>55</b> | <b>535</b>  | <b>65</b>                   | <b>1046</b> | <b>217</b> | <b>1328</b> | <b>3367</b> |
| <b>Grand Total</b>      | <b>621</b>                   | <b>471</b> | <b>68</b> | <b>1160</b> | <b>142</b>                  | <b>1102</b> | <b>438</b> | <b>1682</b> | <b>328</b>                   | <b>625</b> | <b>93</b> | <b>1046</b> | <b>140</b>                  | <b>1963</b> | <b>418</b> | <b>2521</b> | <b>6409</b> |
| 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         |
| <b>Total Volume</b>  | <b>334</b>                   | <b>269</b> | <b>36</b> | <b>639</b> | <b>68</b>                   | <b>573</b> | <b>224</b> | <b>865</b> | <b>164</b>                   | <b>316</b> | <b>55</b> | <b>535</b> | <b>65</b>                   | <b>1046</b> | <b>217</b> | <b>1328</b> | <b>3367</b> |
| % 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

File Name : 04\_PRV\_Workman\_Beverly PM  
 Site Code : 12220296  
 Start Date : 8/18/2020  
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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        | <b>163</b> | 56        | 238        | <b>43</b> | 78        | 13        | 134        | <b>23</b> | 225        | 54        | 302        |
| +15 mins.    | <b>90</b> | <b>79</b> | 11        | <b>180</b> | 22        | 125        | 56        | 203        | 32        | <b>87</b> | 10        | 129        | 12        | 257        | <b>65</b> | 334        |
| +30 mins.    | 85        | 75        | 6         | 166        | 19        | 125        | 55        | 199        | 40        | 80        | 17        | 137        | 15        | 274        | 56        | 345        |
| +45 mins.    | 82        | 52        | <b>12</b> | 146        | <b>23</b> | 150        | <b>67</b> | <b>240</b> | 39        | 85        | <b>21</b> | <b>145</b> | 18        | <b>286</b> | 55        | <b>359</b> |
| 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  
 Page No : 1

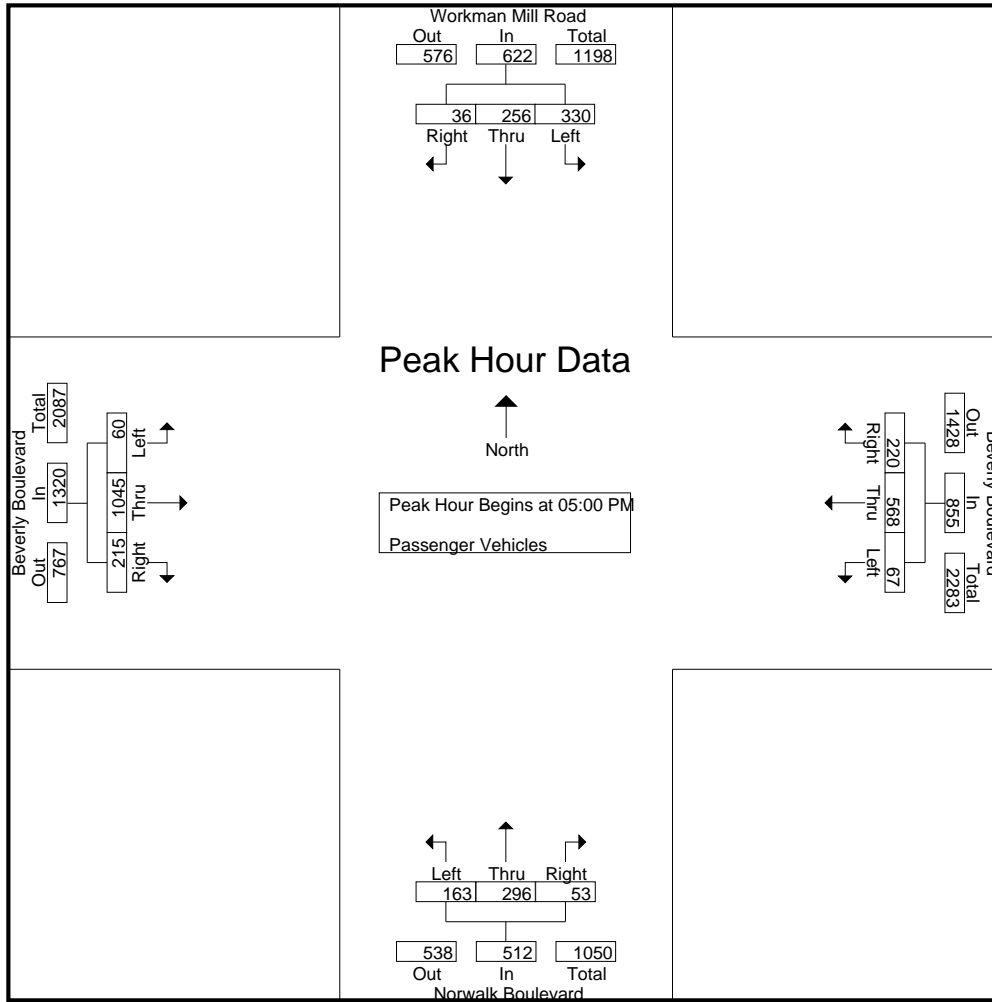
Groups Printed- Passenger Vehicles

| 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 |            |
| 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        | <b>22</b>                   | 149        | <b>66</b> | <b>237</b> | 40                           | 78        | 16        | 134        | 12                          | 256        | <b>64</b> | 332        | 845        |
| 05:15 PM   | <b>89</b>                    | <b>76</b> | 11        | <b>176</b> | 12                          | 135        | 55        | 202        | 38                           | <b>79</b> | <b>21</b> | <b>138</b> | 13                          | 274        | 55        | 342        | 858        |
| 05:30 PM   | 84                           | 70        | 6         | 160        | 15                          | <b>160</b> | 55        | 230        | 42                           | 67        | 6         | 115        | 16                          | <b>286</b> | 55        | <b>357</b> | <b>862</b> |
| 05:45 PM   | 82                           | 50        | <b>12</b> | 144        | 18                          | 124        | 44        | 186        | <b>43</b>                    | 72        | 10        | 125        | <b>19</b>                   | 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  
 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.     | 75        | 60        | 7         | 142        | <b>22</b> | 149        | <b>66</b> | <b>237</b> | 40        | 78        | 16        | 134        | 12        | 256        | <b>64</b> | 332        |
| +15 mins.    | <b>89</b> | <b>76</b> | 11        | <b>176</b> | 12        | 135        | 55        | 202        | 38        | <b>79</b> | <b>21</b> | <b>138</b> | 13        | 274        | 55        | 342        |
| +30 mins.    | 84        | 70        | 6         | 160        | 15        | <b>160</b> | 55        | 230        | 42        | 67        | 6         | 115        | 16        | <b>286</b> | 55        | <b>357</b> |
| +45 mins.    | 82        | 50        | <b>12</b> | 144        | 18        | 124        | 44        | 186        | <b>43</b> | 72        | 10        | 125        | <b>19</b> | 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  
 Page No : 1

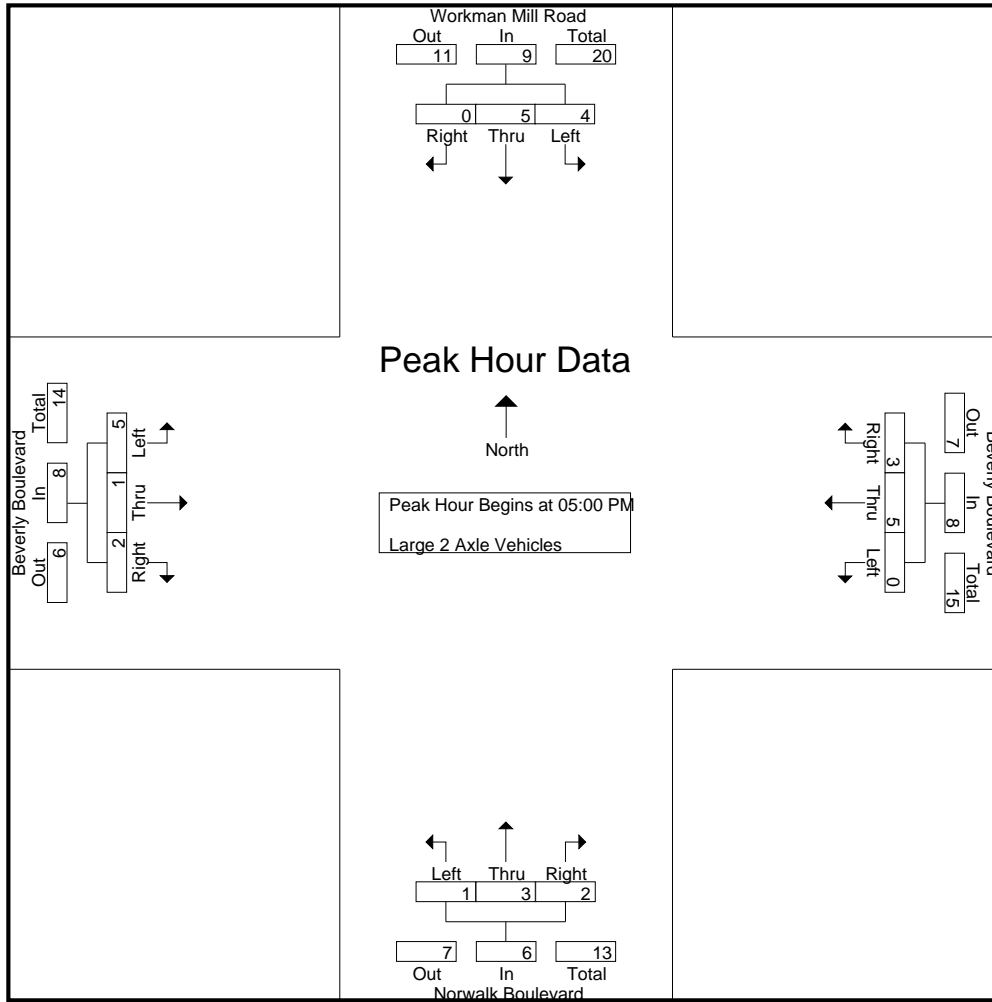
Groups Printed- Large 2 Axle Vehicles

| 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 |            |
| 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  
 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.     | 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    | 0    | 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

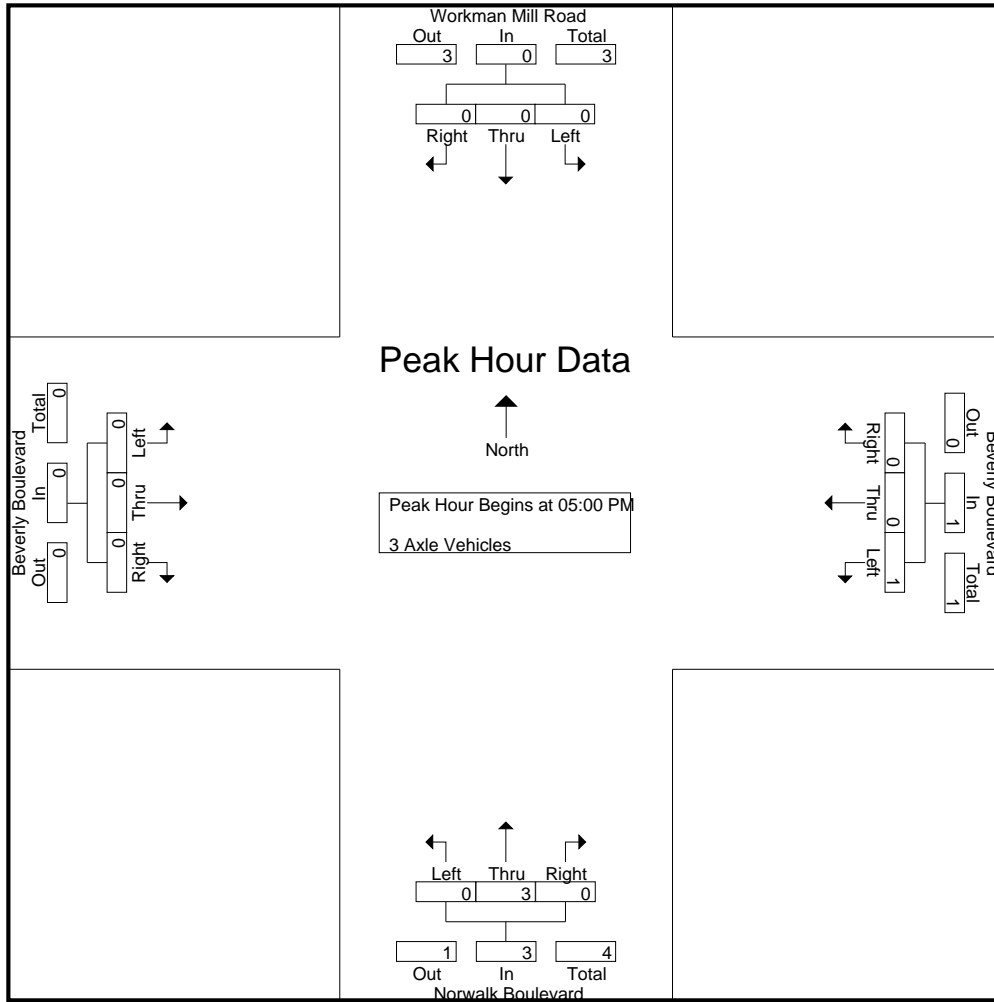
Groups Printed- 3 Axle Vehicles

| 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  
 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    | 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

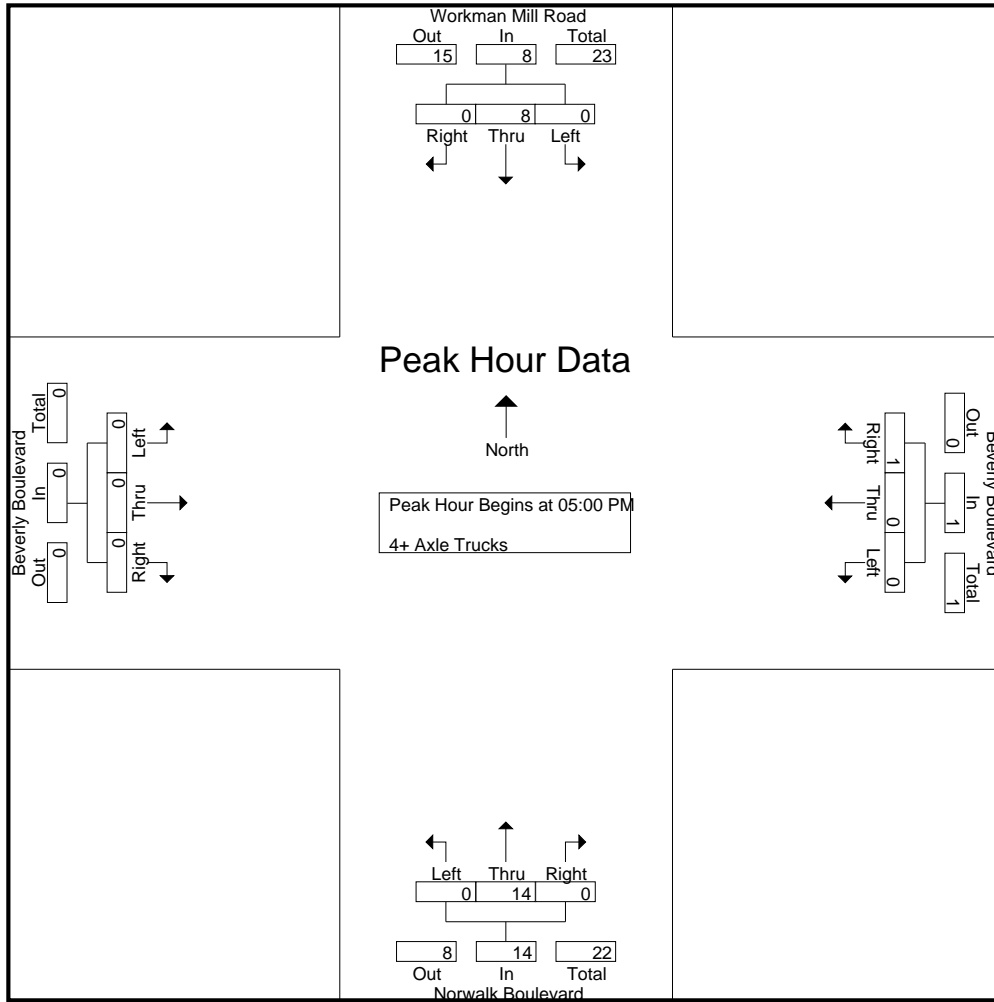
Groups Printed- 4+ Axle Trucks

| 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          | 0          | 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  
 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        | 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        | <b>3</b> | 0    | <b>3</b> | 0        | 0    | 0        | 0        | 0        | 5        | 0    | 5        | 0        | 0    | 0    | 0    |
| +45 mins.    | 0        | 2        | 0    | 2        | 0        | 0    | <b>1</b> | <b>1</b> | 0        | <b>6</b> | 0    | <b>6</b> | 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

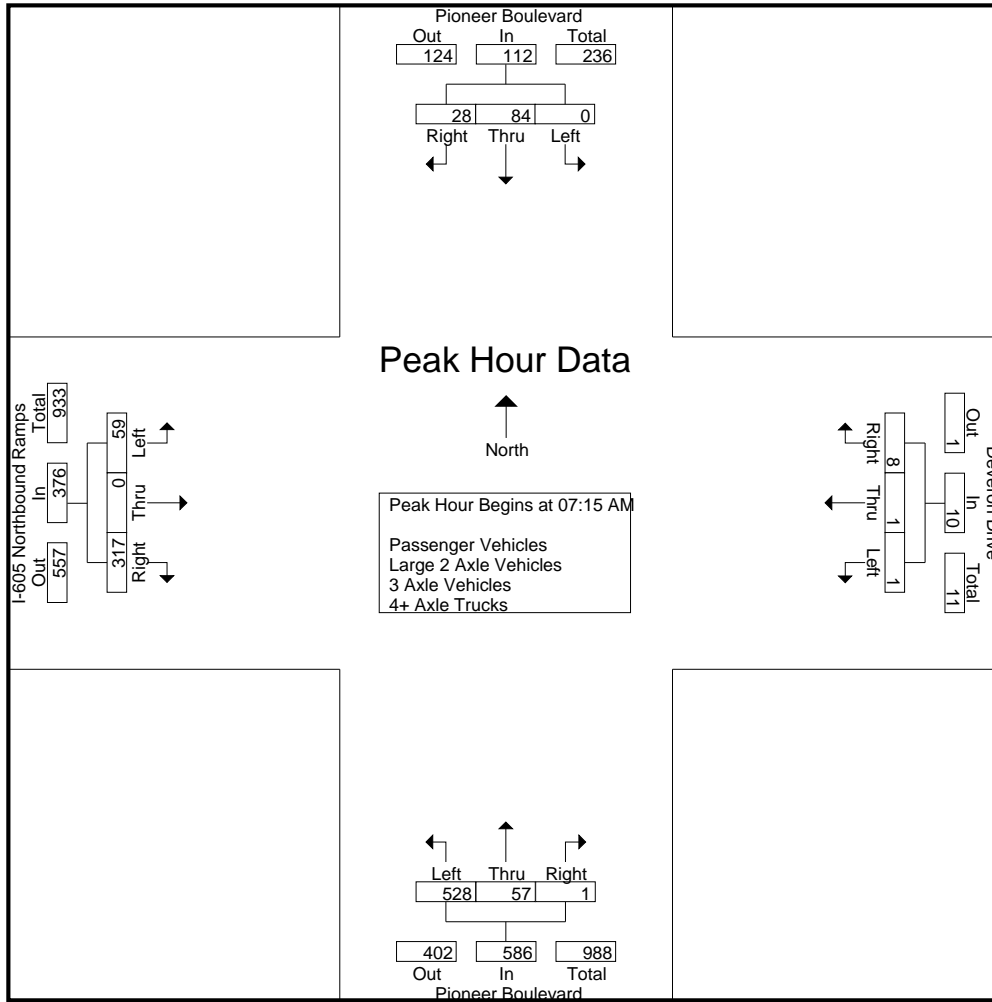
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| 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  
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 Start Date : 8/18/2020  
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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 |      |      |      | 07:30 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  
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Groups Printed- Passenger Vehicles

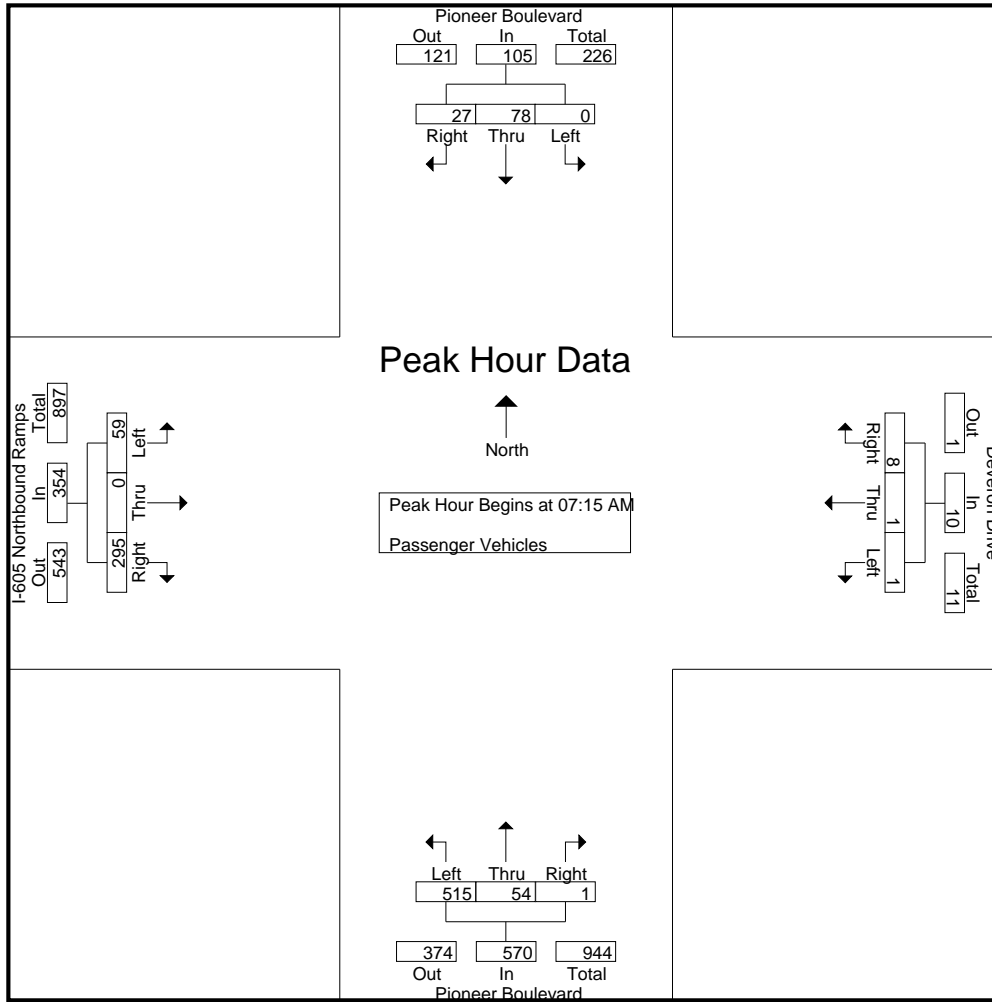
| Start Time  | Pioneer Boulevard Southbound |      |       |            | Deveron Drive Westbound |      |       |            | Pioneer Boulevard Northbound |      |       |            | I-605 Northbound Ramps Eastbound |      |       |            | Int. Total |
|-------------|------------------------------|------|-------|------------|-------------------------|------|-------|------------|------------------------------|------|-------|------------|----------------------------------|------|-------|------------|------------|
|             | 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  
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 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        | 21        | 8         | 29        | 0        | 0        | 1        | 1        | <b>137</b> | 14        | 0        | <b>151</b> | 12        | 0    | 69        | 81         |
| +15 mins.    | 0        | <b>22</b> | <b>11</b> | <b>33</b> | 0        | 0        | 2        | 2        | 133        | 14        | 0        | 147        | 9         | 0    | 60        | 69         |
| +30 mins.    | 0        | 22        | 4         | 26        | <b>1</b> | 0        | 1        | 2        | 129        | <b>18</b> | <b>1</b> | 148        | <b>23</b> | 0    | <b>97</b> | <b>120</b> |
| +45 mins.    | 0        | 13        | 4         | 17        | 0        | <b>1</b> | <b>4</b> | <b>5</b> | 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  
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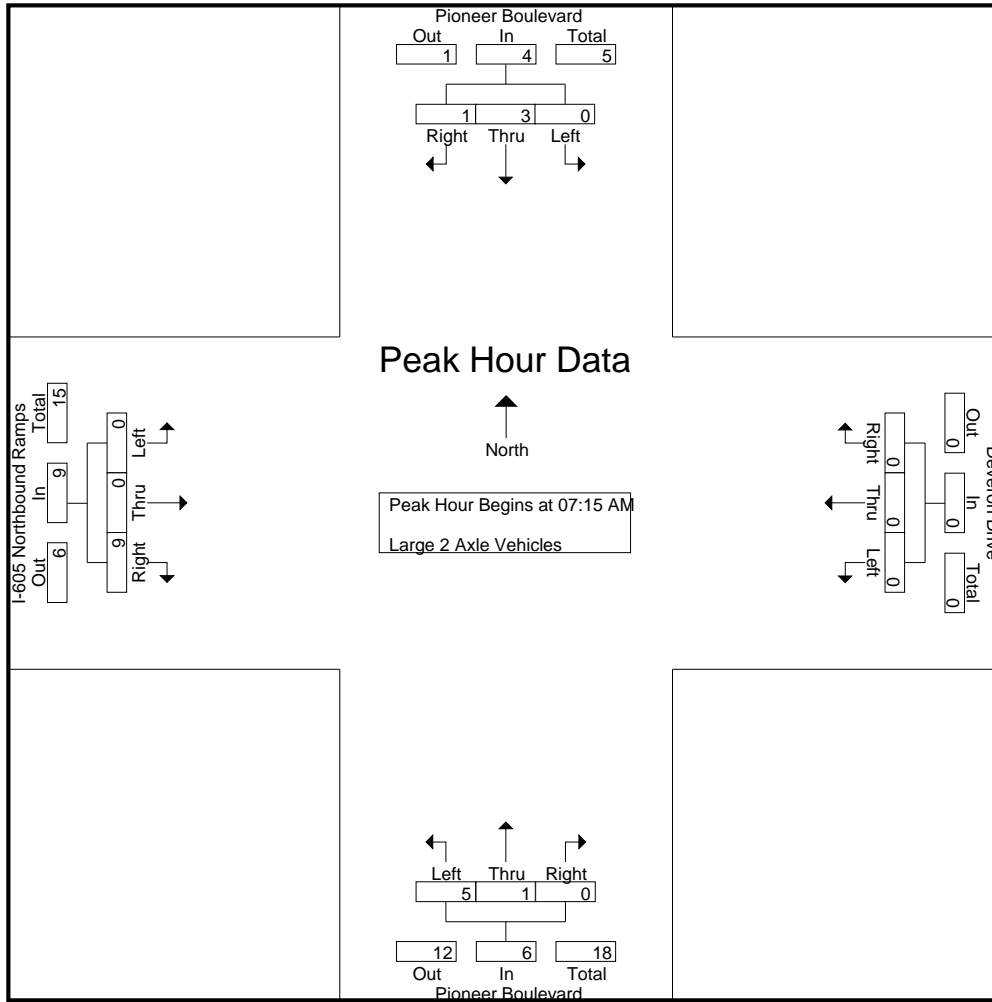
Groups Printed- Large 2 Axle Vehicles

| 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  
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 Weather: Clear

File Name : 05\_PRV\_Pioneer\_605N 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        | 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  
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 Weather: Clear

File Name : 05\_PRV\_Pioneer\_605N AM  
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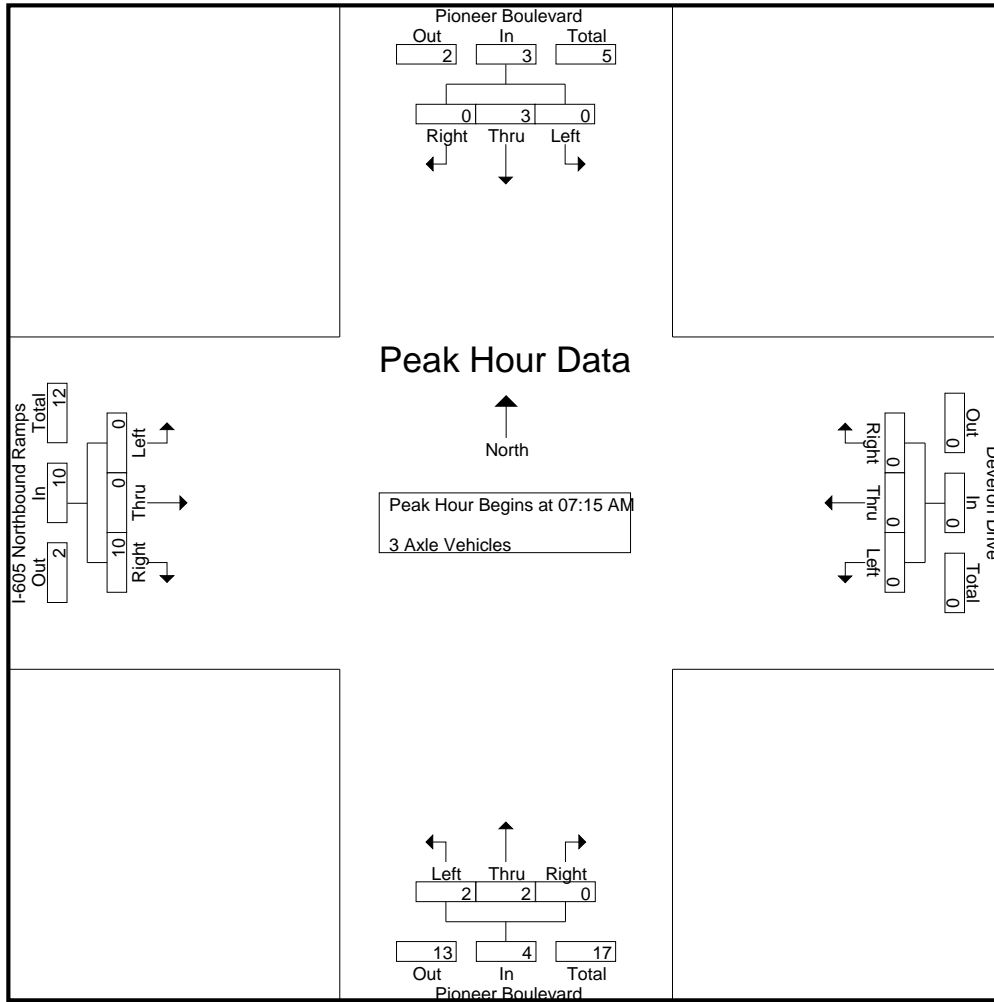
Groups Printed- 3 Axle Vehicles

| 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          | 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          |
| 08:00 AM   | 0                            | 1    | 0     | 1          | 0                       | 0    | 0     | 0          | 0                            | 2    | 0     | 0          | 2                                | 0    | 0     | 6          | 9          |
| Total Volume   | 0                            | 3    | 0     | 3          | 0                       | 0    | 0     | 0          | 0                            | 2    | 2     | 0          | 4                                | 0    | 0     | 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       | .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  
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 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  
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File Name : 05\_PRV\_Pioneer\_605N AM  
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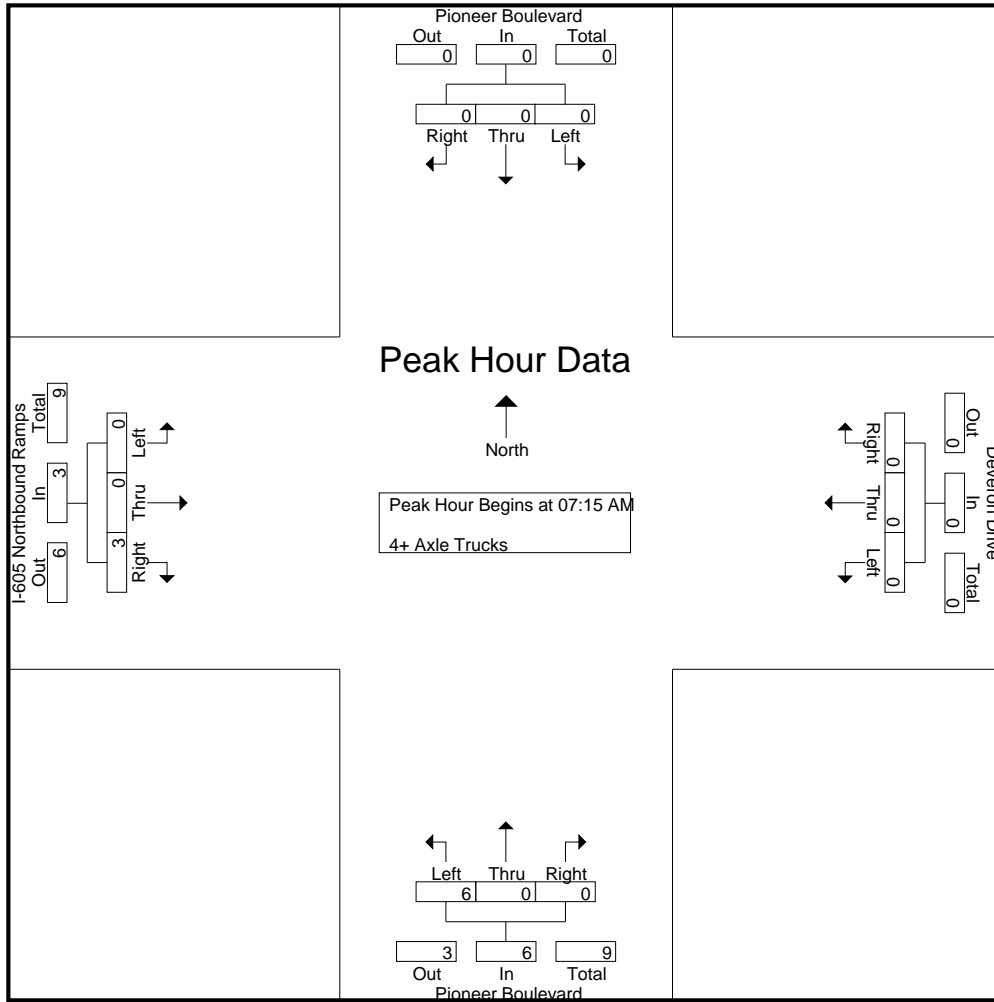
Groups Printed- 4+ Axle Trucks

| 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  
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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    | 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  
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File Name : 05\_PRV\_Pioneer\_605N PM  
 Site Code : 12220296  
 Start Date : 8/18/2020  
 Page No : 1

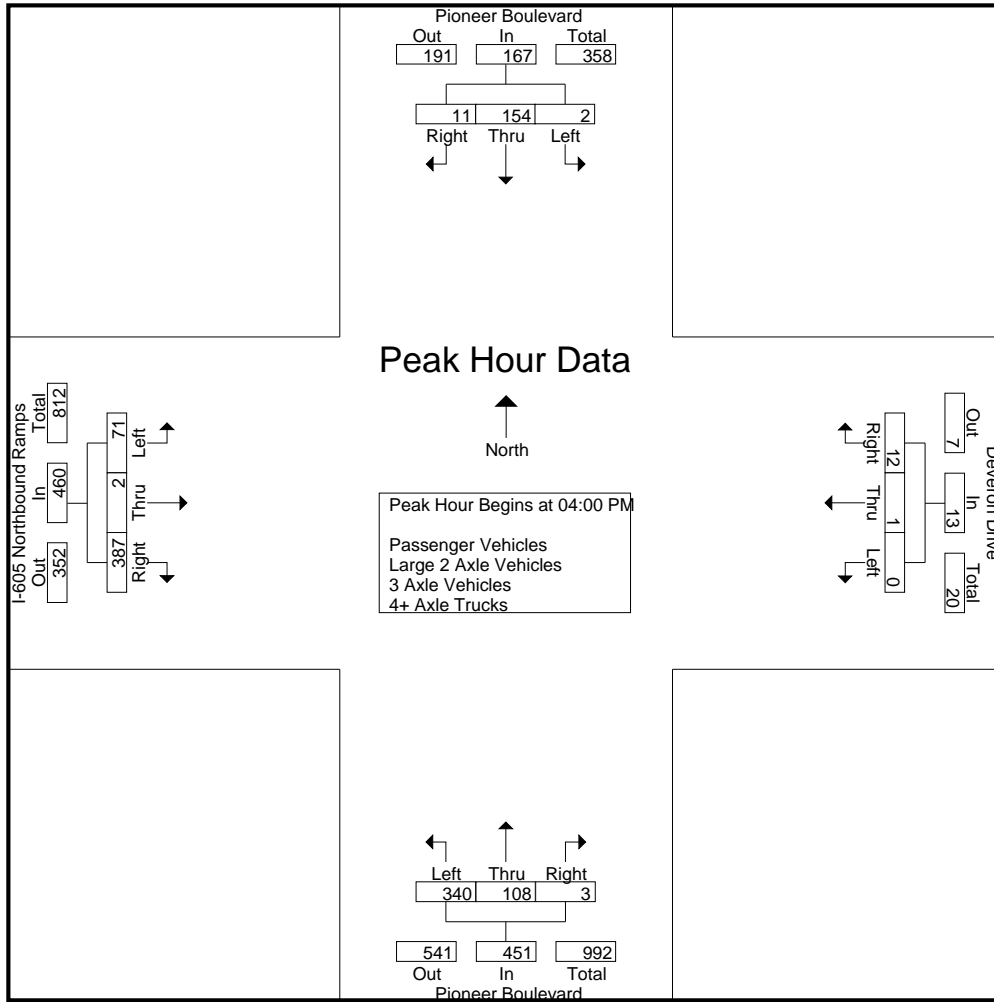
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| 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         |
| <b>Total</b>            | <b>2</b>                     | <b>154</b> | <b>11</b> | <b>167</b> | <b>0</b>                | <b>1</b> | <b>12</b> | <b>13</b>  | <b>340</b>                   | <b>108</b> | <b>3</b> | <b>451</b> | <b>71</b>                        | <b>2</b> | <b>387</b> | <b>460</b> | <b>1091</b> |
| 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         |
| <b>Total</b>            | <b>0</b>                     | <b>126</b> | <b>16</b> | <b>142</b> | <b>0</b>                | <b>0</b> | <b>6</b>  | <b>6</b>   | <b>340</b>                   | <b>104</b> | <b>4</b> | <b>448</b> | <b>70</b>                        | <b>1</b> | <b>422</b> | <b>493</b> | <b>1089</b> |
| <b>Grand Total</b>      | <b>2</b>                     | <b>280</b> | <b>27</b> | <b>309</b> | <b>0</b>                | <b>1</b> | <b>18</b> | <b>19</b>  | <b>680</b>                   | <b>212</b> | <b>7</b> | <b>899</b> | <b>141</b>                       | <b>3</b> | <b>809</b> | <b>953</b> | <b>2180</b> |
| 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         |
| <b>Total Volume</b>  | <b>2</b>                     | <b>154</b> | <b>11</b> | <b>167</b> | <b>0</b>                | <b>1</b> | <b>12</b> | <b>13</b>  | <b>340</b>                   | <b>108</b> | <b>3</b> | <b>451</b> | <b>71</b>                        | <b>2</b> | <b>387</b> | <b>460</b> | <b>1091</b> |
| % 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  
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 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 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  
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 Weather: Clear

File Name : 05\_PRV\_Pioneer\_605N PM  
 Site Code : 12220296  
 Start Date : 8/18/2020  
 Page No : 1

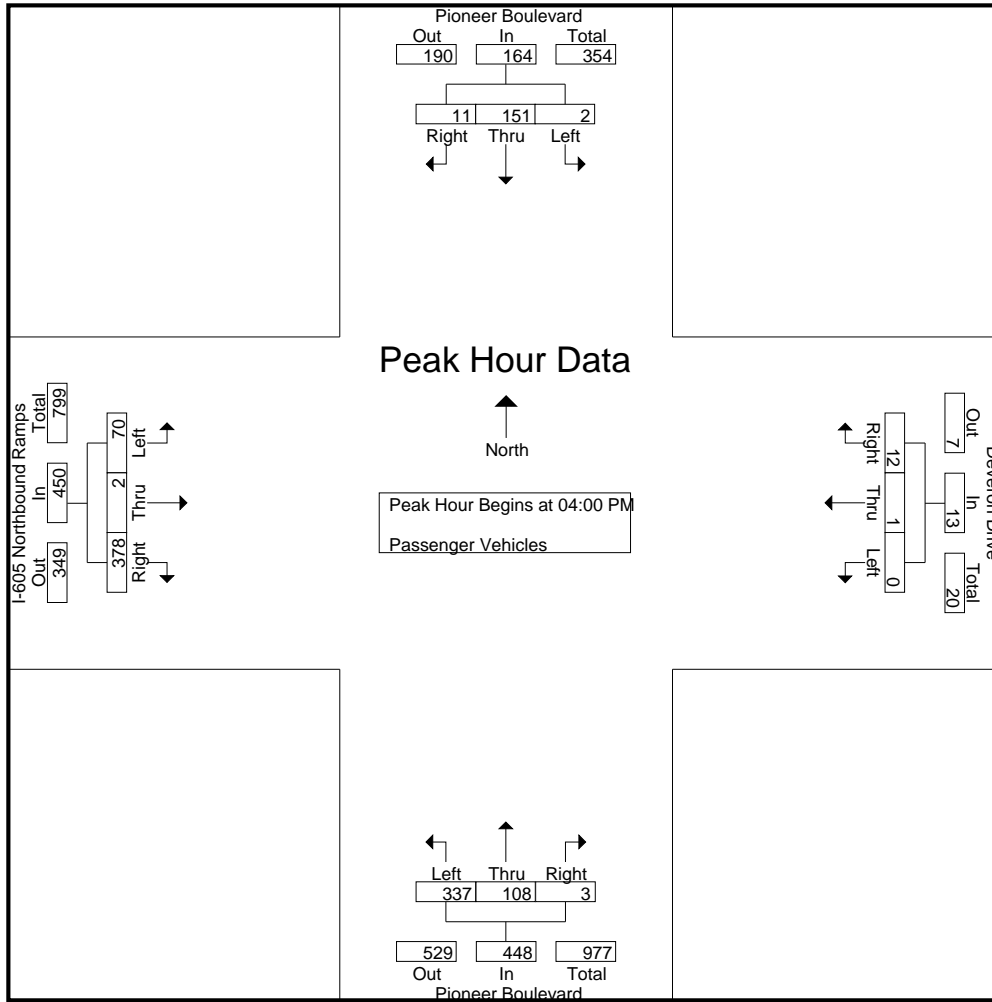
Groups Printed- Passenger Vehicles

| 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

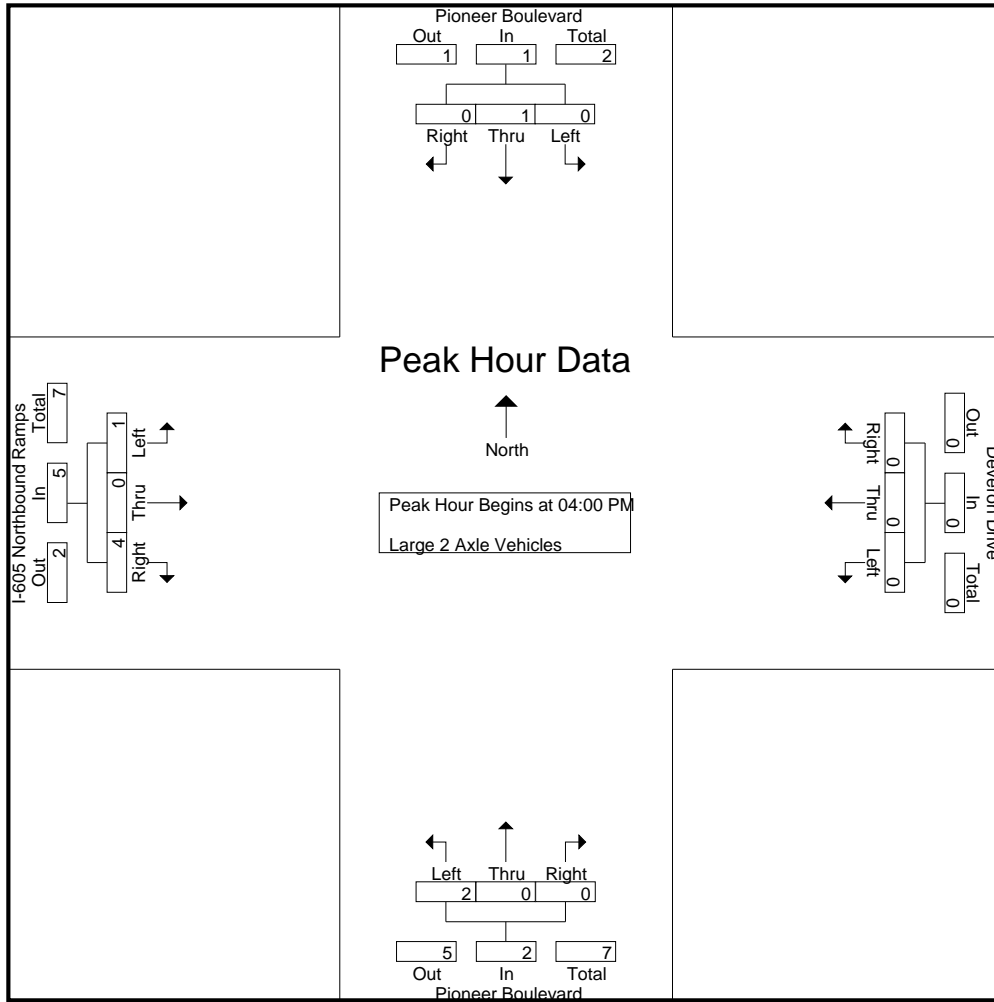
Groups Printed- Large 2 Axle Vehicles

| 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  
 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    | 1        | 0    | 0    | 1    | 2    | 2    |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    | 0        | 0    | 0    | 2    | 2    | 2    |
| +30 mins.    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    | 0        | 0    | 0    | 0    | 0    | 0    |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 1    | 1    | 1    | 1    |
| Total Volume | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 2        | 0    | 0    | 2    | 1        | 0    | 4    | 5    | 5    | 5    |
| % App. Total | 0        | 100  | 0    | 0    | 0        | 0    | 0    | 0    | 100      | 0    | 0    | 0    | 20       | 0    | 80   | 0    | 80   | 80   |
| PHF          | .000     | .250 | .000 | .250 | .000     | .000 | .000 | .000 | .500     | .000 | .000 | .500 | .250     | .000 | .500 | .625 | .625 | .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

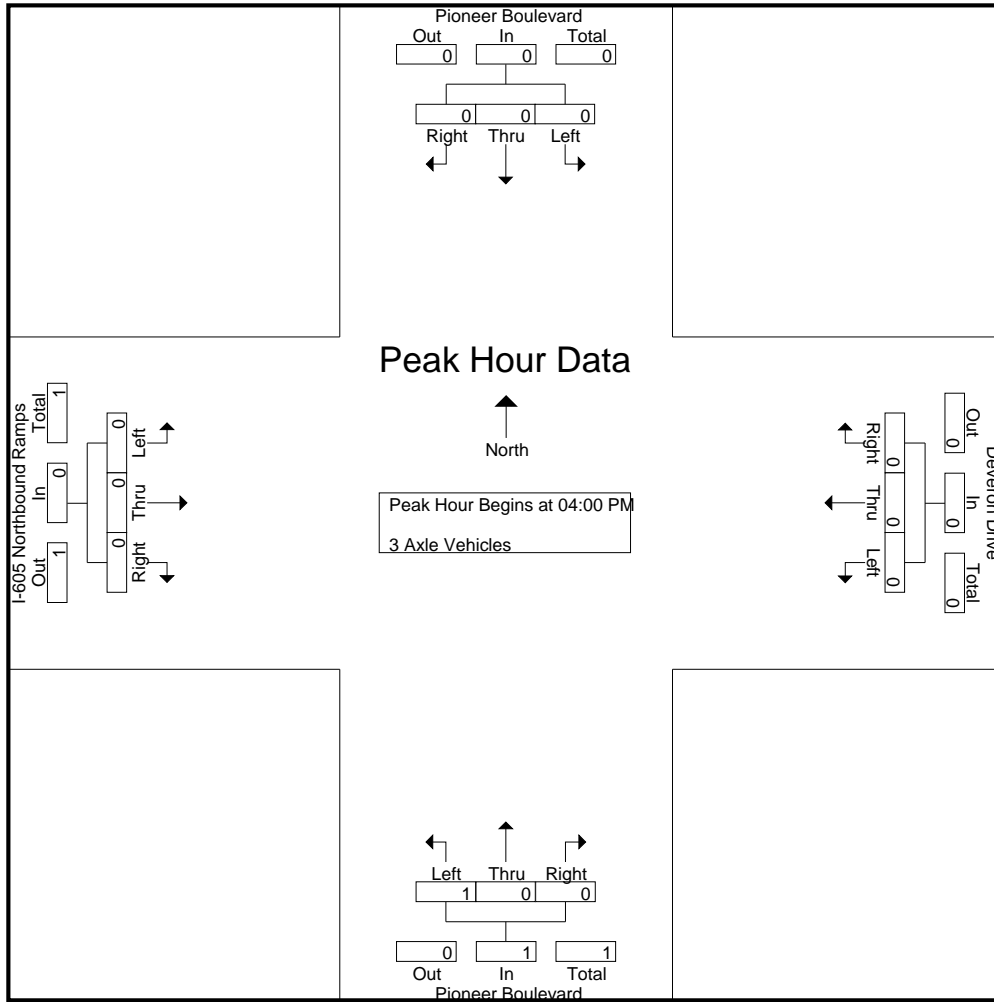
| Start Time  | Pioneer Boulevard Southbound |      |       |            | Deveron Drive Westbound |      |       |            | Pioneer Boulevard Northbound |      |       |            | I-605 Northbound Ramps Eastbound |      |       |            | Int. Total |
|-------------|------------------------------|------|-------|------------|-------------------------|------|-------|------------|------------------------------|------|-------|------------|----------------------------------|------|-------|------------|------------|
|             | 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  
 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    | 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

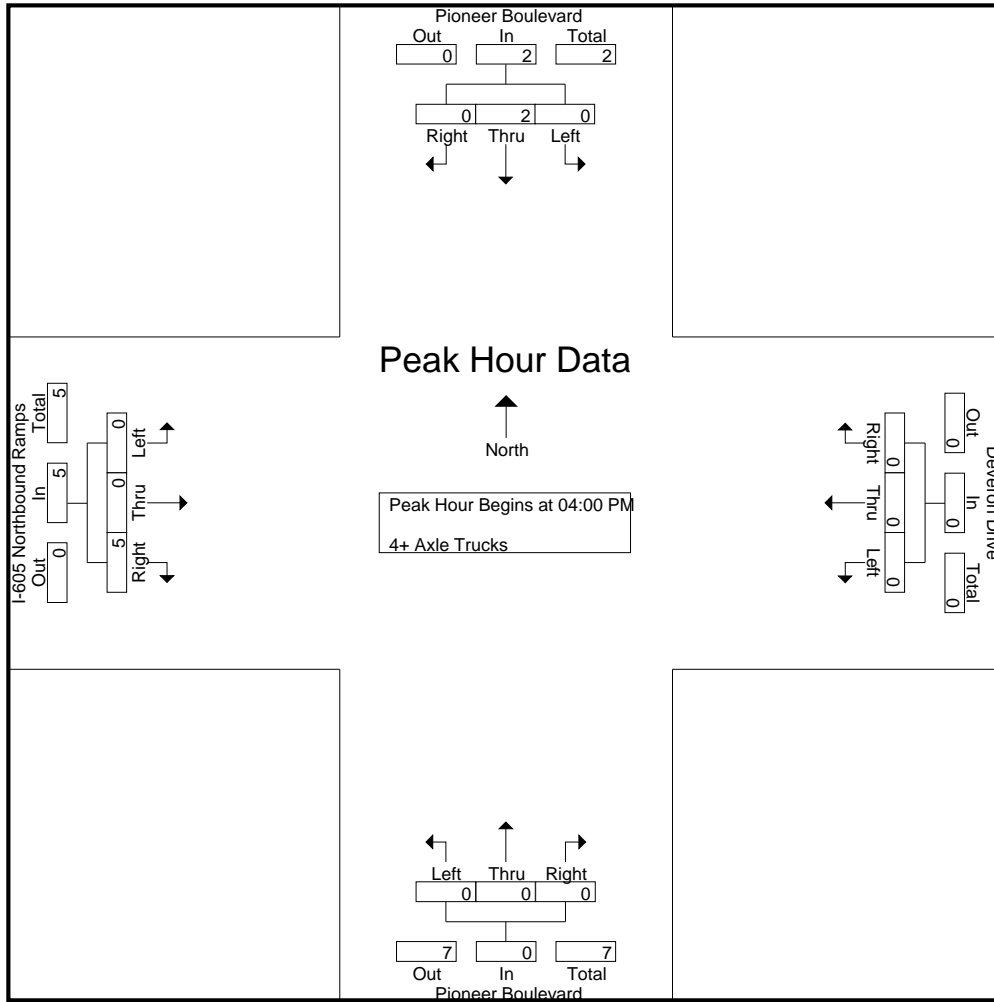
Groups Printed- 4+ Axle Trucks

| 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  | 100  |
| 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<br>Pioneer Boulevard | East Leg<br>Deveron Drive | South Leg<br>Pioneer Boulevard | West Leg<br>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<br>Pioneer Boulevard | East Leg<br>Deveron Drive | South Leg<br>Pioneer Boulevard | West Leg<br>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<br>Pioneer Boulevard |      |       | Westbound<br>Deveron Drive |      |       | Northbound<br>Pioneer Boulevard |      |       | Eastbound<br>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<br>Pioneer Boulevard |      |       | Westbound<br>Deveron Drive |      |       | Northbound<br>Pioneer Boulevard |      |       | Eastbound<br>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 |

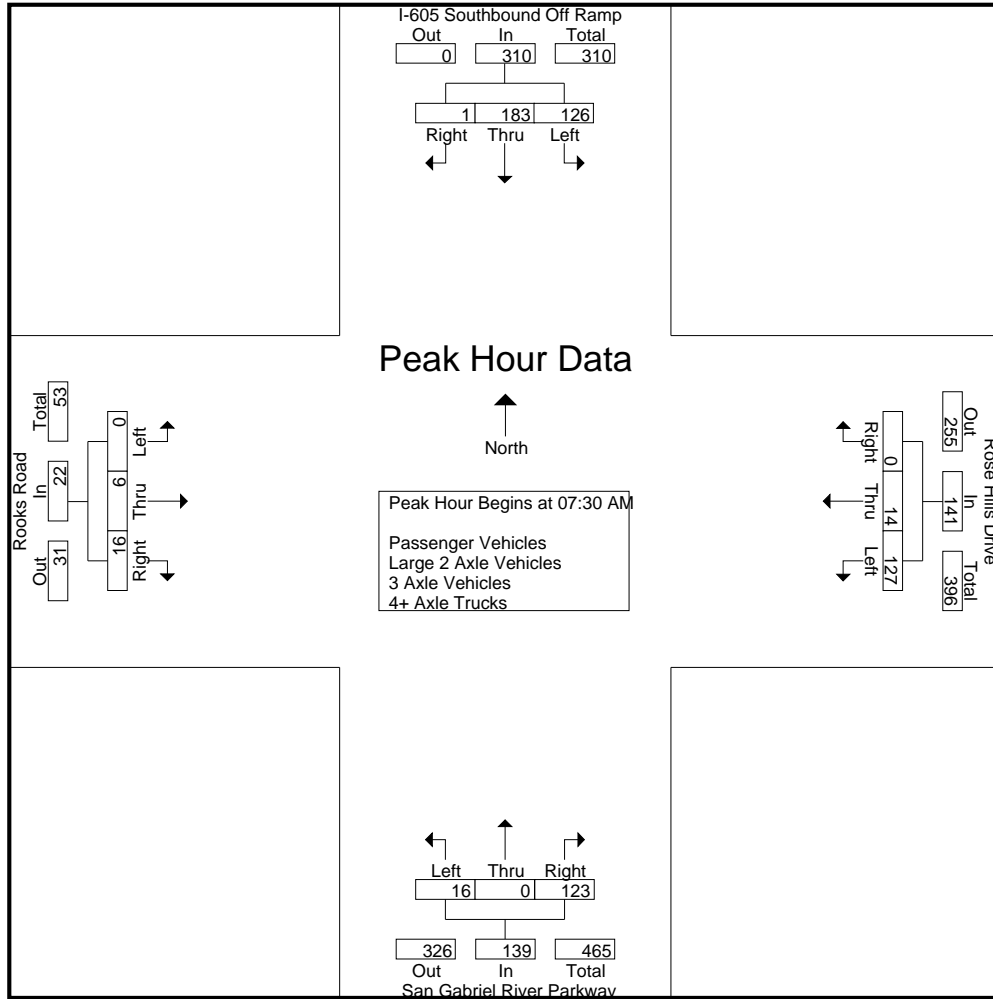
City of Pico Rivera  
 N/S: I-605 SB Ramps / San Gabriel Riv Rd  
 E/W: Hose Hills Road / Rooks Road  
 Weather: Clear

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 |



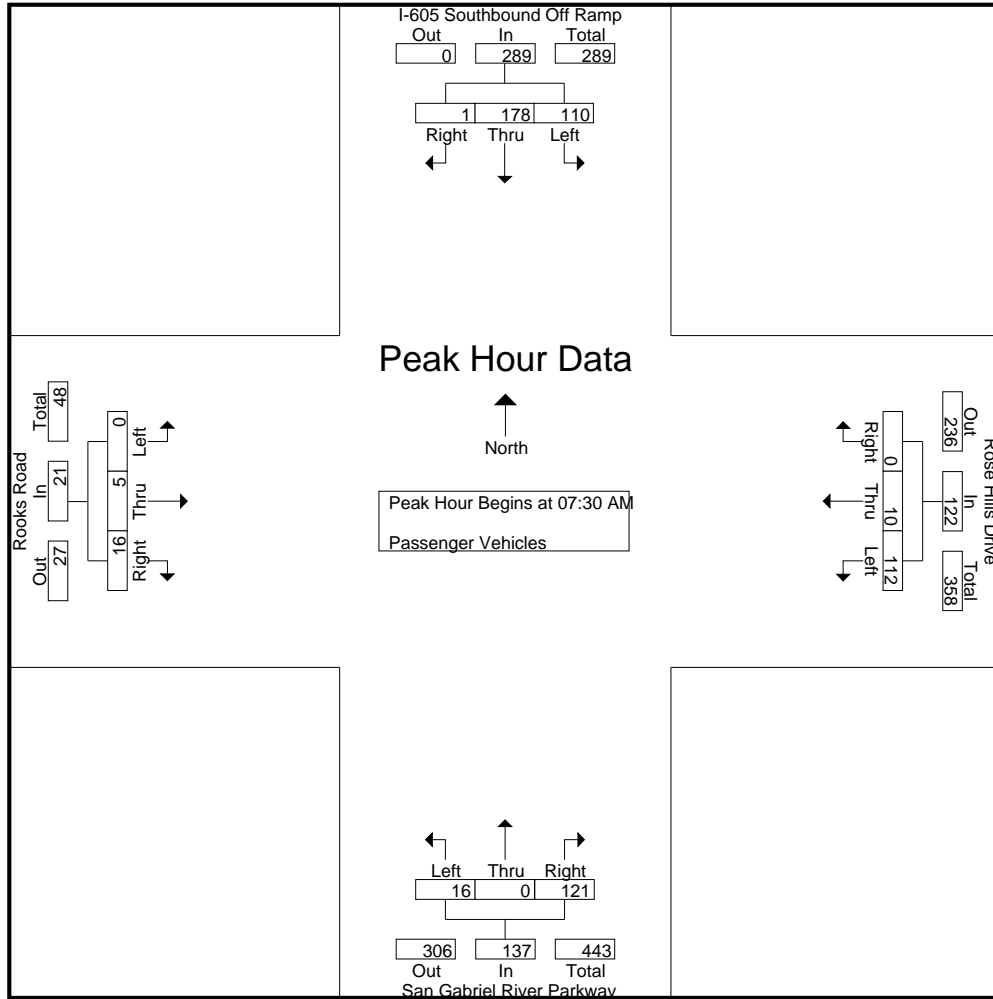
City of Pico Rivera  
 N/S: I-605 SB Ramps / San Gabriel Riv Rd  
 E/W: Hose Hills Road / Rooks Road  
 Weather: Clear

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 |

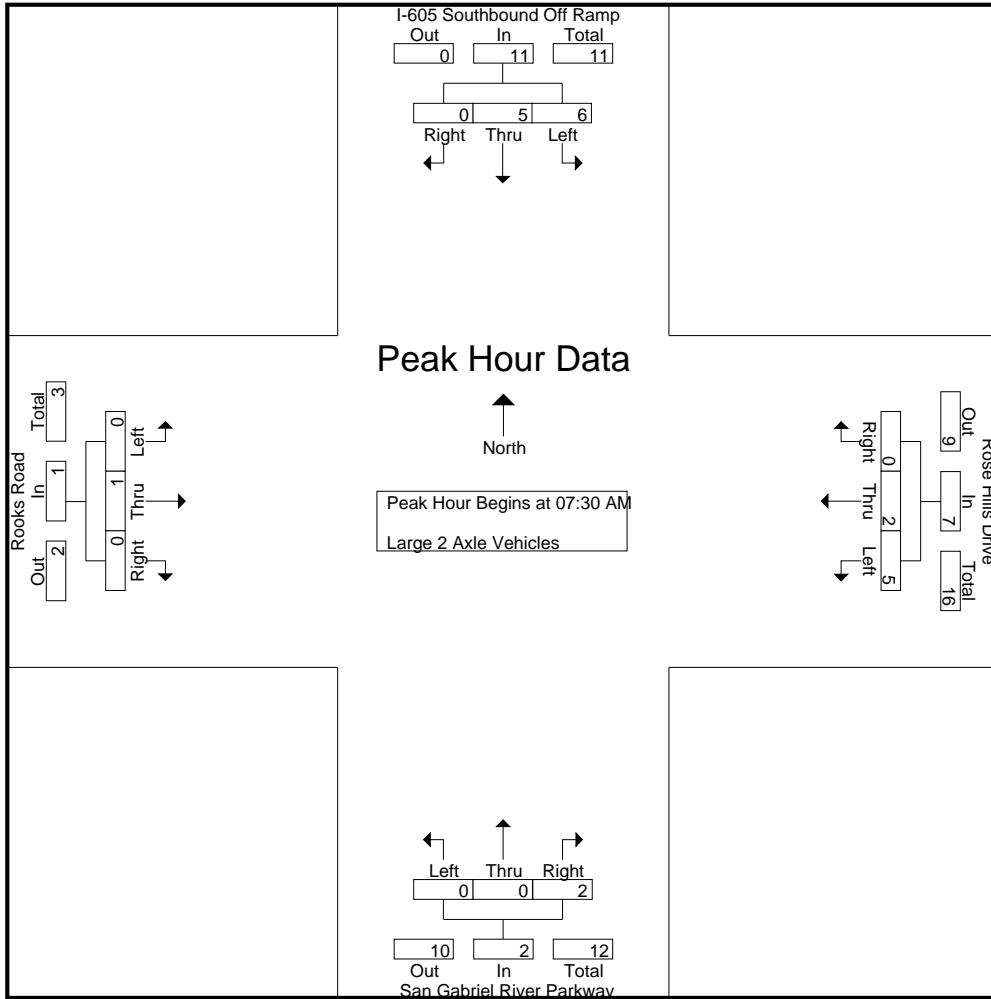
City of Pico Rivera  
 N/S: I-605 SB Ramps / San Gabriel Riv Rd  
 E/W: Hose Hills Road / Rooks Road  
 Weather: Clear

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 |

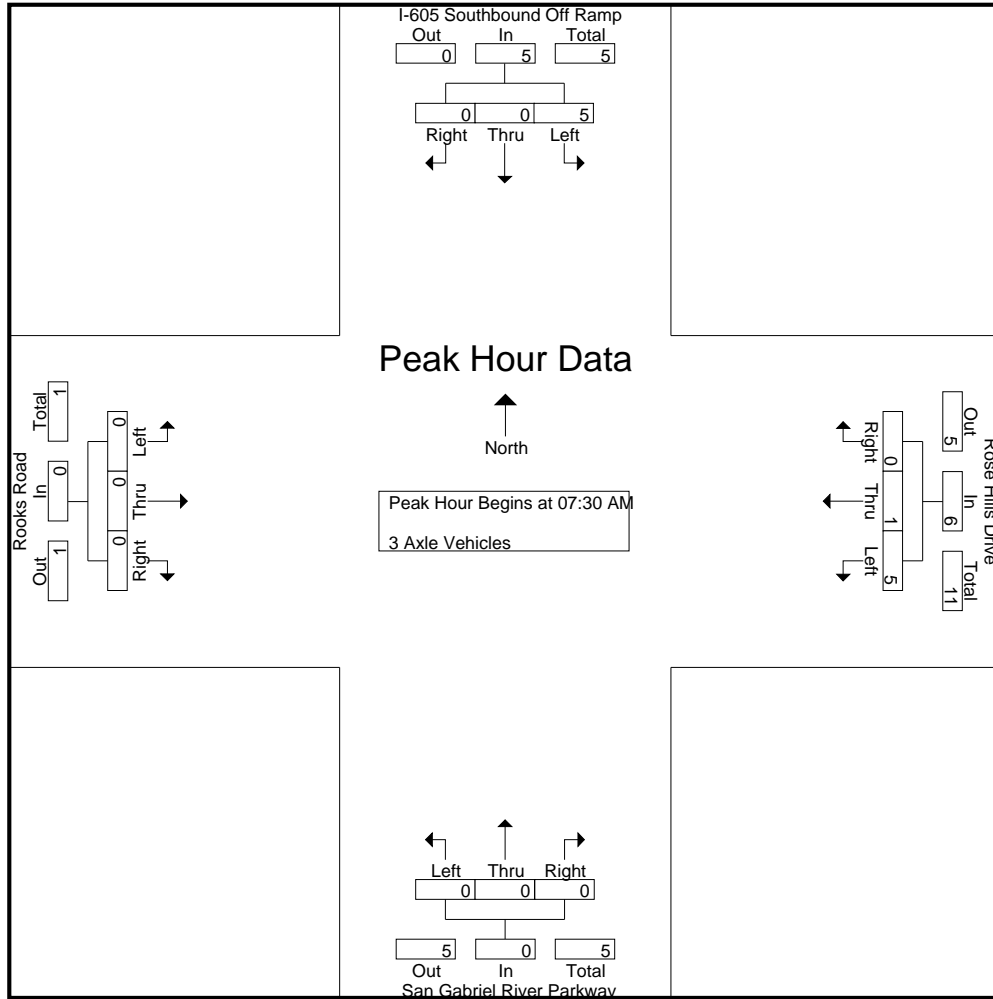
City of Pico Rivera  
 N/S: I-605 SB Ramps / San Gabriel Riv Rd  
 E/W: Hose Hills Road / Rooks Road  
 Weather: Clear

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

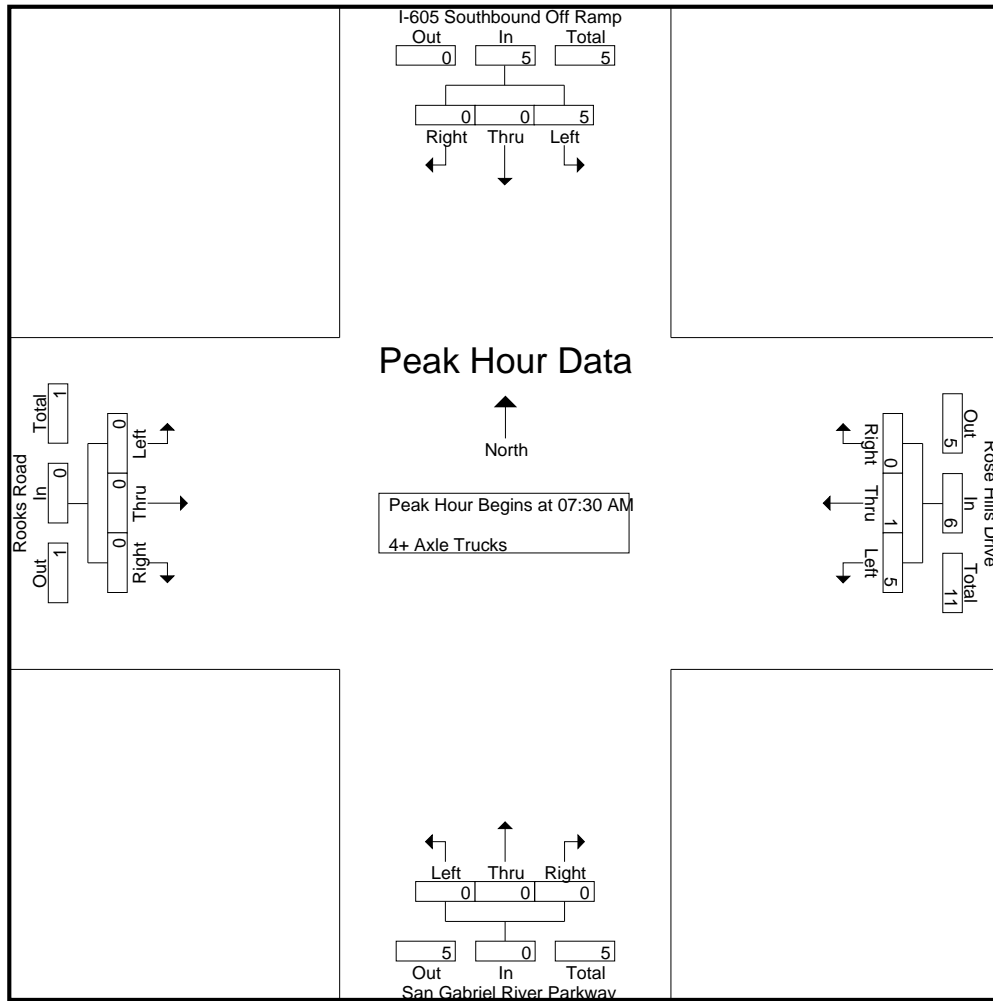
File Name : 06\_PRV\_605S\_Rose Hills\_AM  
 Site Code : 12220296  
 Start Date : 9/3/2020  
 Page No : 1

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 |

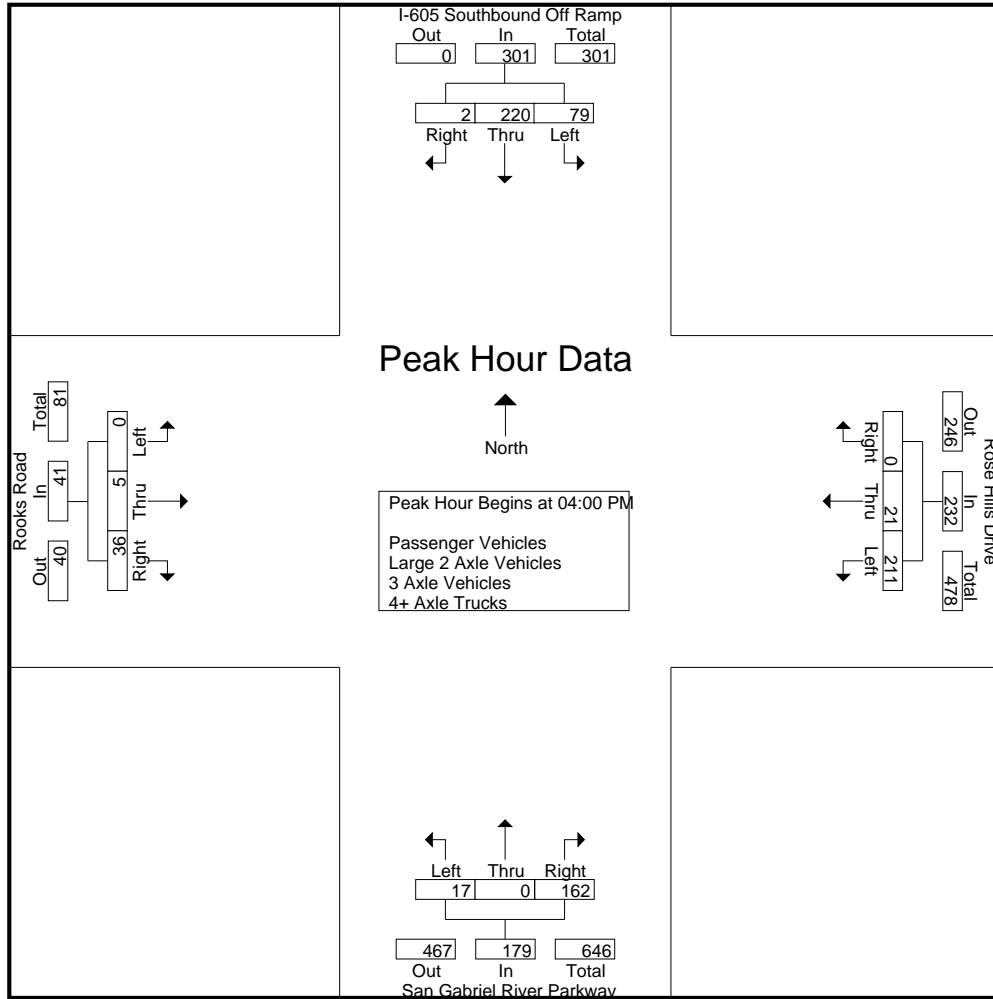
City of Pico Rivera  
 N/S: I-605 SB Ramps / San Gabriel Riv Rd  
 E/W: Hose Hills Road / Rooks Road  
 Weather: Clear

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 |

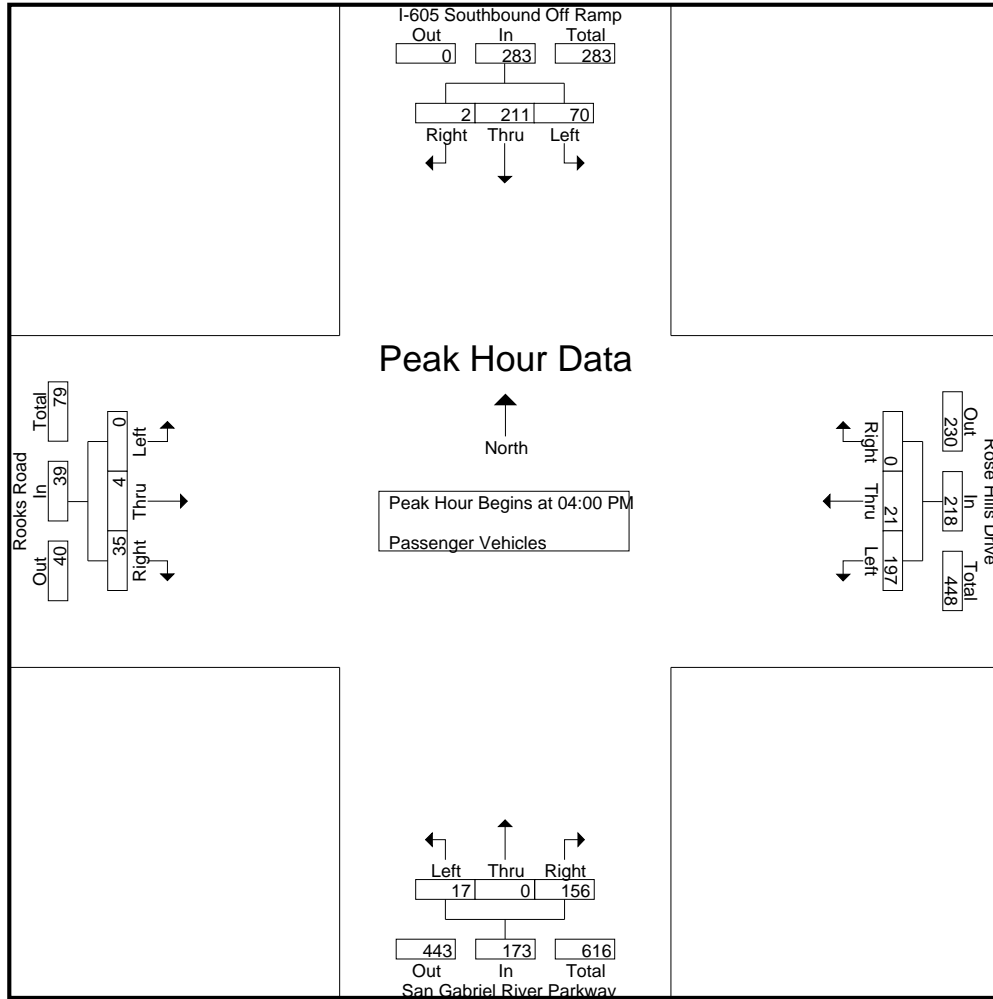
City of Pico Rivera  
 N/S: I-605 SB Ramps / San Gabriel Riv Rd  
 E/W: Hose Hills Road / Rooks Road  
 Weather: Clear

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 |

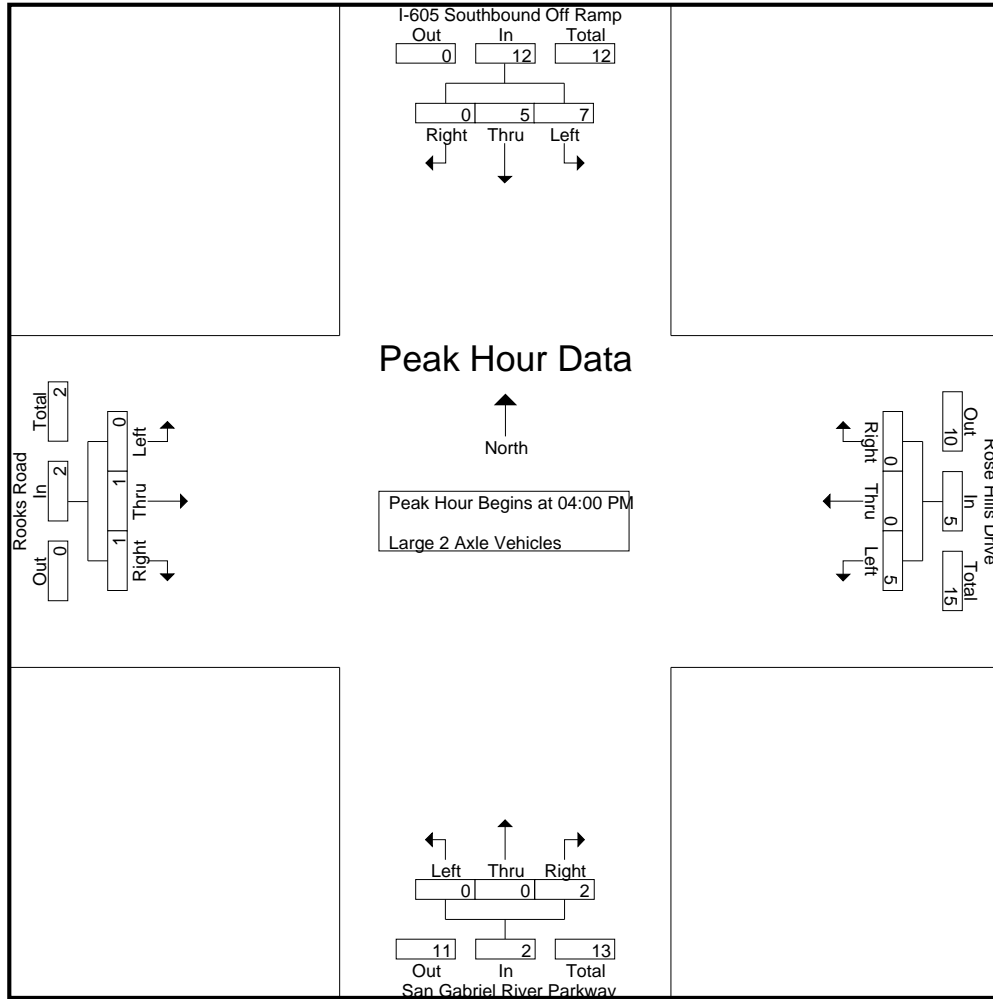
City of Pico Rivera  
 N/S: I-605 SB Ramps / San Gabriel Riv Rd  
 E/W: Hose Hills Road / Rooks Road  
 Weather: Clear

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 |



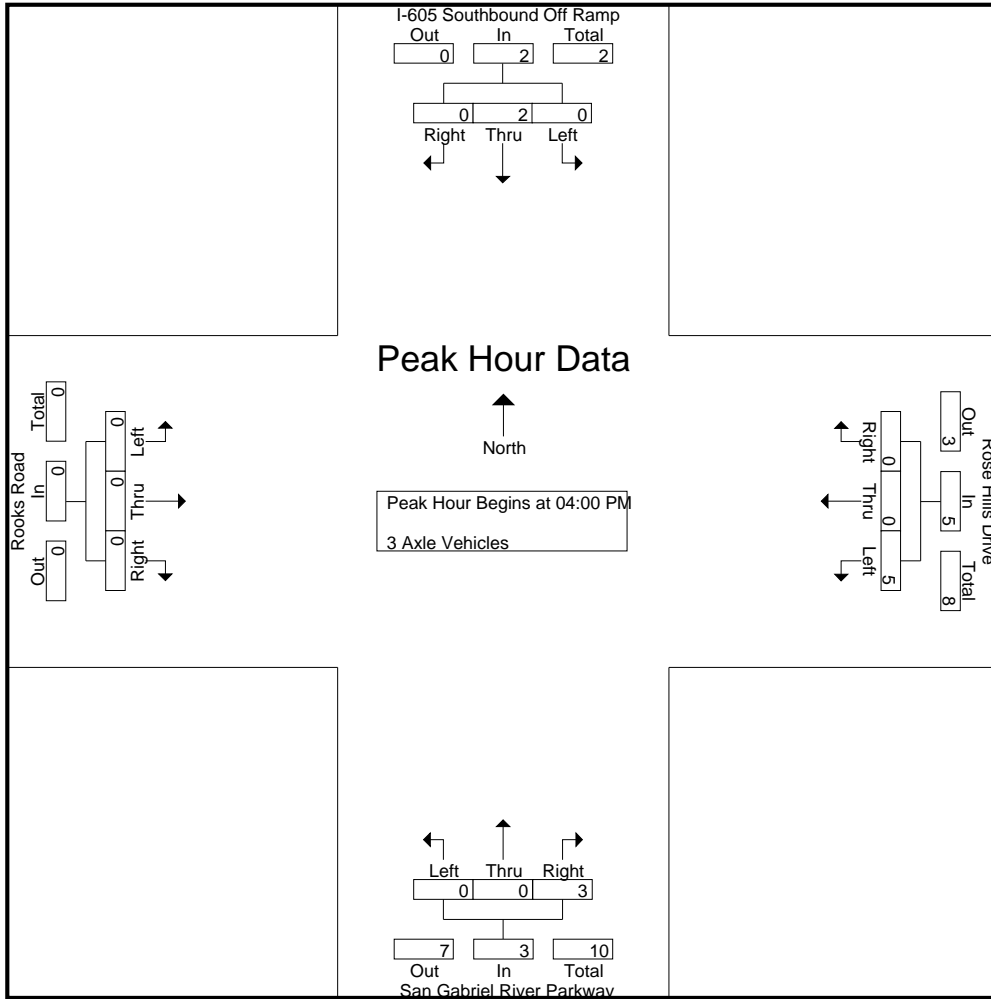
City of Pico Rivera  
 N/S: I-605 SB Ramps / San Gabriel Riv Rd  
 E/W: Hose Hills Road / Rooks Road  
 Weather: Clear

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 |

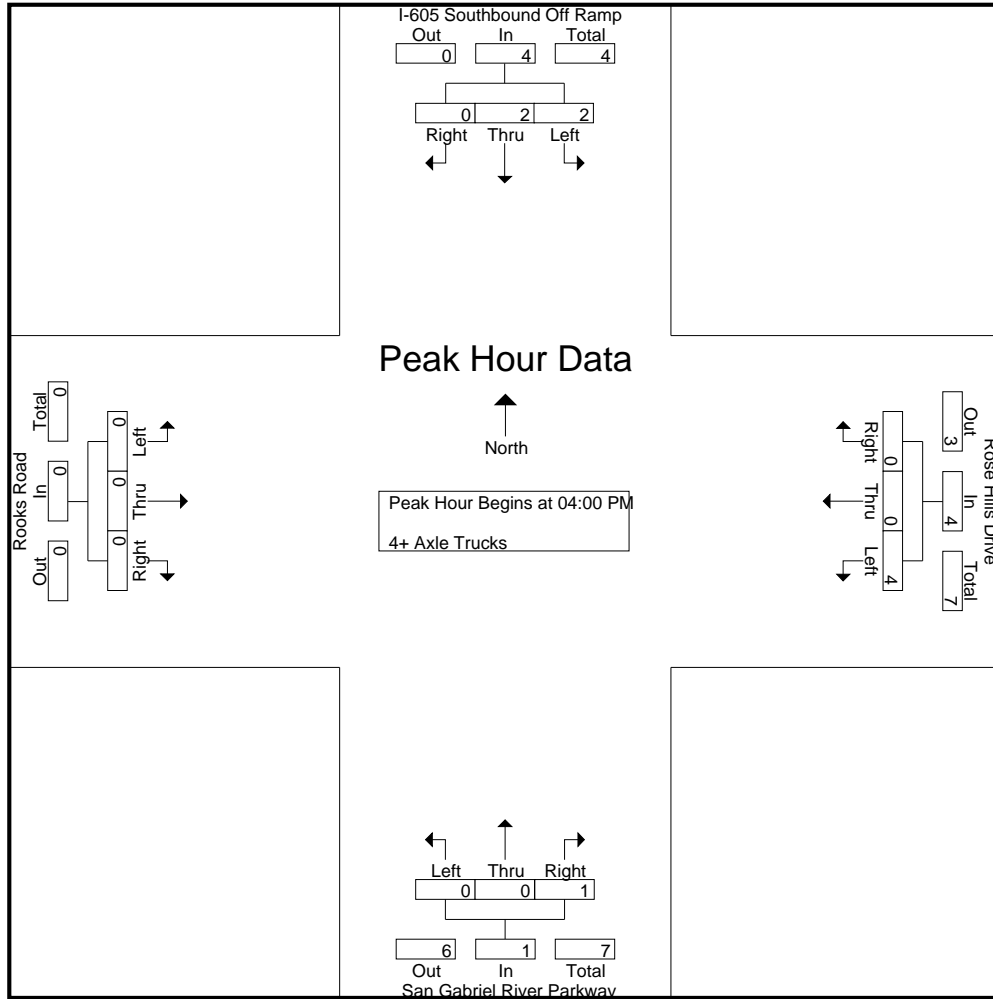
City of Pico Rivera  
 N/S: I-605 SB Ramps / San Gabriel Riv Rd  
 E/W: Hose Hills Road / Rooks Road  
 Weather: Clear

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

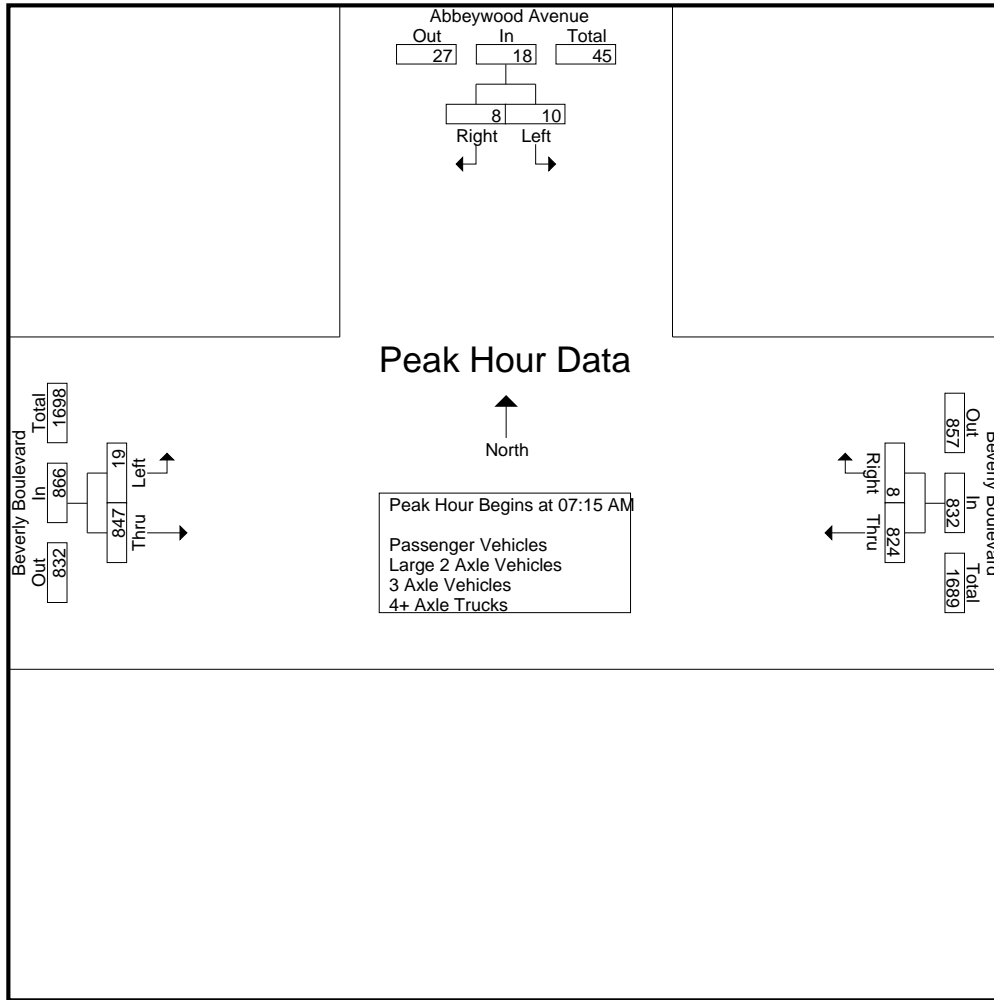
| Start Time              | Abbeywood Avenue Southbound |       |            | Beverly Boulevard Westbound |       |            | Beverly Boulevard Eastbound |      |            | Int. Total |
|-------------------------|-----------------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
|                         | 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   |          |            | 07:45 AM  |            |            |
|--------------|----------|----------|----------|------------|----------|------------|-----------|------------|------------|
| +0 mins.     | 2        | 2        | 4        | 210        | 2        | 212        | 4         | 218        | 222        |
| +15 mins.    | <b>3</b> | <b>4</b> | <b>7</b> | <b>225</b> | <b>6</b> | <b>231</b> | 1         | <b>249</b> | <b>250</b> |
| +30 mins.    | 2        | 2        | 4        | 198        | 0        | 198        | <b>12</b> | 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       |

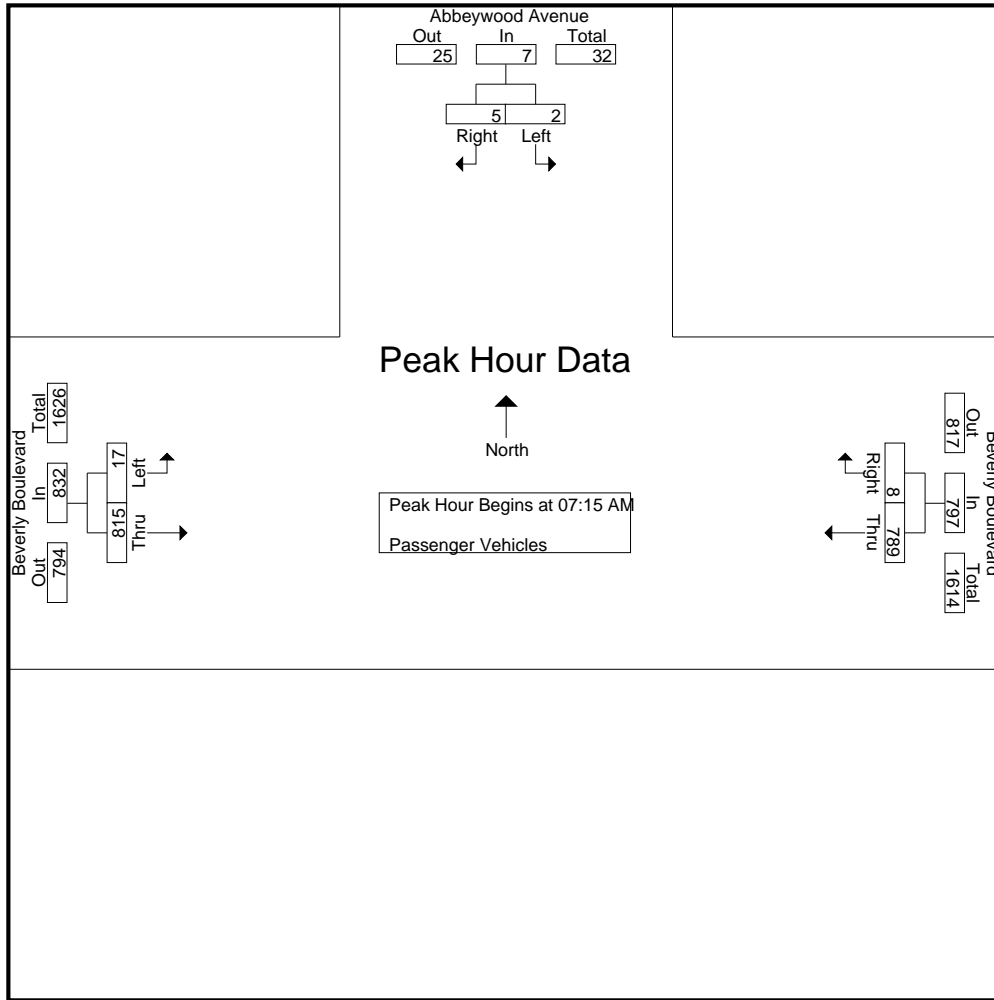
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

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

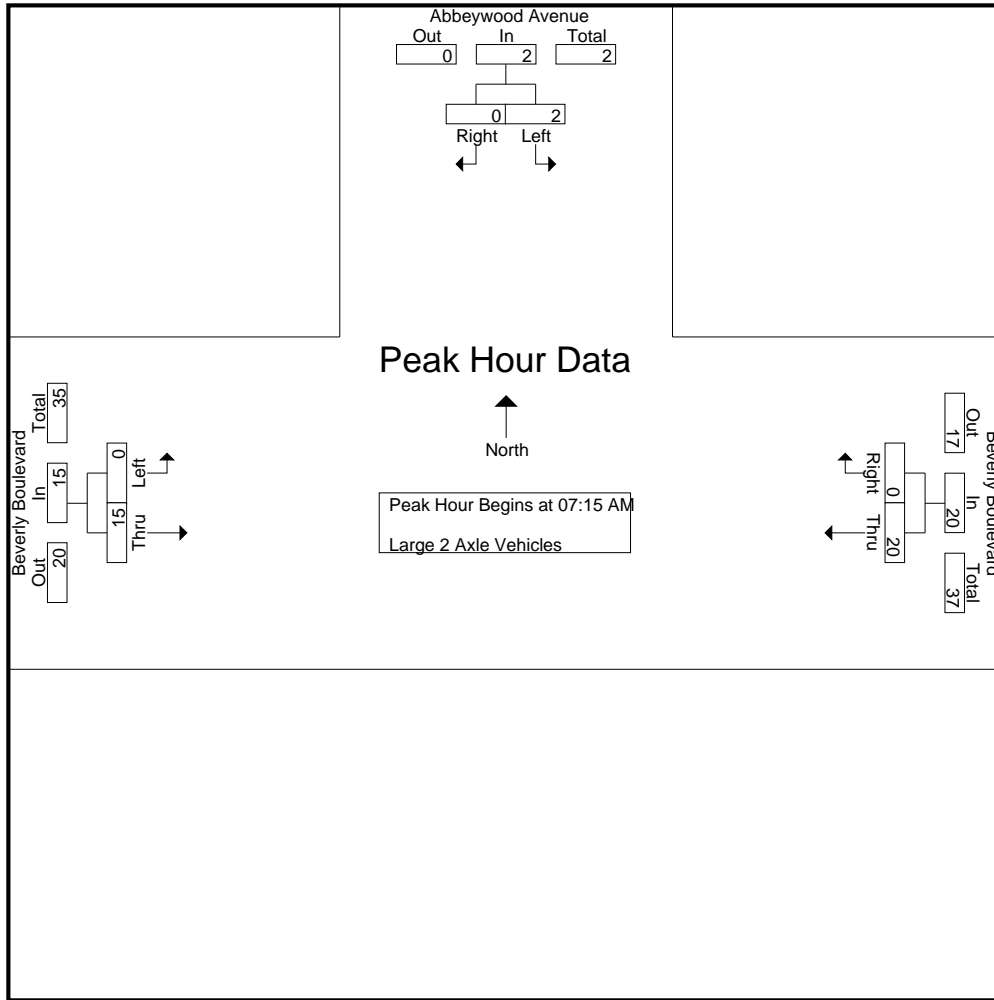
| Start Time  | Abbeywood Avenue Southbound |       |            | Beverly Boulevard Westbound |       |            | Beverly Boulevard Eastbound |      |            | Int. Total |
|-------------|-----------------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
|             | 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  
 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        | 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         |            |

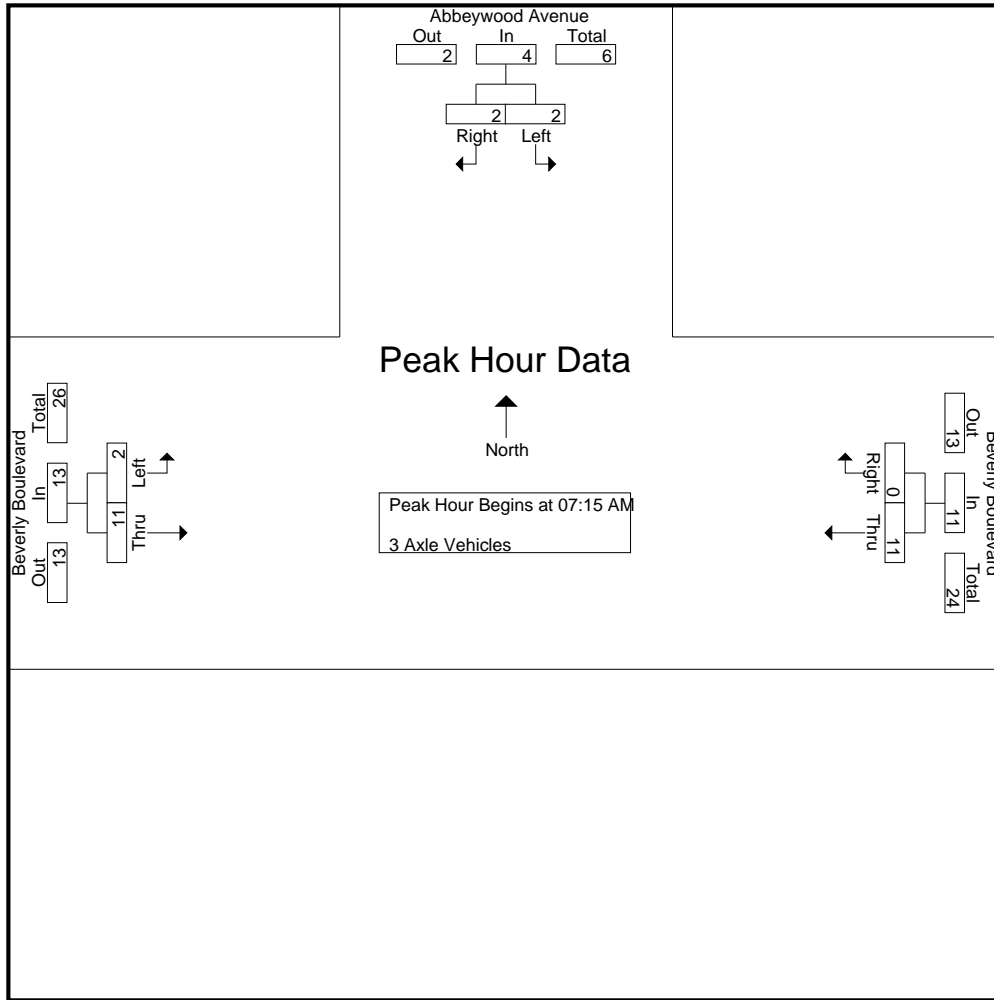
| Start Time   | Abbeywood Avenue Southbound |       |            | Beverly Boulevard Westbound |       |            | Beverly Boulevard Eastbound |      |            | Int. Total |
|--------------|-----------------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
|              | 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  
 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.     | 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

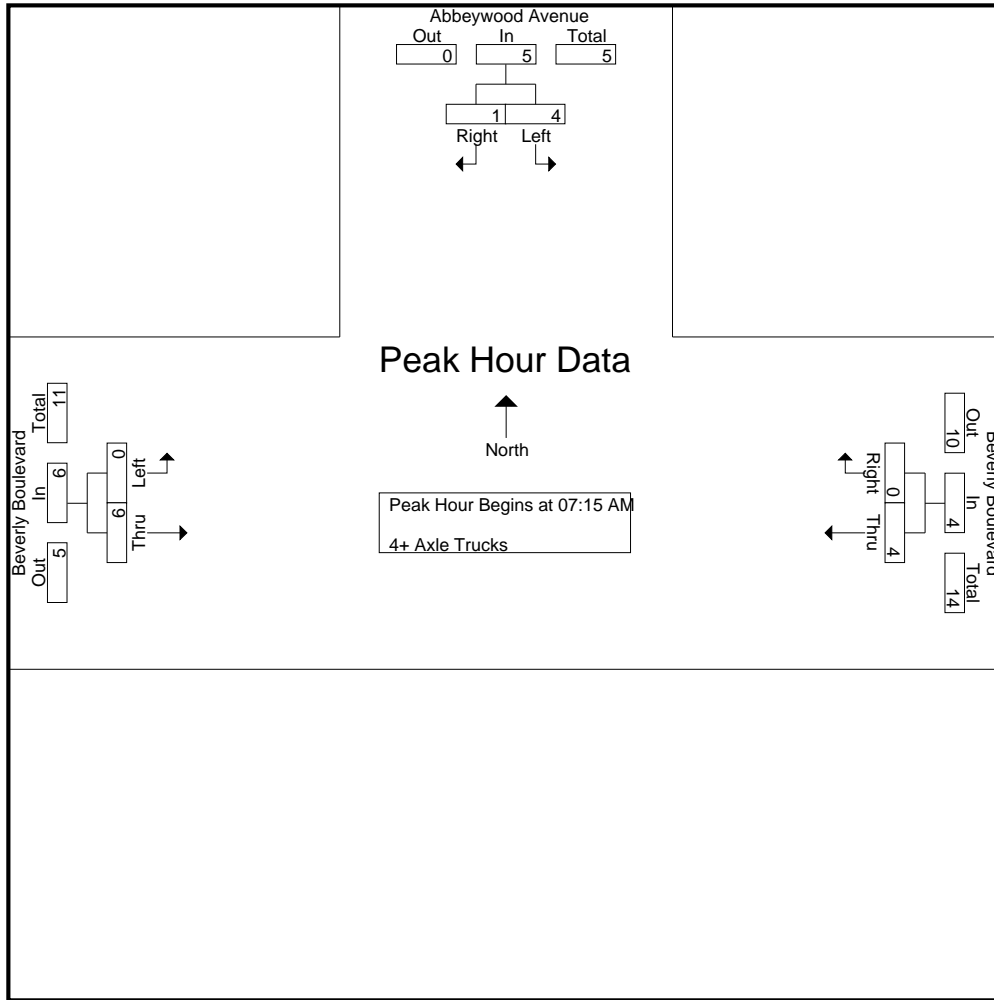
| Start Time  | Abbeywood Avenue Southbound |       |            | Beverly Boulevard Westbound |       |            | Beverly Boulevard Eastbound |      |            | Int. Total |
|-------------|-----------------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
|             | 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  
 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.     | 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

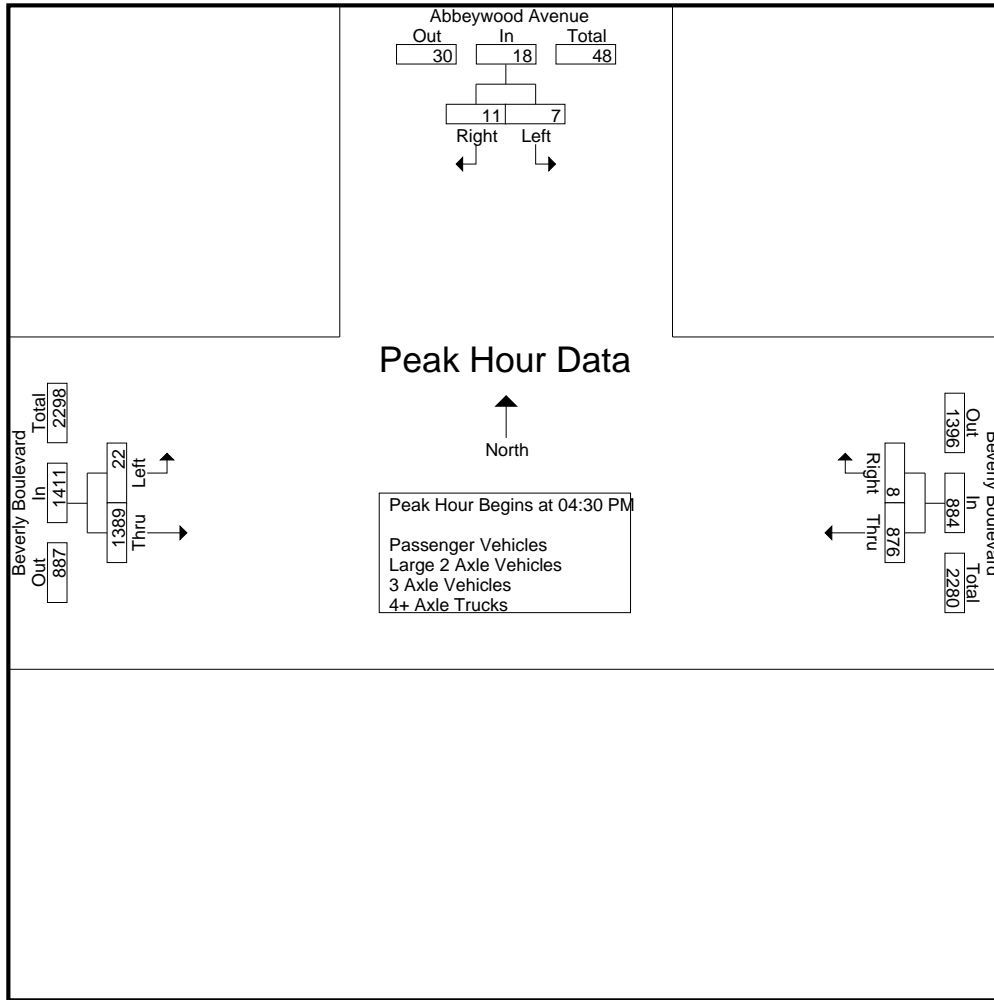
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| 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         |
| <b>Total</b>            | <b>8</b>                    | <b>9</b>  | <b>17</b>  | <b>795</b>                  | <b>9</b>  | <b>804</b>  | <b>13</b>                   | <b>1319</b> | <b>1332</b> | <b>2153</b> |
| 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         |
| <b>Total</b>            | <b>10</b>                   | <b>12</b> | <b>22</b>  | <b>891</b>                  | <b>7</b>  | <b>898</b>  | <b>17</b>                   | <b>1363</b> | <b>1380</b> | <b>2300</b> |
| <b>Grand Total</b>      | <b>18</b>                   | <b>21</b> | <b>39</b>  | <b>1686</b>                 | <b>16</b> | <b>1702</b> | <b>30</b>                   | <b>2682</b> | <b>2712</b> | <b>4453</b> |
| 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         |
| <b>Total Volume</b>  | <b>7</b>                    | <b>11</b> | <b>18</b>  | <b>876</b>                  | <b>8</b> | <b>884</b> | <b>22</b>                   | <b>1389</b> | <b>1411</b> | <b>2313</b> |
| % 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        | <b>248</b> | 0    | <b>248</b> | 5        | 325        | 330        |
| +30 mins.    | <b>4</b> | 3        | 7        | 224        | 3    | 227        | <b>9</b> | <b>369</b> | <b>378</b> |
| +45 mins.    | 3        | <b>5</b> | <b>8</b> | 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  
 Page No : 1

Groups Printed- Passenger Vehicles

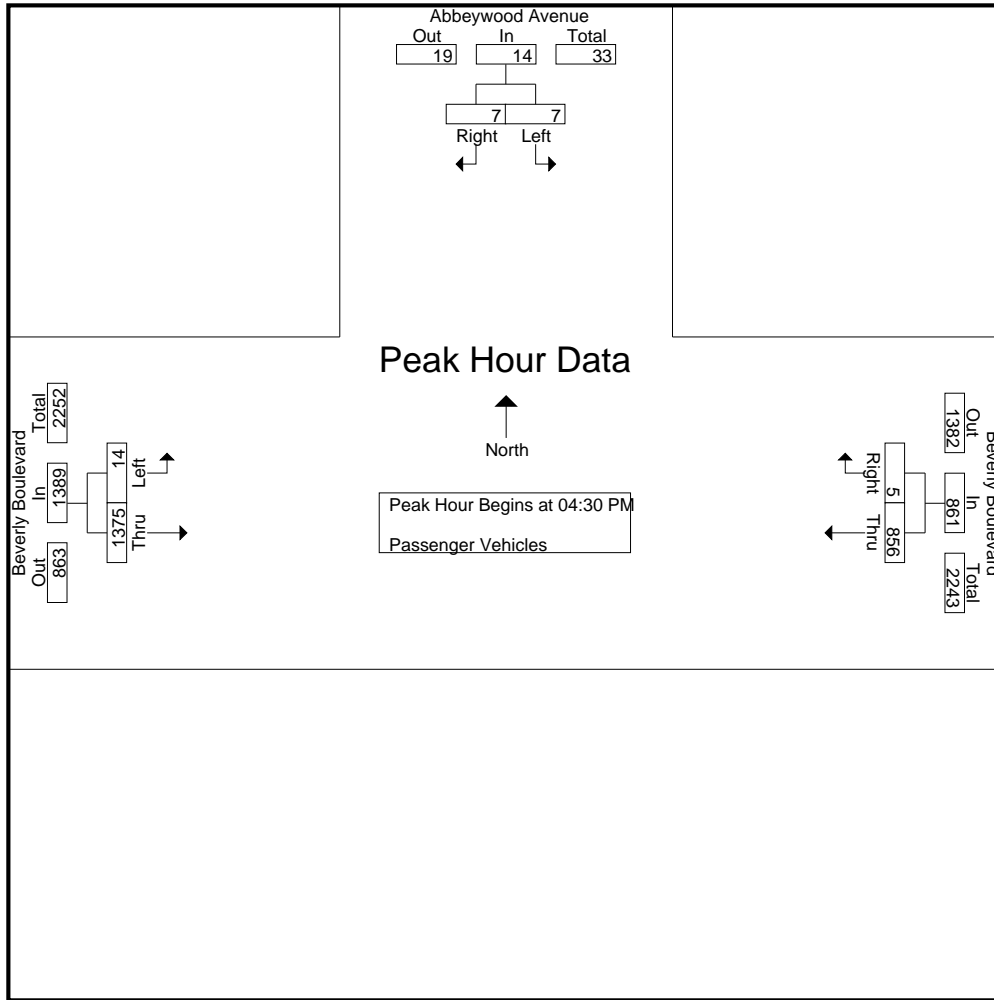
| Start Time  | Abbeywood Avenue Southbound |       |            | Beverly Boulevard Westbound |       |            | Beverly Boulevard Eastbound |      |            | Int. Total |
|-------------|-----------------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
|             | Left                        | Right | App. Total | Thru                        | Right | App. Total | Left                        | Thru | App. Total |            |
| 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.     | <b>2</b> | <b>3</b> | <b>5</b> | 214        | 1        | 215        | 2        | 345        | 347        |
| +15 mins.    | 2        | 2        | 4        | 192        | 1        | 193        | 3        | 320        | 323        |
| +30 mins.    | 2        | 0        | 2        | 208        | <b>3</b> | 211        | <b>5</b> | <b>366</b> | <b>371</b> |
| +45 mins.    | 1        | 2        | 3        | <b>242</b> | 0        | <b>242</b> | 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

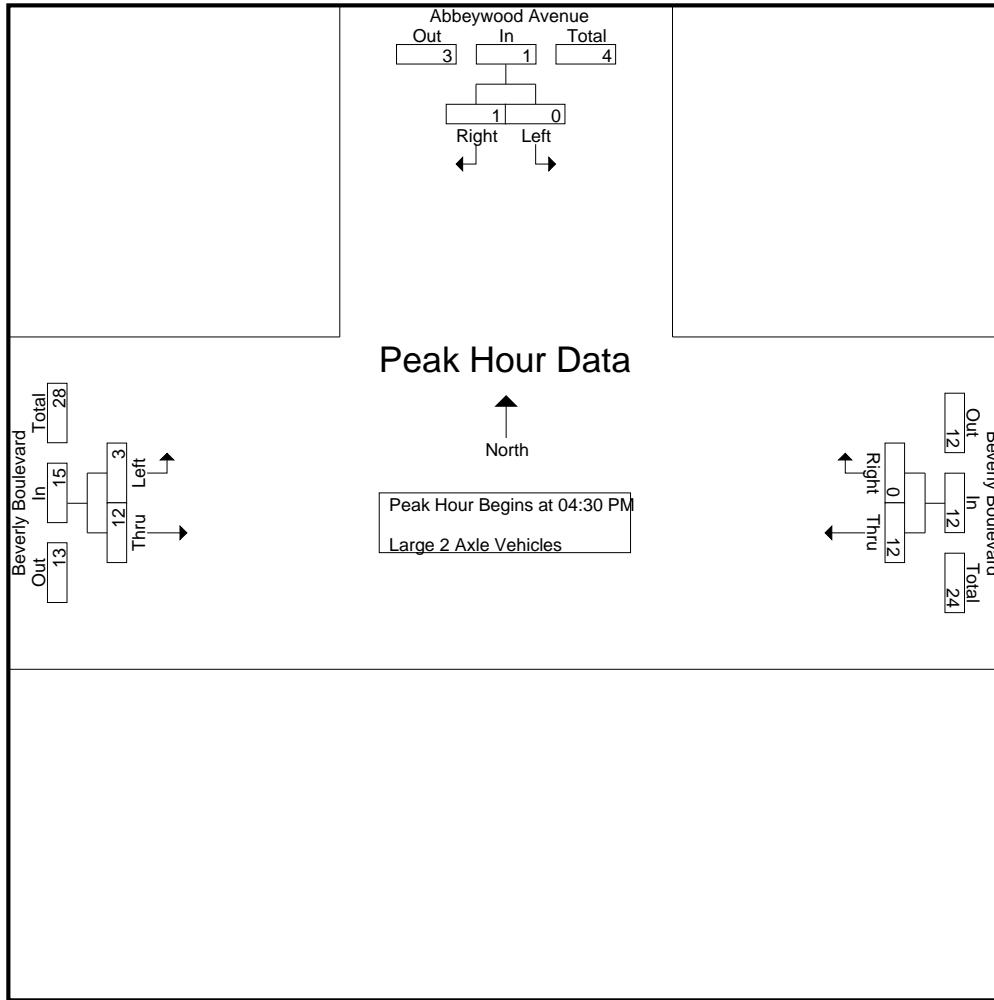
| Start Time  | Abbeywood Avenue Southbound |       |            | Beverly Boulevard Westbound |       |            | Beverly Boulevard Eastbound |      |            | Int. Total |
|-------------|-----------------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
|             | 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  
 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        | 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         |            |

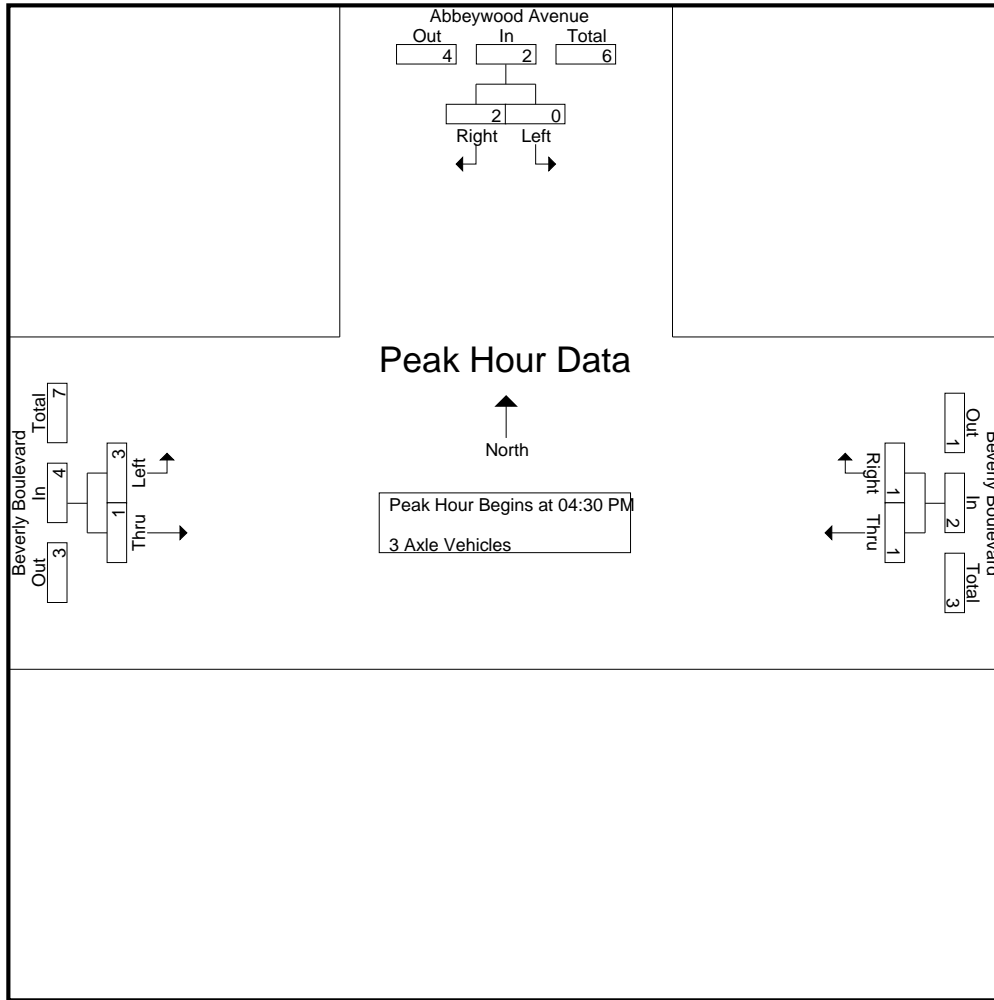
| Start Time   | Abbeywood Avenue Southbound |       |            | Beverly Boulevard Westbound |       |            | Beverly Boulevard Eastbound |      |            | Int. Total |
|--------------|-----------------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
|              | 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  
 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    | 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         |            |

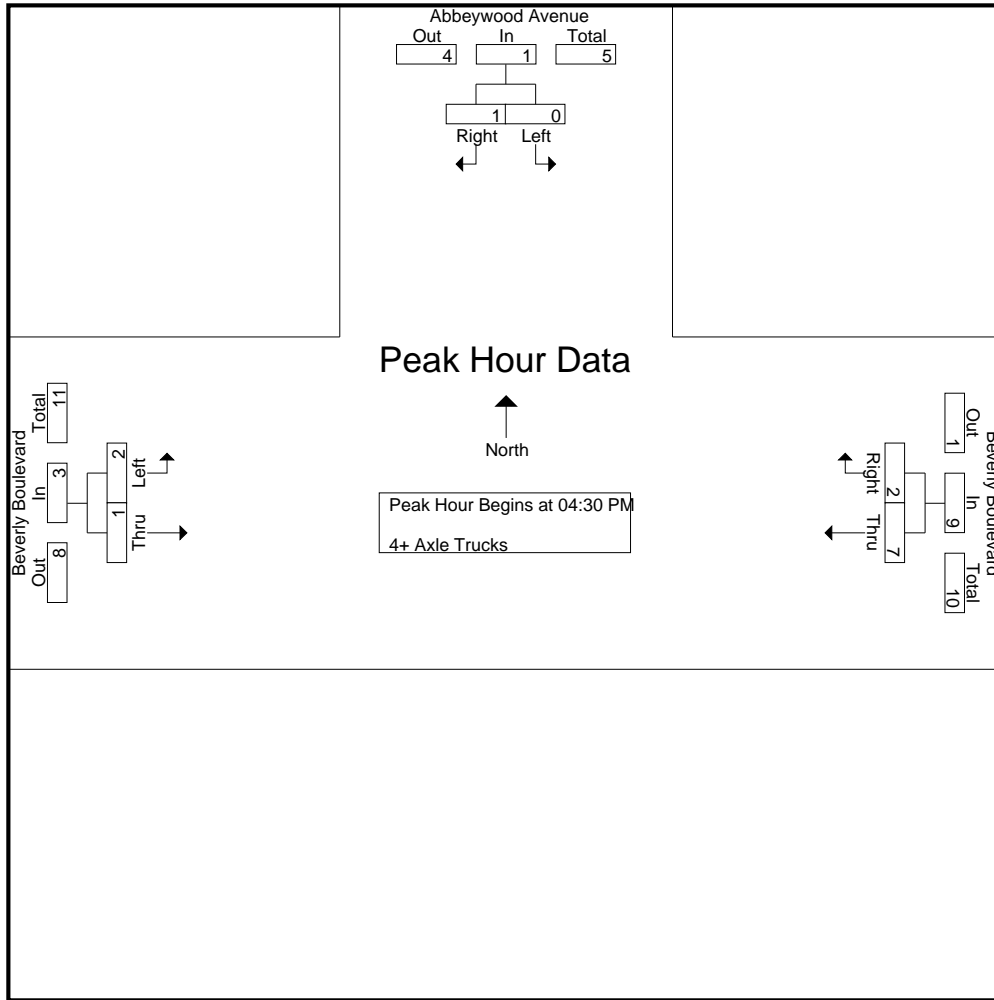
| Start Time   | Abbeywood Avenue Southbound |       |            | Beverly Boulevard Westbound |       |            | Beverly Boulevard Eastbound |      |            | Int. Total |
|--------------|-----------------------------|-------|------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------|
|              | 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  
 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    | 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  
 Page No : 1

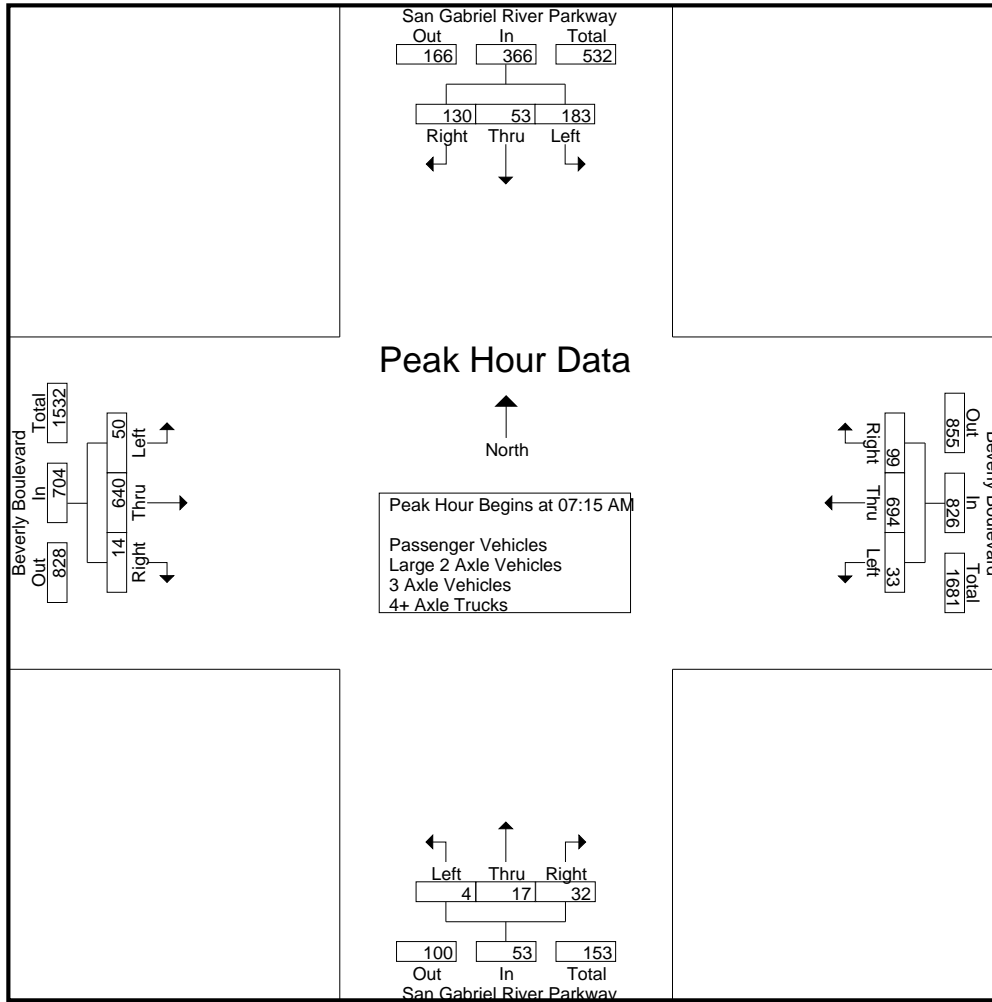
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| 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         |
| <b>Total</b>            | <b>185</b>                           | <b>49</b> | <b>129</b> | <b>363</b> | <b>34</b>                   | <b>672</b>  | <b>81</b>  | <b>787</b>  | <b>5</b>                             | <b>12</b> | <b>35</b> | <b>52</b>  | <b>54</b>                   | <b>634</b>  | <b>15</b> | <b>703</b>  | <b>1905</b> |
| 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         |
| <b>Total</b>            | <b>149</b>                           | <b>36</b> | <b>112</b> | <b>297</b> | <b>31</b>                   | <b>616</b>  | <b>105</b> | <b>752</b>  | <b>5</b>                             | <b>19</b> | <b>39</b> | <b>63</b>  | <b>33</b>                   | <b>562</b>  | <b>7</b>  | <b>602</b>  | <b>1714</b> |
| <b>Grand Total</b>      | <b>334</b>                           | <b>85</b> | <b>241</b> | <b>660</b> | <b>65</b>                   | <b>1288</b> | <b>186</b> | <b>1539</b> | <b>10</b>                            | <b>31</b> | <b>74</b> | <b>115</b> | <b>87</b>                   | <b>1196</b> | <b>22</b> | <b>1305</b> | <b>3619</b> |
| 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        | <b>35</b> | 89         | 8                           | 172        | 20        | 200        | 1                                    | 3        | 7        | 11         | <b>16</b>                   | 176        | 4        | 196        | 496        |
| 07:30 AM   | 48                                   | 12        | 32        | 92         | 7                           | 172        | 24        | 203        | <b>2</b>                             | <b>5</b> | <b>9</b> | <b>16</b>  | 12                          | <b>178</b> | <b>7</b> | <b>197</b> | <b>508</b> |
| 07:45 AM   | <b>60</b>                            | <b>16</b> | 31        | <b>107</b> | <b>14</b>                   | <b>185</b> | 25        | <b>224</b> | 0                                    | 3        | 8        | 11         | 13                          | 138        | 0        | 151        | 493        |
| 08:00 AM   | 34                                   | 12        | 32        | 78         | 4                           | 165        | <b>30</b> | 199        | 1                                    | <b>6</b> | 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        | <b>35</b> | 89         | 8         | 172        | 20        | 200        | 1        | 6        | 8         | 15        | <b>16</b> | 176        | 4        | 196        |
| +15 mins.    | 48        | 12        | 32        | 92         | 7         | 172        | 24        | 203        | <b>2</b> | 4        | 6         | 12        | 12        | <b>178</b> | <b>7</b> | <b>197</b> |
| +30 mins.    | <b>60</b> | <b>16</b> | 31        | <b>107</b> | <b>14</b> | <b>185</b> | 25        | <b>224</b> | 0        | <b>7</b> | <b>15</b> | <b>22</b> | 13        | 138        | 0        | 151        |
| +45 mins.    | 34        | 12        | 32        | 78         | 4         | 165        | <b>30</b> | 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  
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File Name : 08\_PRV\_San G\_Beverly AM  
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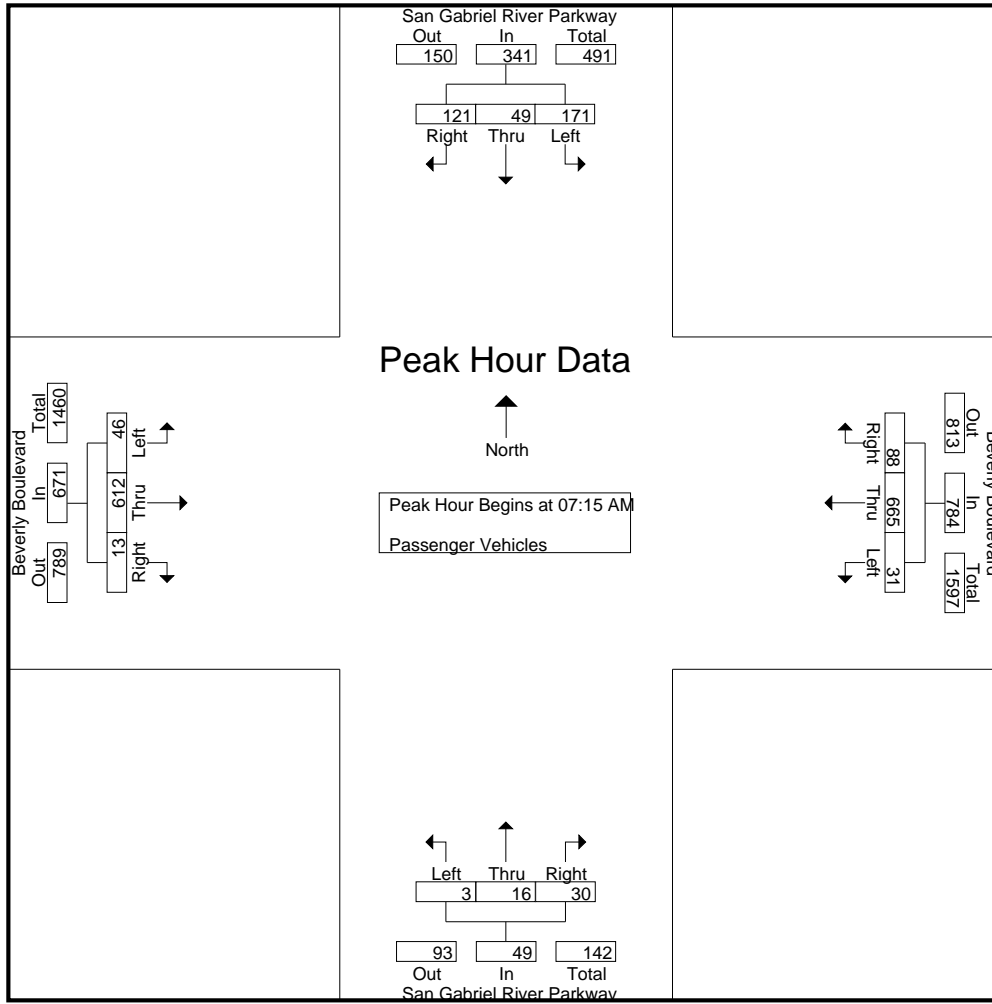
Groups Printed- Passenger Vehicles

| 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 |            |
| 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        | <b>32</b> | 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        | <b>9</b> | 14         | 11                          | <b>172</b> | <b>7</b> | <b>190</b> | <b>485</b> |
| 07:45 AM   | <b>56</b>                            | <b>16</b> | 29        | <b>101</b> | <b>13</b>                   | <b>182</b> | 21        | <b>216</b> | 0                                    | 3        | 6        | 9          | 13                          | 133        | 0        | 146        | 472        |
| 08:00 AM   | 31                                   | 11        | 31        | 73         | 3                           | 154        | <b>27</b> | 184        | 1                                    | <b>6</b> | 8        | <b>15</b>  | 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  
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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.     | 38        | 10        | <b>32</b> | 80         | 8         | 163        | 19        | 190        | <b>1</b> | 3        | 7        | 11        | <b>14</b> | 168        | 4        | 186        |
| +15 mins.    | 46        | 12        | 29        | 87         | 7         | 166        | 21        | 194        | 1        | 4        | <b>9</b> | 14        | 11        | <b>172</b> | <b>7</b> | <b>190</b> |
| +30 mins.    | <b>56</b> | <b>16</b> | 29        | <b>101</b> | <b>13</b> | <b>182</b> | 21        | <b>216</b> | 0        | 3        | 6        | 9         | 13        | 133        | 0        | 146        |
| +45 mins.    | 31        | 11        | 31        | 73         | 3         | 154        | <b>27</b> | 184        | 1        | <b>6</b> | 8        | <b>15</b> | 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  
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 E/W: Beverly Boulevard  
 Weather: Clear

File Name : 08\_PRV\_San G\_Beverly AM  
 Site Code : 12220296  
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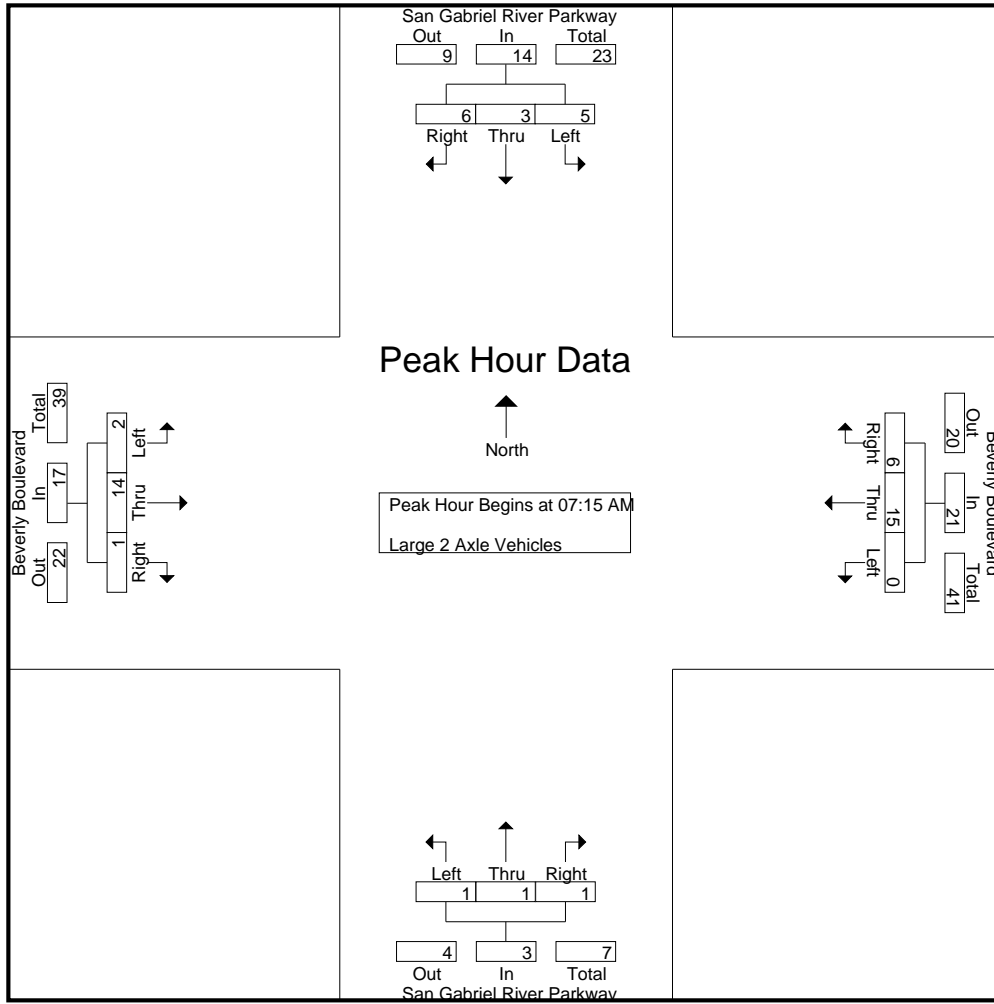
Groups Printed- Large 2 Axle Vehicles

| 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 |            |
| 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  
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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.     | 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  
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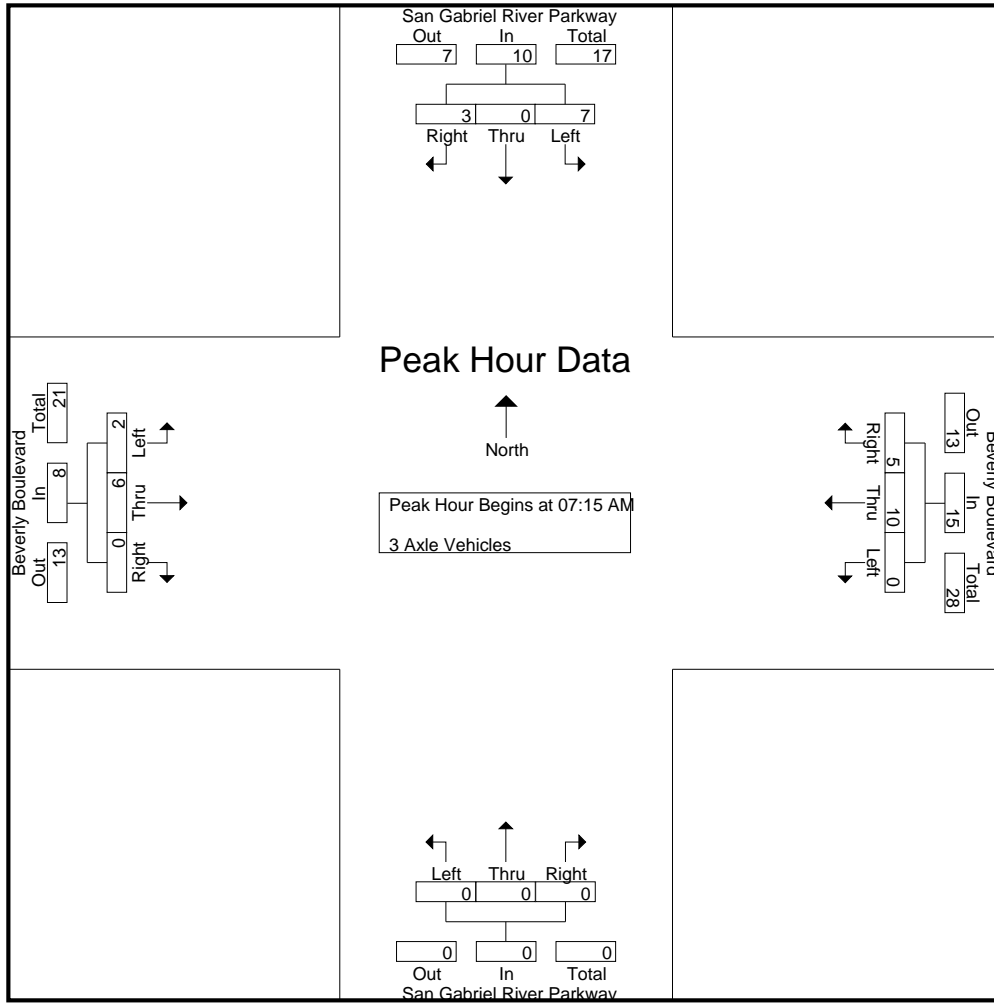
Groups Printed- 3 Axle Vehicles

| 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  
 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        | <b>3</b> | 0        | 3        | 0        | 0    | 0    | 0    | <b>1</b> | <b>3</b> | 0    | <b>4</b> |
| +15 mins.    | 2        | 0    | <b>1</b> | 3        | 0        | 1        | <b>2</b> | 3        | 0        | 0    | 0    | 0    | 0        | 2        | 0    | 2        |
| +30 mins.    | <b>3</b> | 0    | 1        | <b>4</b> | 0        | 3        | 2        | <b>5</b> | 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  
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 Page No : 1

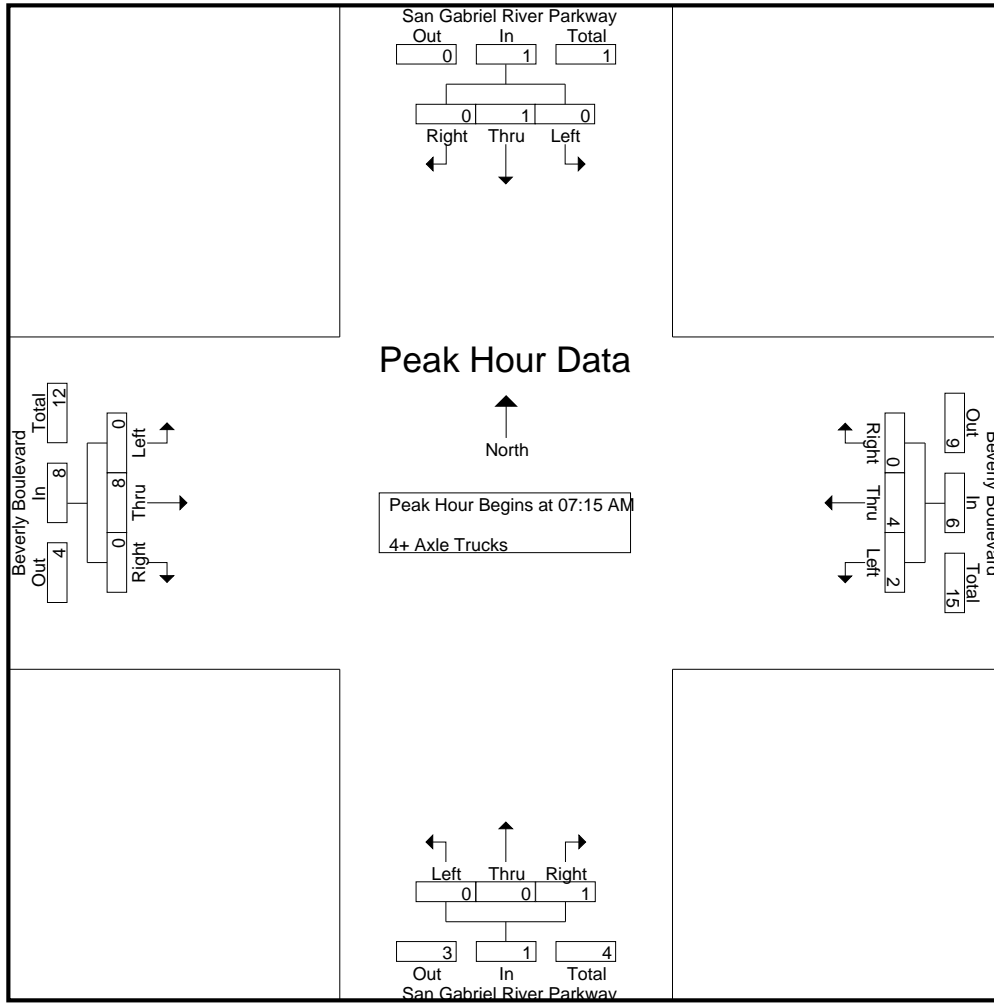
Groups Printed- 4+ Axle Trucks

| 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 |            |    |
| 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  
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File Name : 08\_PRV\_San G\_Beverly AM  
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 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        | 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  
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File Name : 08\_PRV\_San G\_Beverly PM  
 Site Code : 12220296  
 Start Date : 8/18/2020  
 Page No : 1

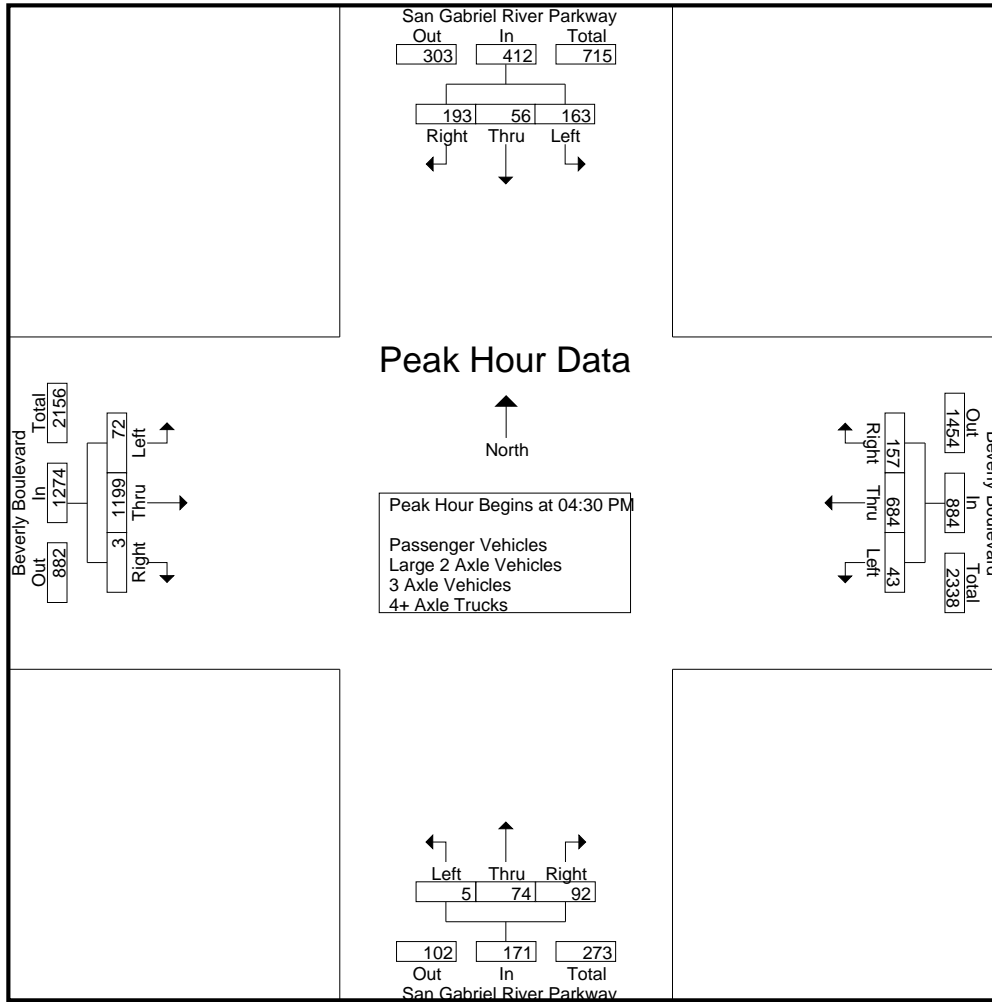
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| Start Time              | 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         |
| <b>Total</b>            | <b>159</b>                           | <b>38</b> | <b>154</b> | <b>351</b> | <b>41</b>                   | <b>646</b>  | <b>135</b> | <b>822</b>  | <b>12</b>                            | <b>64</b>  | <b>92</b>  | <b>168</b> | <b>68</b>                   | <b>1122</b> | <b>2</b> | <b>1192</b> | <b>2533</b> |
| 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         |
| <b>Total</b>            | <b>154</b>                           | <b>55</b> | <b>203</b> | <b>412</b> | <b>38</b>                   | <b>679</b>  | <b>165</b> | <b>882</b>  | <b>0</b>                             | <b>61</b>  | <b>85</b>  | <b>146</b> | <b>92</b>                   | <b>1134</b> | <b>3</b> | <b>1229</b> | <b>2669</b> |
| <b>Grand Total</b>      | <b>313</b>                           | <b>93</b> | <b>357</b> | <b>763</b> | <b>79</b>                   | <b>1325</b> | <b>300</b> | <b>1704</b> | <b>12</b>                            | <b>125</b> | <b>177</b> | <b>314</b> | <b>160</b>                  | <b>2256</b> | <b>5</b> | <b>2421</b> | <b>5202</b> |
| 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  
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File Name : 08\_PRV\_San G\_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:

|              | 04:45 PM  |           |           |            | 04:30 PM  |            |           |            | 04:30 PM |           |           |           | 04:30 PM  |            |          |            |
|--------------|-----------|-----------|-----------|------------|-----------|------------|-----------|------------|----------|-----------|-----------|-----------|-----------|------------|----------|------------|
| +0 mins.     | 42        | 7         | 28        | 77         | 4         | 172        | <b>40</b> | 216        | <b>4</b> | 19        | <b>24</b> | <b>47</b> | 14        | 291        | 0        | 305        |
| +15 mins.    | 32        | 8         | <b>58</b> | 98         | <b>16</b> | 157        | 37        | 210        | 1        | 18        | 21        | 40        | <b>23</b> | 291        | <b>1</b> | 315        |
| +30 mins.    | 41        | <b>24</b> | 56        | <b>121</b> | 11        | 149        | 40        | 200        | 0        | 16        | 23        | 39        | 17        | 303        | 1        | 321        |
| +45 mins.    | <b>47</b> | 13        | 57        | 117        | 12        | <b>206</b> | 40        | <b>258</b> | 0        | <b>21</b> | 24        | 45        | 18        | <b>314</b> | 1        | <b>333</b> |
| 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  
 Page No : 1

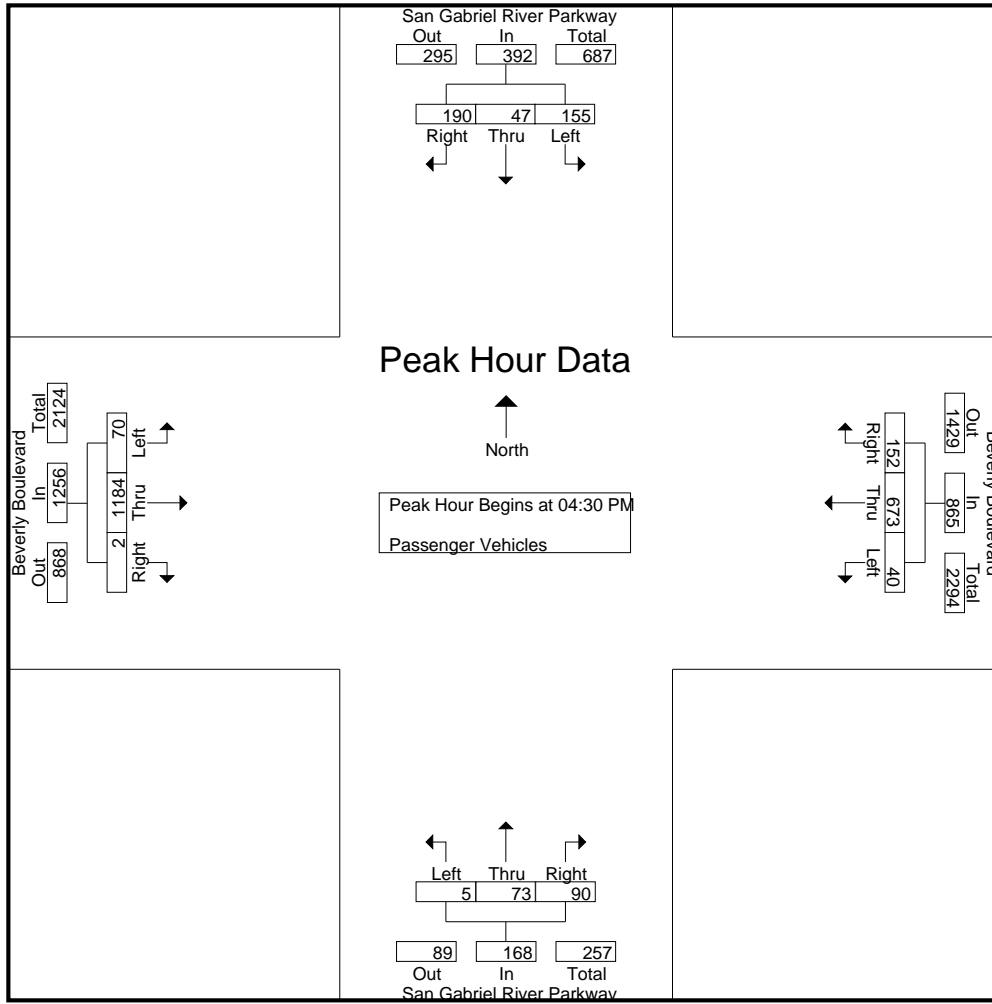
Groups Printed- Passenger Vehicles

| 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 |            |
| 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.     | <b>47</b> | 13        | 51        | 111        | 3         | 171        | <b>39</b> | 213        | <b>4</b> | 19        | 23        | <b>46</b> | 13        | 289        | 0        | 302        |
| +15 mins.    | 39        | 7         | 27        | 73         | <b>16</b> | 152        | 37        | 205        | 1        | 18        | 21        | 40        | <b>22</b> | 286        | 0        | 308        |
| +30 mins.    | 31        | 7         | <b>56</b> | 94         | 10        | 146        | 39        | 195        | 0        | 15        | 22        | 37        | 17        | 298        | <b>1</b> | 316        |
| +45 mins.    | 38        | <b>20</b> | 56        | <b>114</b> | 11        | <b>204</b> | 37        | <b>252</b> | 0        | <b>21</b> | <b>24</b> | 45        | 18        | <b>311</b> | 1        | <b>330</b> |
| 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  
 Page No : 1

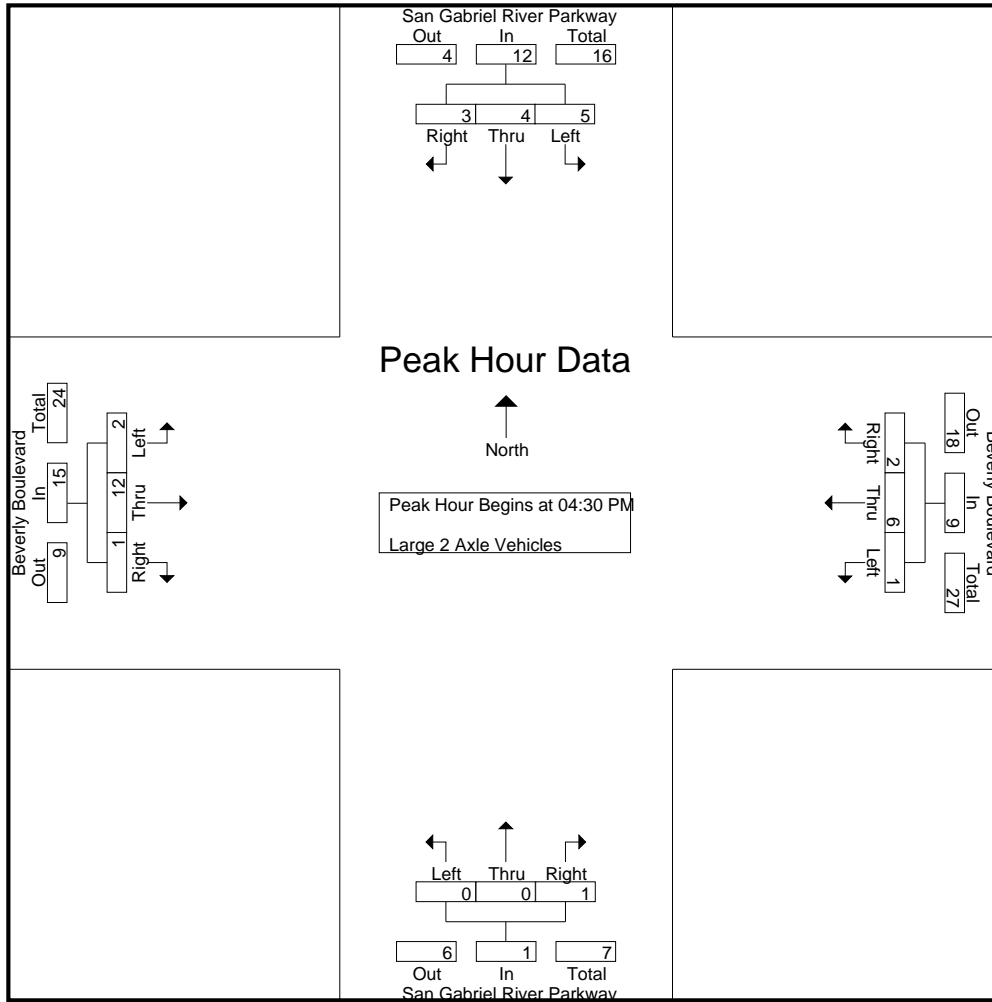
Groups Printed- Large 2 Axle Vehicles

| 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 |            |
| 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  
 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.     | 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

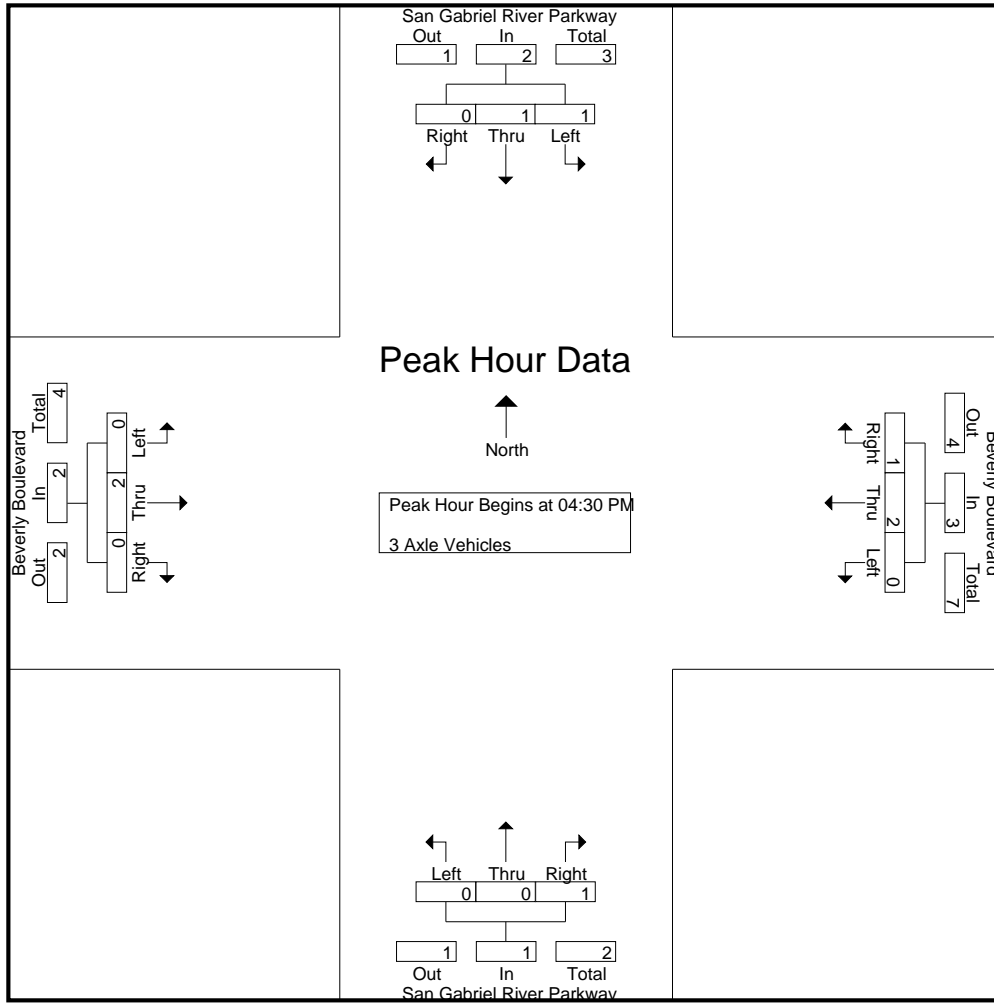
Groups Printed- 3 Axle Vehicles

| 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  
 Start Date : 8/18/2020  
 Page No : 1

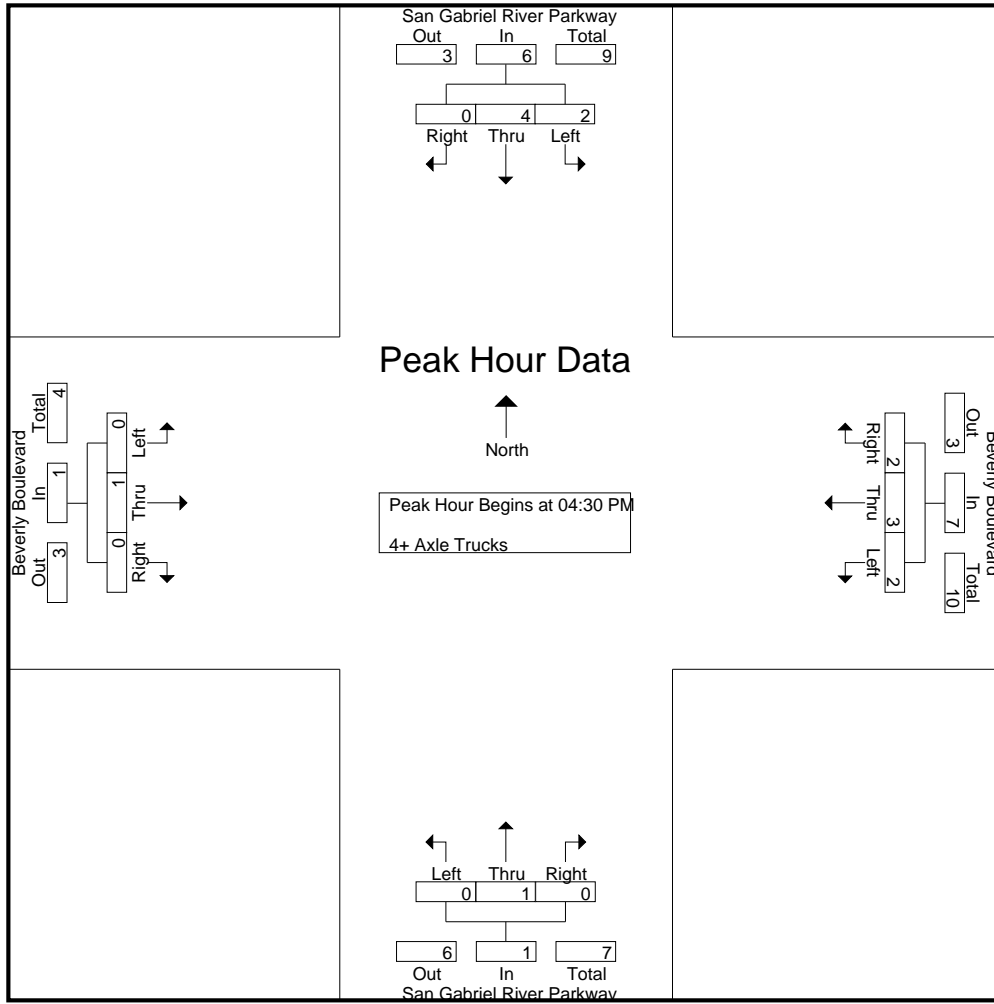
Groups Printed- 4+ Axle Trucks

| 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 |            |
| 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  
 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        | 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

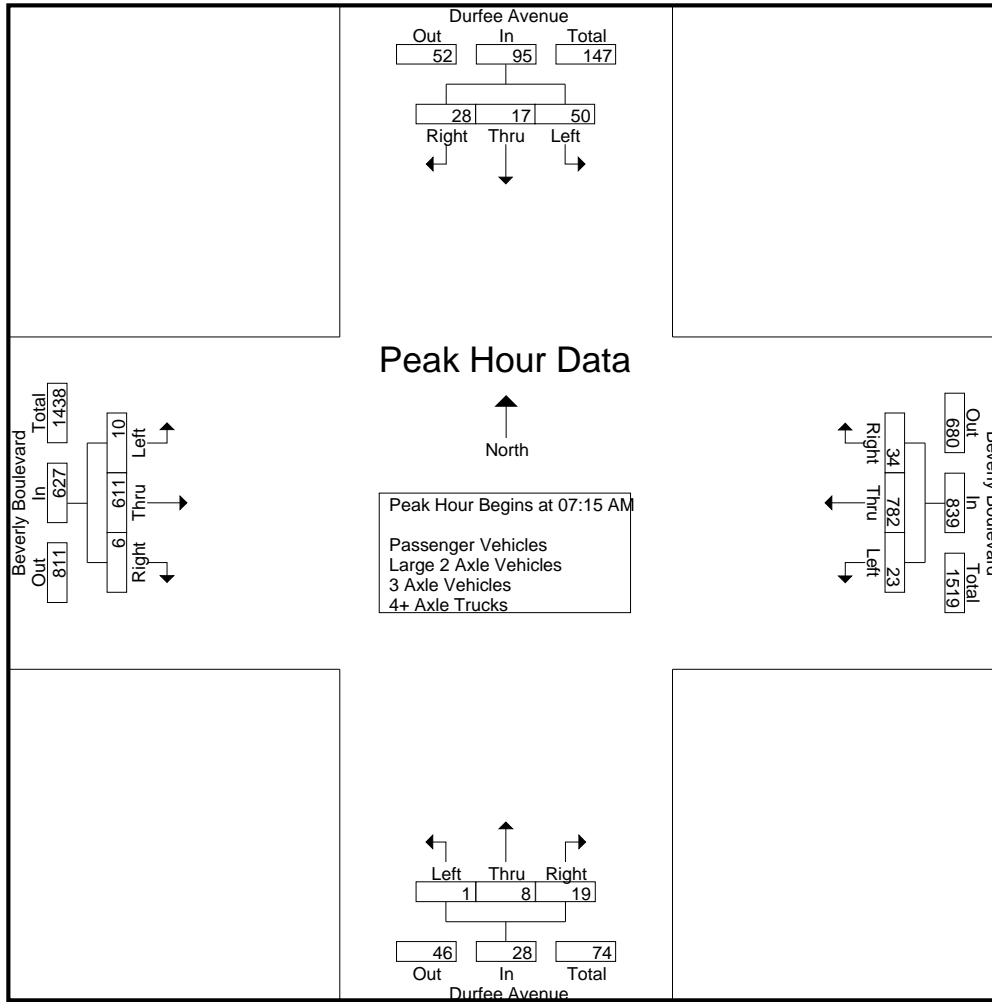
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| 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         |
| <b>Total</b>            | <b>54</b>                | <b>13</b> | <b>27</b> | <b>94</b>  | <b>17</b>                   | <b>749</b>  | <b>38</b> | <b>804</b>  | <b>4</b>                 | <b>8</b>  | <b>23</b> | <b>35</b>  | <b>8</b>                    | <b>611</b>  | <b>6</b>  | <b>625</b>  | <b>1558</b> |
| 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         |
| <b>Total</b>            | <b>57</b>                | <b>24</b> | <b>34</b> | <b>115</b> | <b>20</b>                   | <b>707</b>  | <b>23</b> | <b>750</b>  | <b>9</b>                 | <b>15</b> | <b>21</b> | <b>45</b>  | <b>22</b>                   | <b>522</b>  | <b>15</b> | <b>559</b>  | <b>1469</b> |
| <b>Grand Total</b>      | <b>111</b>               | <b>37</b> | <b>61</b> | <b>209</b> | <b>37</b>                   | <b>1456</b> | <b>61</b> | <b>1554</b> | <b>13</b>                | <b>23</b> | <b>44</b> | <b>80</b>  | <b>30</b>                   | <b>1133</b> | <b>21</b> | <b>1184</b> | <b>3027</b> |
| 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  
 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:

|              | 08:00 AM  |          |           |           | 07:15 AM |            |           |            | 08:00 AM |          |          |           | 07:15 AM |            |          |            |
|--------------|-----------|----------|-----------|-----------|----------|------------|-----------|------------|----------|----------|----------|-----------|----------|------------|----------|------------|
| +0 mins.     | <b>15</b> | <b>7</b> | <b>5</b>  | <b>27</b> | 6        | 196        | 7         | 209        | 1        | 3        | 2        | 6         | 1        | 157        | 0        | 158        |
| +15 mins.    | 15        | 7        | 3         | 25        | 3        | 179        | <b>11</b> | 193        | <b>3</b> | 0        | 5        | 8         | 2        | <b>166</b> | 2        | <b>170</b> |
| +30 mins.    | 12        | 5        | 12        | 29        | 6        | <b>213</b> | 8         | <b>227</b> | 3        | 4        | 5        | 12        | 2        | 148        | <b>3</b> | 153        |
| +45 mins.    | 15        | 5        | <b>14</b> | <b>34</b> | <b>8</b> | 194        | 8         | 210        | 2        | <b>8</b> | <b>9</b> | <b>19</b> | <b>5</b> | 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

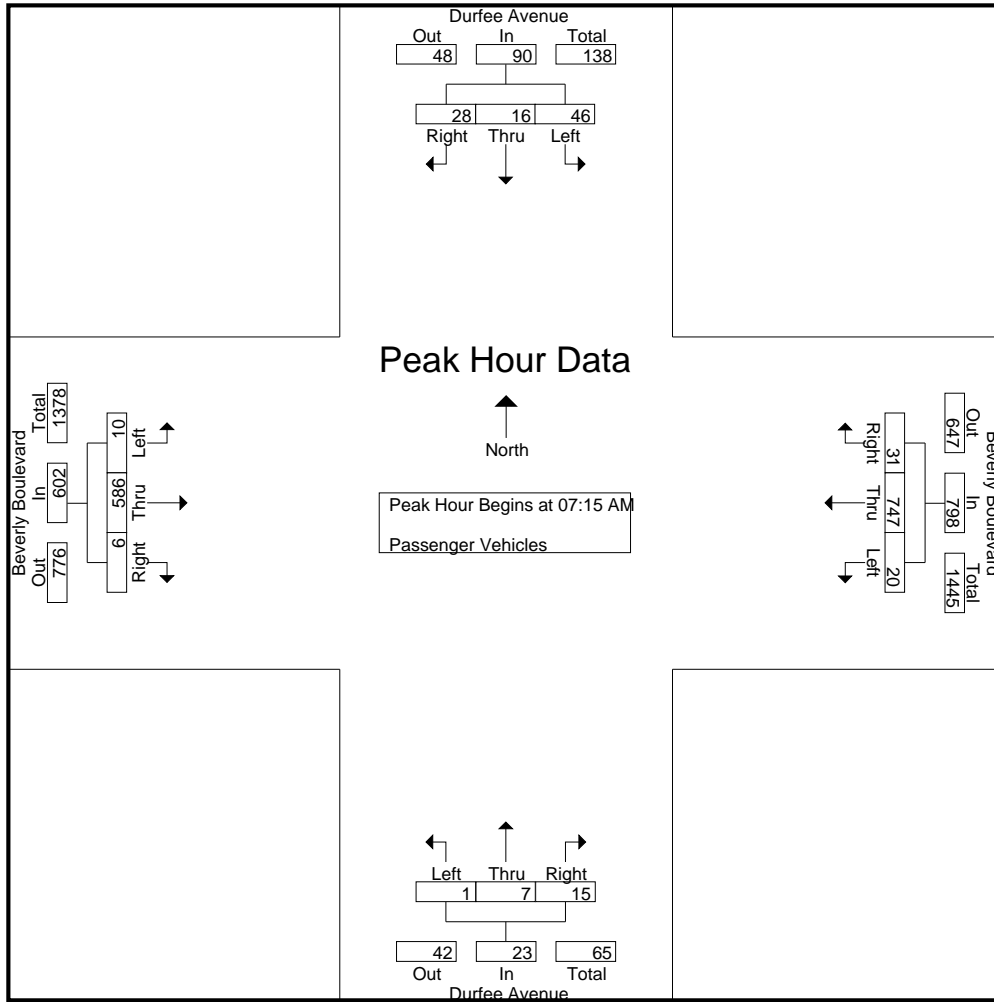
Groups Printed- Passenger Vehicles

| 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  
 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.     | 12        | 2        | 8        | 22        | 4        | 186        | 7        | 197        | 0        | 1        | <b>8</b> | <b>9</b> | 1        | 150        | 0        | 151        |
| +15 mins.    | <b>19</b> | 5        | 6        | <b>30</b> | 2        | 172        | <b>9</b> | 183        | 0        | 1        | 5        | 6        | 2        | <b>159</b> | 2        | <b>163</b> |
| +30 mins.    | 2         | 3        | <b>9</b> | 14        | 6        | <b>205</b> | 8        | <b>219</b> | 0        | 2        | 1        | 3        | 2        | 145        | <b>3</b> | 150        |
| +45 mins.    | 13        | <b>6</b> | 5        | 24        | <b>8</b> | 184        | 7        | 199        | <b>1</b> | <b>3</b> | 1        | 5        | <b>5</b> | 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  
 Page No : 1

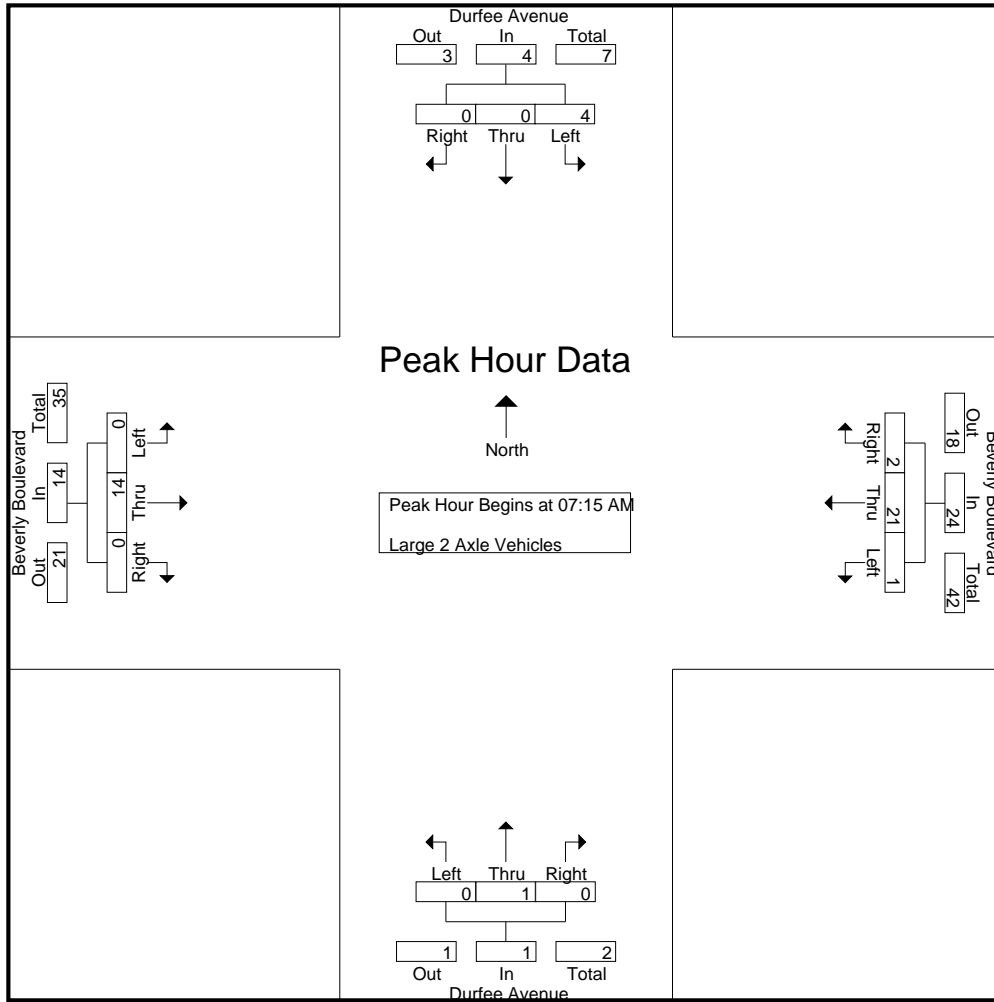
Groups Printed- Large 2 Axle Vehicles

| 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 |            |
| 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  
 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.     | 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  
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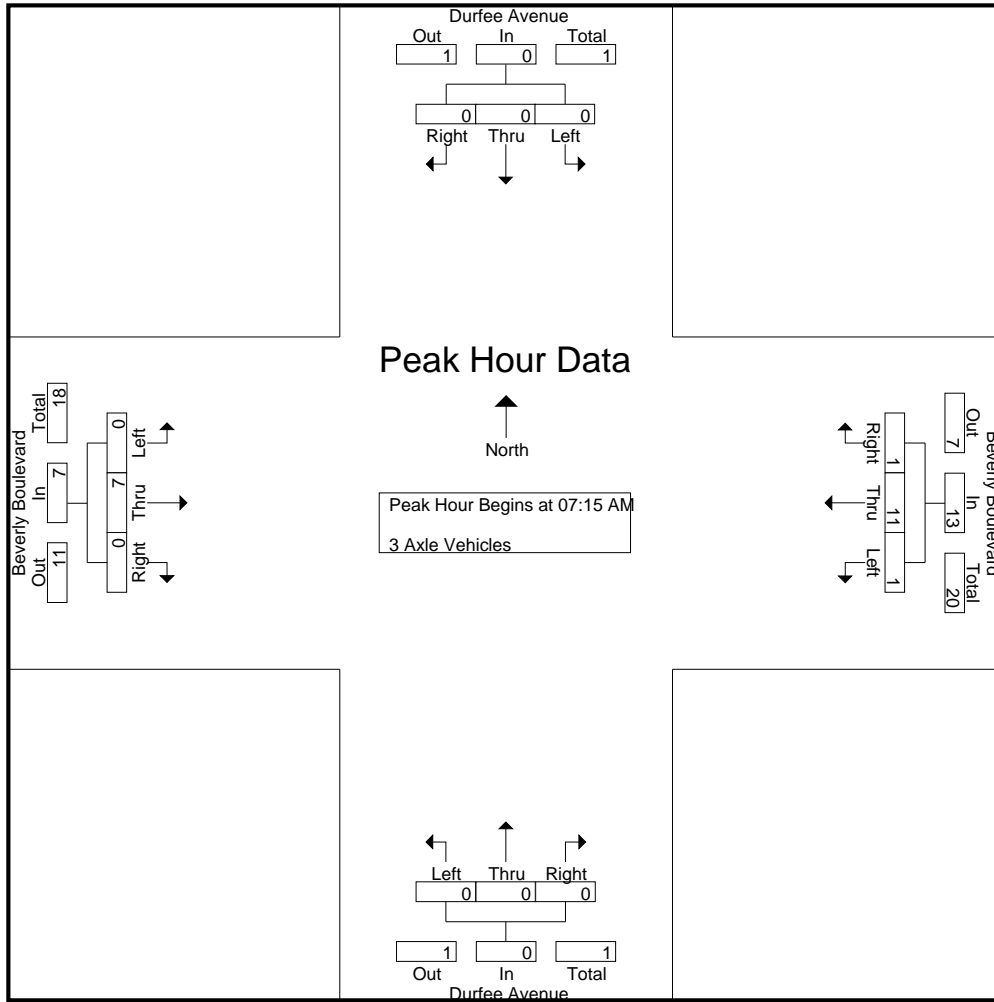
Groups Printed- 3 Axle Vehicles

| 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 |            |
| 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  
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File Name : 09\_PRV\_Durfee\_Beverly AM  
 Site Code : 12220296  
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 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    | 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  
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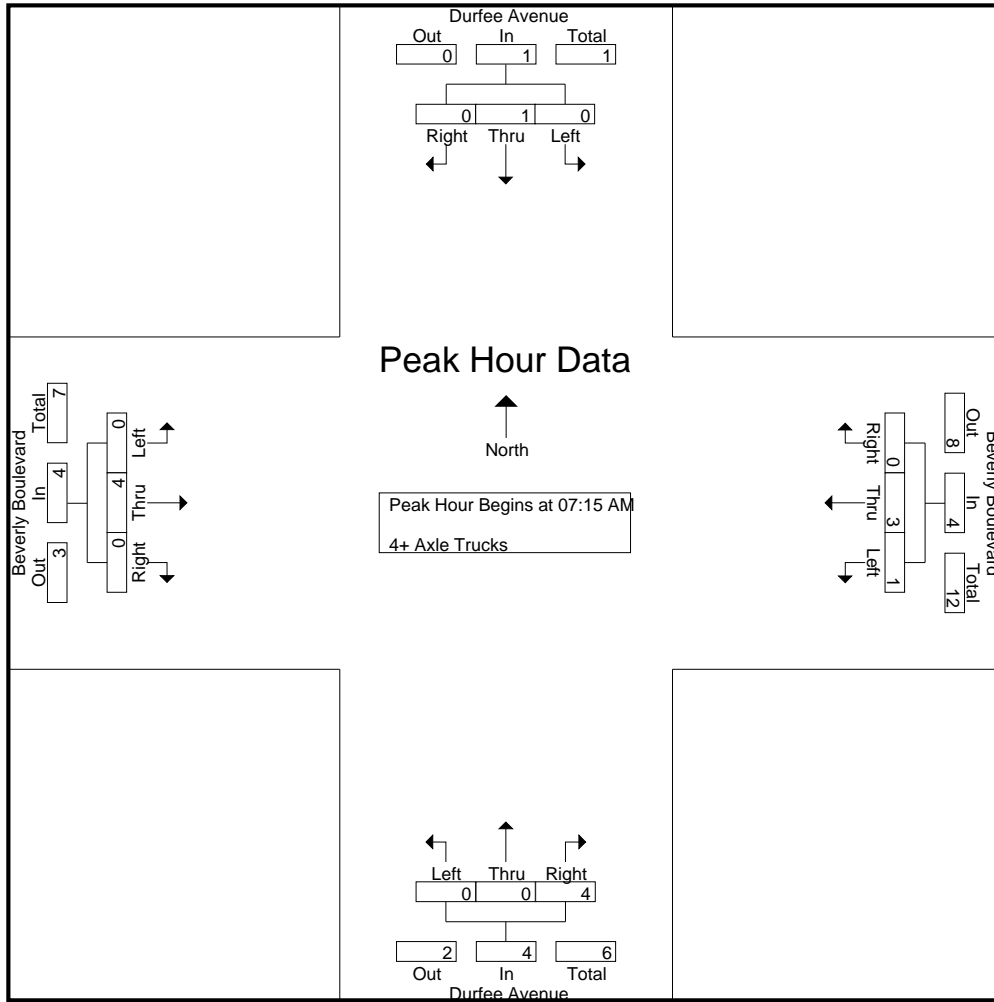
Groups Printed- 4+ Axle Trucks

| 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 |            |
| 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  
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 Weather: Clear

File Name : 09\_PRV\_Durfee\_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    | 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  
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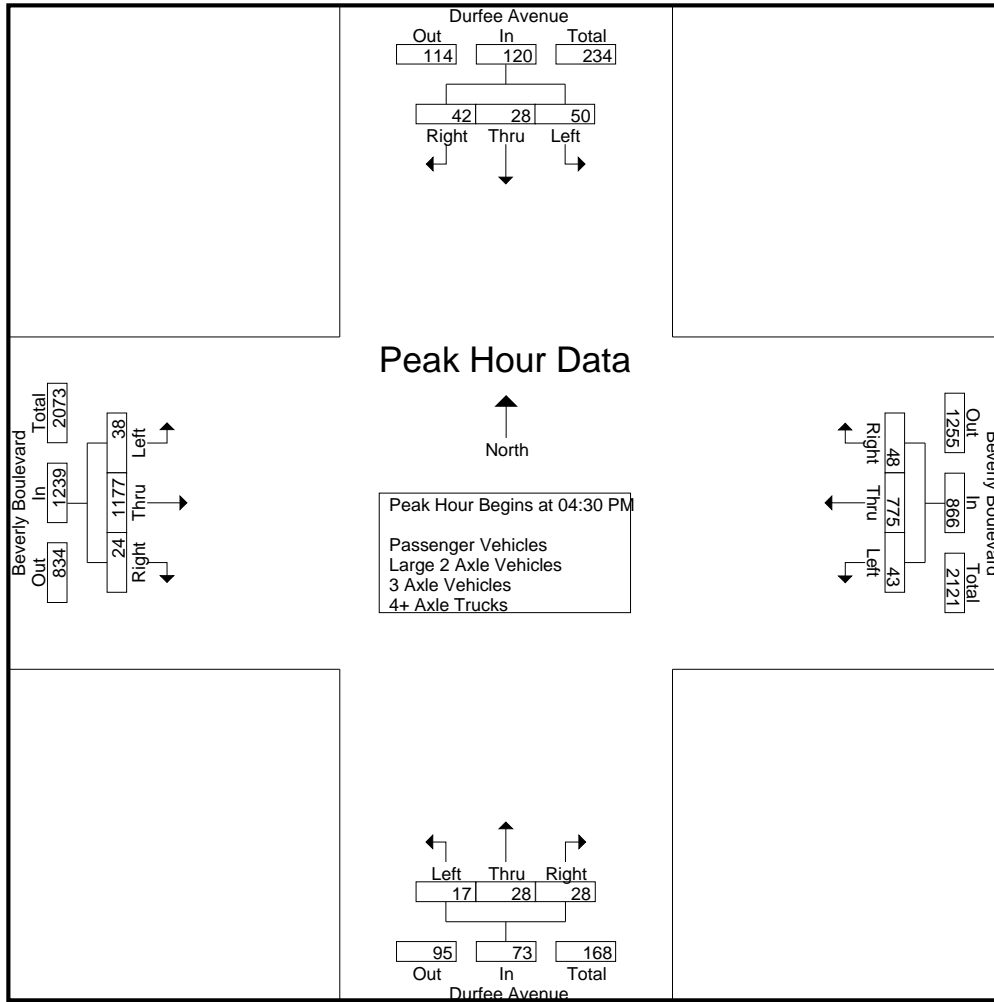
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| 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         |
| <b>Total</b>            | <b>55</b>                | <b>23</b> | <b>34</b> | <b>112</b> | <b>47</b>                   | <b>705</b>  | <b>43</b> | <b>795</b>  | <b>15</b>                | <b>29</b> | <b>26</b> | <b>70</b>  | <b>37</b>                   | <b>1104</b> | <b>24</b> | <b>1165</b> | <b>2142</b> |
| 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         |
| <b>Total</b>            | <b>45</b>                | <b>27</b> | <b>42</b> | <b>114</b> | <b>35</b>                   | <b>800</b>  | <b>34</b> | <b>869</b>  | <b>17</b>                | <b>35</b> | <b>30</b> | <b>82</b>  | <b>31</b>                   | <b>1117</b> | <b>24</b> | <b>1172</b> | <b>2237</b> |
| <b>Grand Total</b>      | <b>100</b>               | <b>50</b> | <b>76</b> | <b>226</b> | <b>82</b>                   | <b>1505</b> | <b>77</b> | <b>1664</b> | <b>32</b>                | <b>64</b> | <b>56</b> | <b>152</b> | <b>68</b>                   | <b>2221</b> | <b>48</b> | <b>2337</b> | <b>4379</b> |
| 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

File Name : 09\_PRV\_Durfee\_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:

|              | 04:30 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

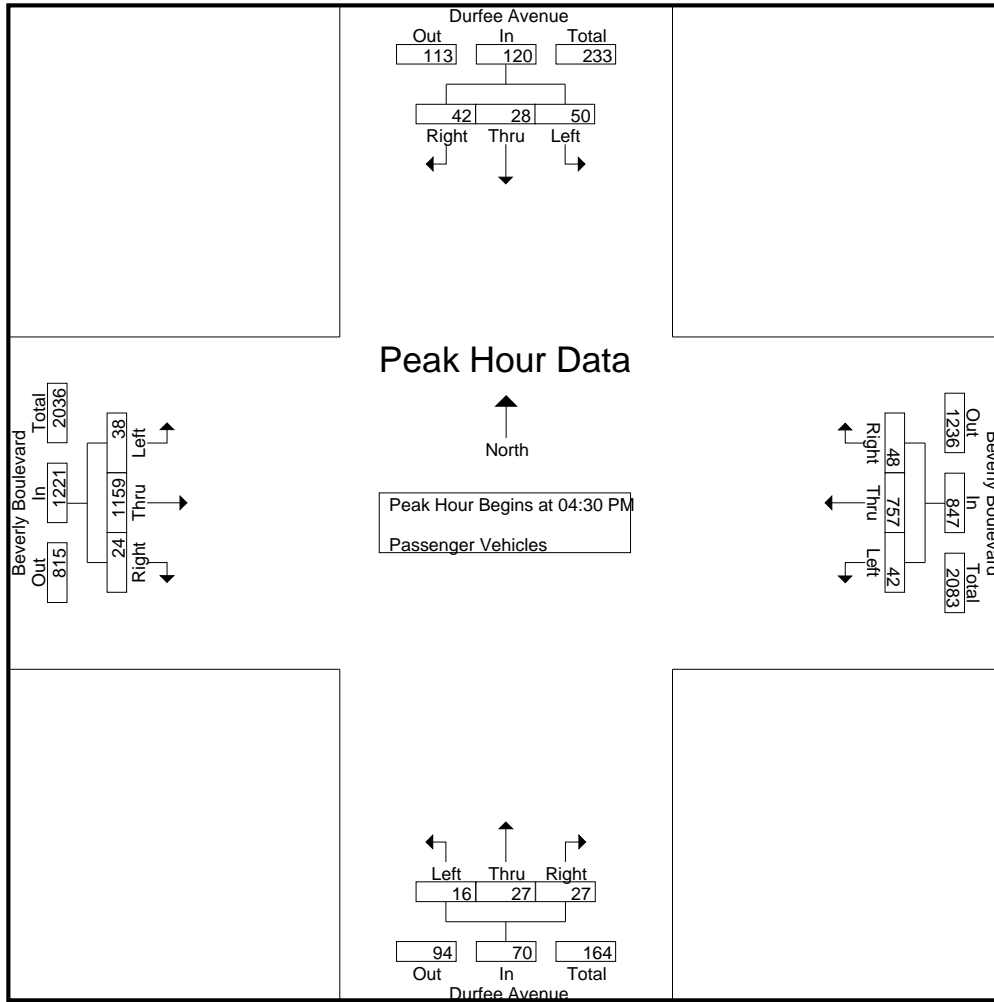
Groups Printed- Passenger Vehicles

| 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  
 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.     | 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

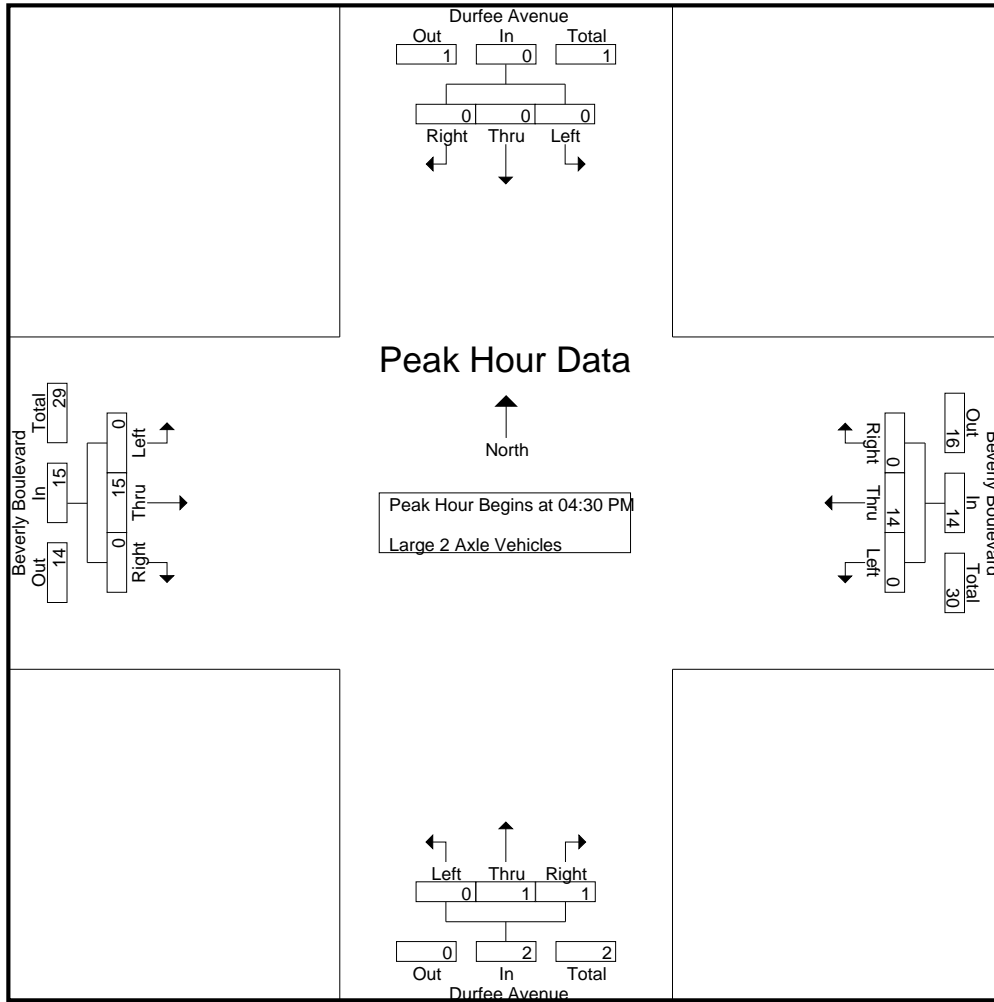
Groups Printed- Large 2 Axle Vehicles

| 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

File Name : 09\_PRV\_Durfee\_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        | 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  
 Start Date : 8/18/2020  
 Page No : 1

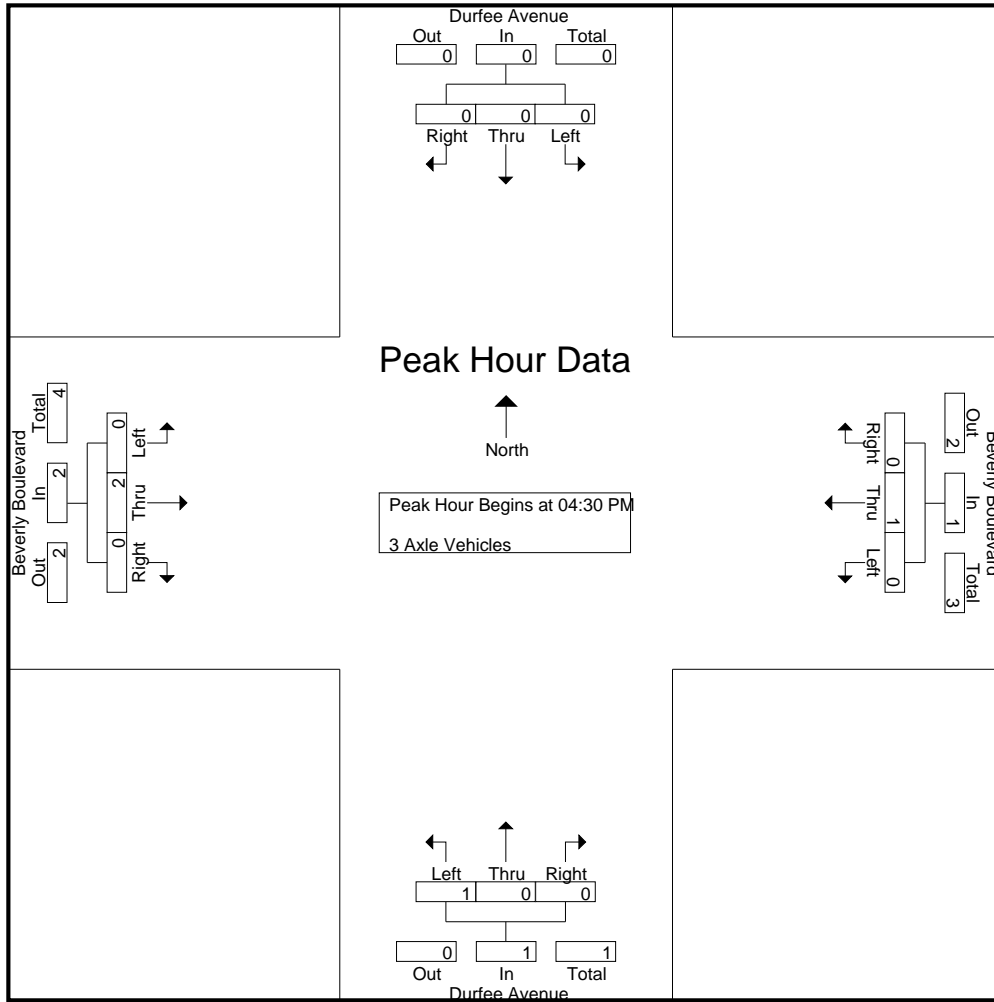
Groups Printed- 3 Axle Vehicles

| 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 |            |
| 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

File Name : 09\_PRV\_Durfee\_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        | 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  
 Start Date : 8/18/2020  
 Page No : 1

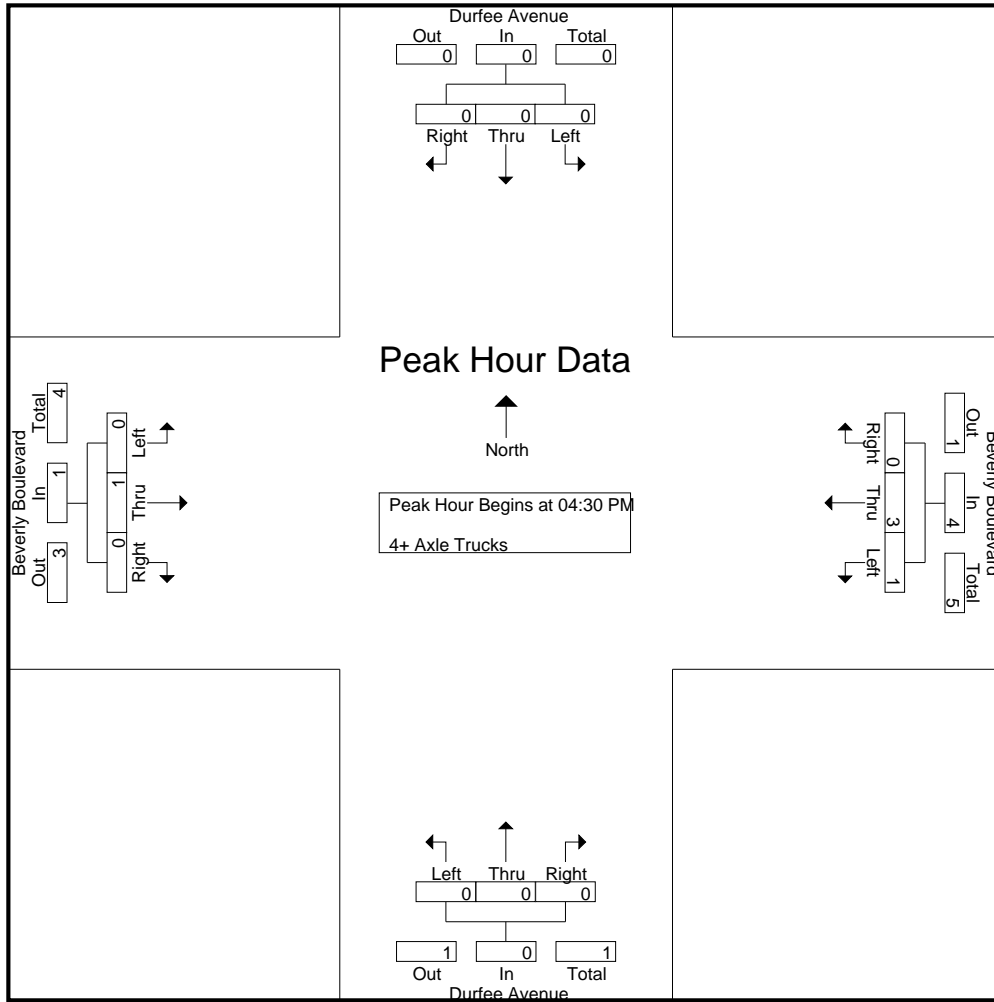
Groups Printed- 4+ Axle Trucks

| 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 |            |
| 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  
 Page No : 1

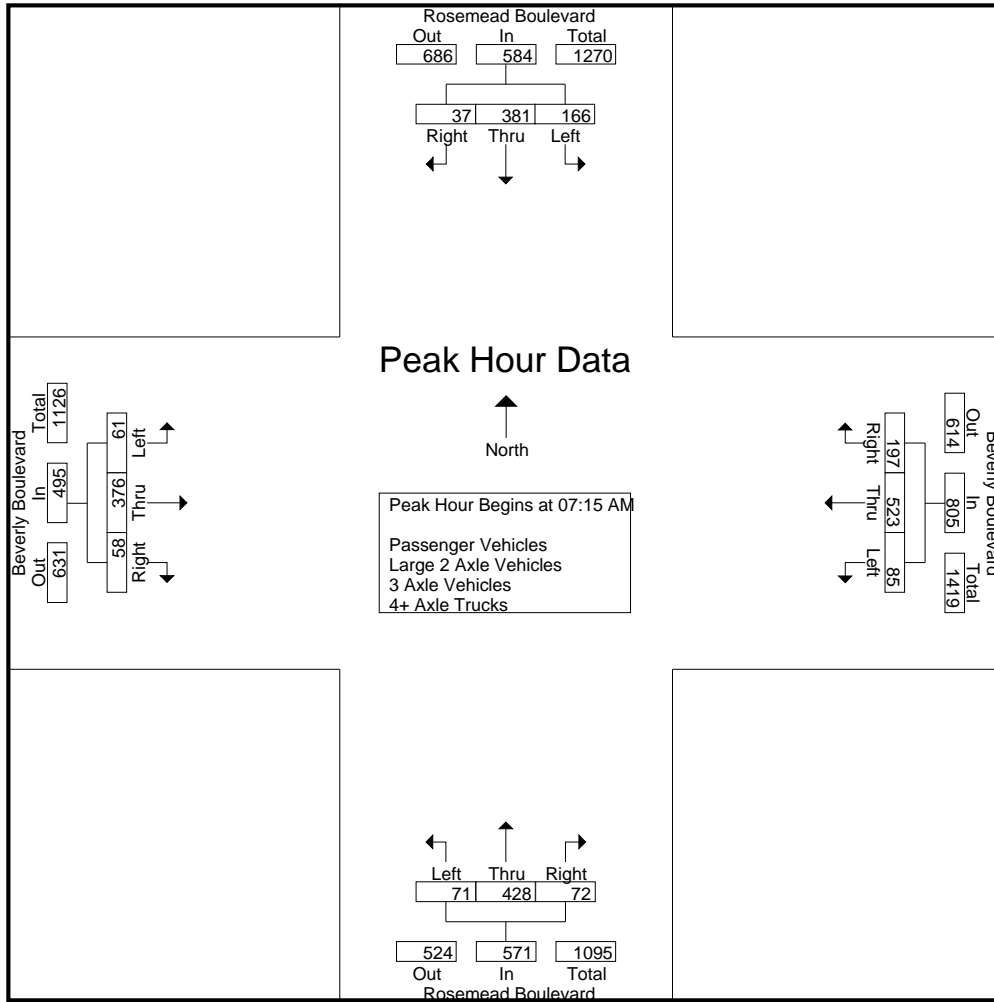
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| 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 |             |
| 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         |
| <b>Total</b>            | <b>172</b>                    | <b>359</b> | <b>34</b> | <b>565</b>  | <b>85</b>                   | <b>511</b>  | <b>204</b> | <b>800</b>  | <b>66</b>                     | <b>421</b> | <b>59</b>  | <b>546</b>  | <b>58</b>                   | <b>386</b> | <b>49</b>  | <b>493</b> | <b>2404</b> |
| 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         |
| <b>Total</b>            | <b>140</b>                    | <b>415</b> | <b>44</b> | <b>599</b>  | <b>96</b>                   | <b>496</b>  | <b>155</b> | <b>747</b>  | <b>70</b>                     | <b>357</b> | <b>64</b>  | <b>491</b>  | <b>61</b>                   | <b>331</b> | <b>60</b>  | <b>452</b> | <b>2289</b> |
| <b>Grand Total</b>      | <b>312</b>                    | <b>774</b> | <b>78</b> | <b>1164</b> | <b>181</b>                  | <b>1007</b> | <b>359</b> | <b>1547</b> | <b>136</b>                    | <b>778</b> | <b>123</b> | <b>1037</b> | <b>119</b>                  | <b>717</b> | <b>109</b> | <b>945</b> | <b>4693</b> |
| 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

File Name : 10\_PRV\_Rosemead\_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:

|              | 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  
 Page No : 1

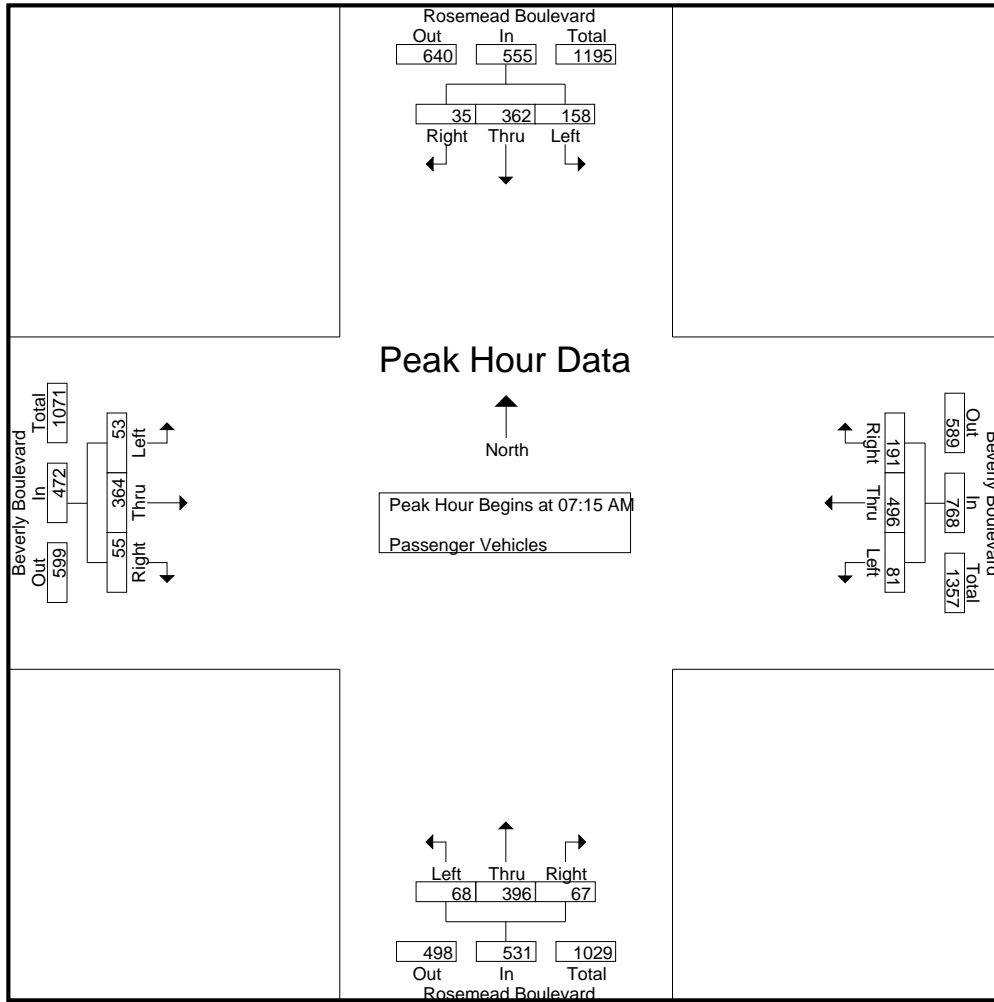
Groups Printed- Passenger Vehicles

| 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 |            |
| 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  
 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.     | 39        | 78         | 6         | 123        | 16        | 135        | 45        | 196        | <b>19</b> | 87         | 20        | 126        | 12        | 103        | 13        | 128        |
| +15 mins.    | <b>61</b> | 92         | 6         | <b>159</b> | 17        | 119        | 53        | 189        | 16        | <b>117</b> | 9         | <b>142</b> | 13        | 89         | <b>15</b> | 117        |
| +30 mins.    | 28        | 87         | 10        | 125        | <b>31</b> | <b>142</b> | <b>55</b> | <b>228</b> | 17        | 97         | 15        | 129        | <b>17</b> | <b>104</b> | 12        | <b>133</b> |
| +45 mins.    | 30        | <b>105</b> | <b>13</b> | 148        | 17        | 100        | 38        | 155        | 16        | 95         | <b>23</b> | 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  
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 Weather: Clear

File Name : 10\_PRV\_Rosemead\_Beverly AM  
 Site Code : 12220296  
 Start Date : 8/18/2020  
 Page No : 1

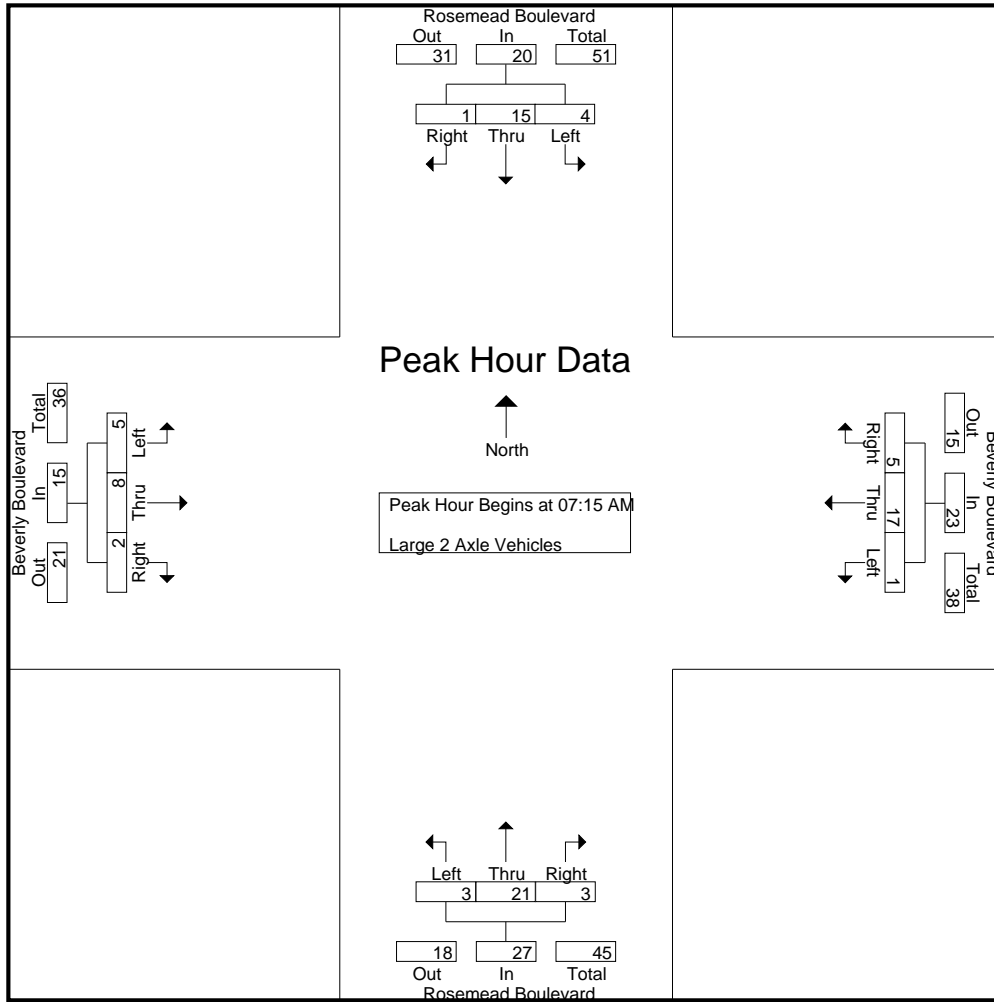
Groups Printed- Large 2 Axle Vehicles

| 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 |            |
| 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

File Name : 10\_PRV\_Rosemead\_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.     | 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

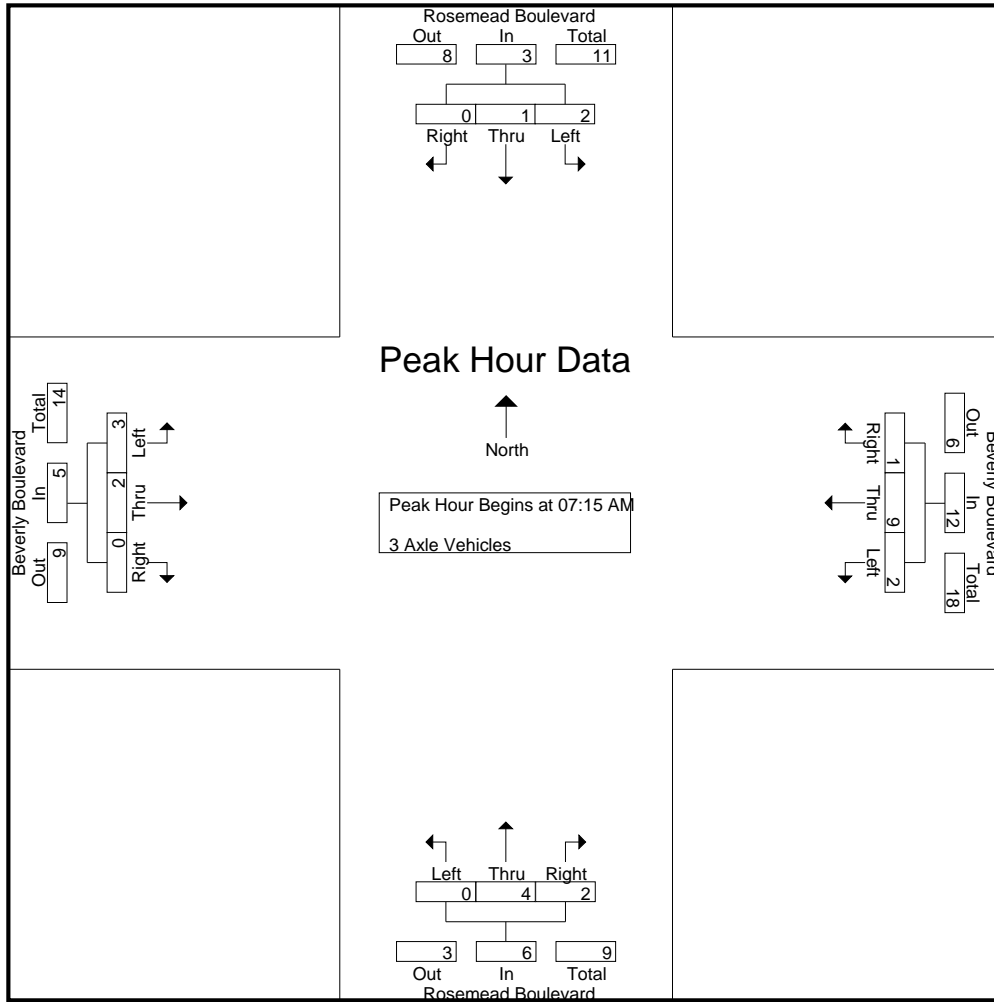
Groups Printed- 3 Axle Vehicles

| 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

File Name : 10\_PRV\_Rosemead\_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.     | 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  
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 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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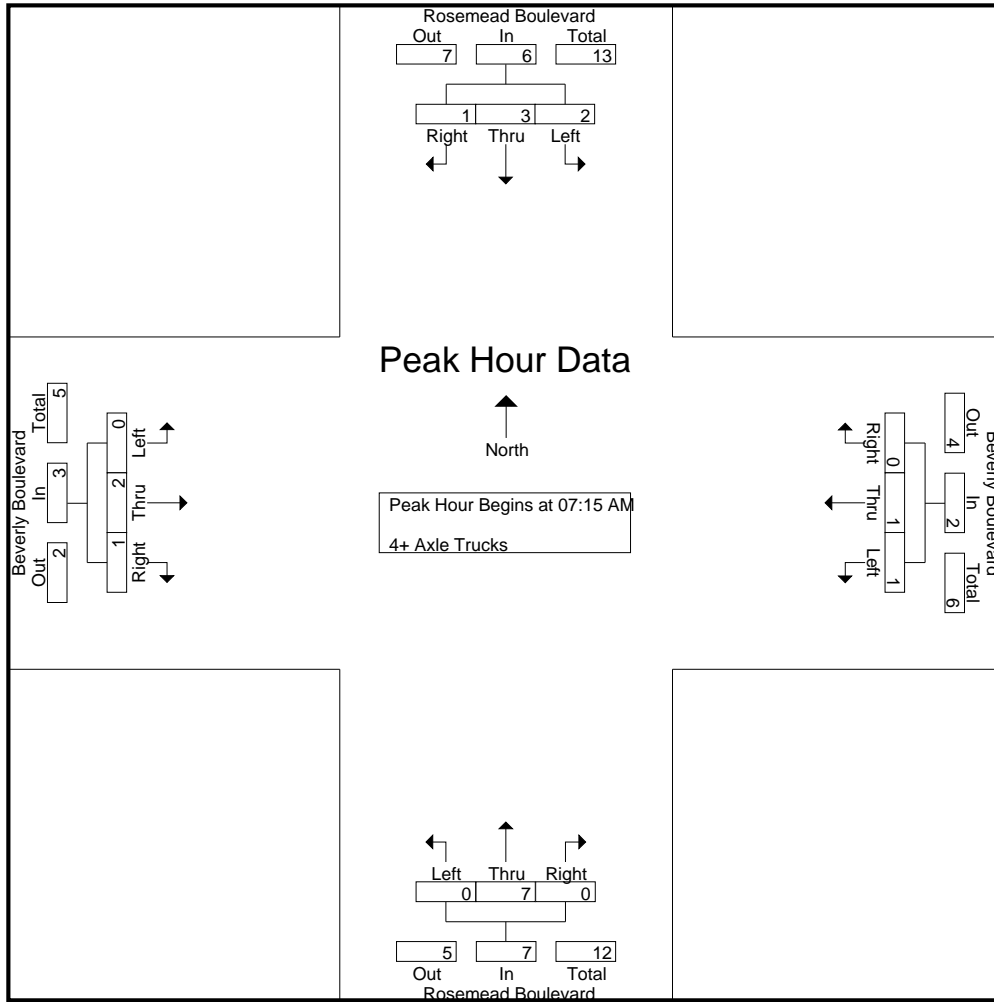
Groups Printed- 4+ Axle Trucks

| 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  
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File Name : 10\_PRV\_Rosemead\_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    | 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  
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File Name : 10\_PRV\_Rosemead\_Beverly PM  
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 Page No : 1

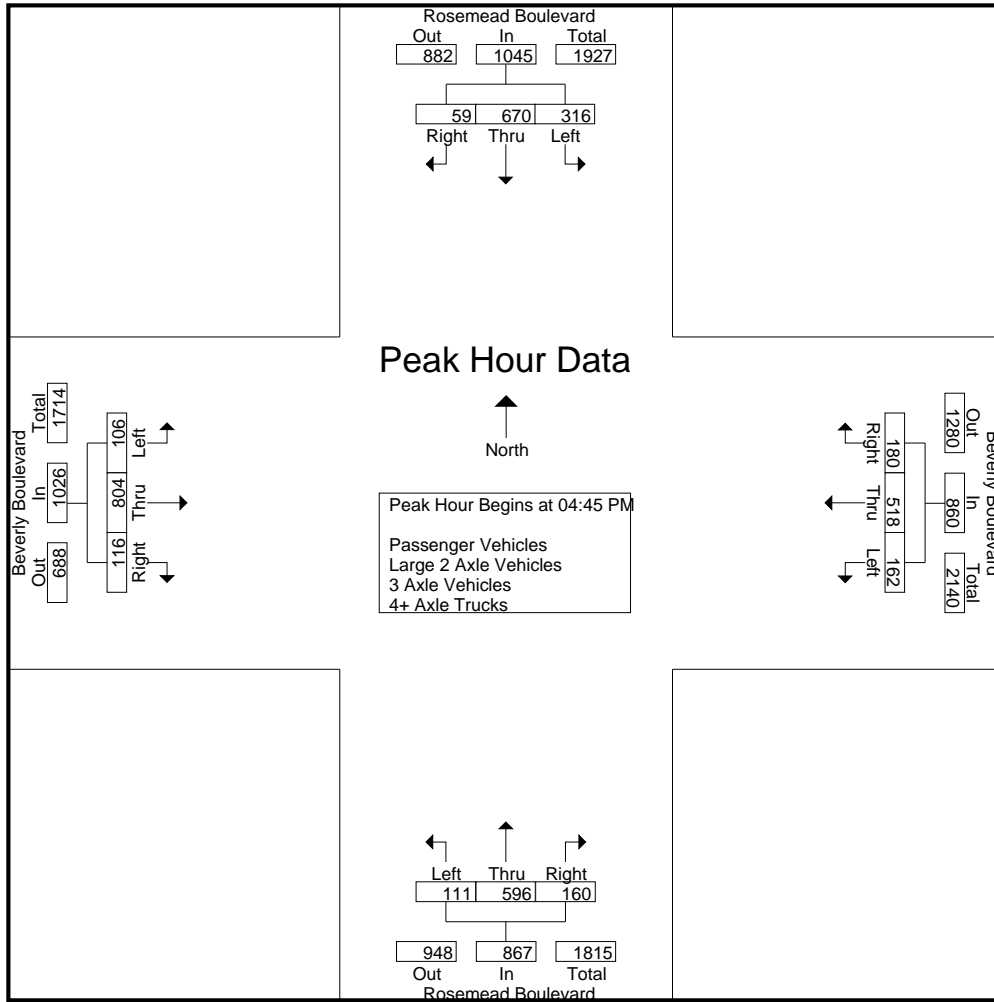
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

| 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         |
| <b>Total</b>            | <b>270</b>                    | <b>585</b>  | <b>55</b>  | <b>910</b>  | <b>133</b>                  | <b>452</b> | <b>177</b> | <b>762</b>  | <b>107</b>                    | <b>553</b>  | <b>188</b> | <b>848</b>  | <b>99</b>                   | <b>786</b>  | <b>128</b> | <b>1013</b> | <b>3533</b> |
| 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         |
| <b>Total</b>            | <b>327</b>                    | <b>657</b>  | <b>61</b>  | <b>1045</b> | <b>160</b>                  | <b>517</b> | <b>176</b> | <b>853</b>  | <b>110</b>                    | <b>572</b>  | <b>160</b> | <b>842</b>  | <b>96</b>                   | <b>742</b>  | <b>118</b> | <b>956</b>  | <b>3696</b> |
| <b>Grand Total</b>      | <b>597</b>                    | <b>1242</b> | <b>116</b> | <b>1955</b> | <b>293</b>                  | <b>969</b> | <b>353</b> | <b>1615</b> | <b>217</b>                    | <b>1125</b> | <b>348</b> | <b>1690</b> | <b>195</b>                  | <b>1528</b> | <b>246</b> | <b>1969</b> | <b>7229</b> |
| 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       |

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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        | <b>49</b> | 216        | 28        | 206        | <b>36</b> | 270        |
| +15 mins.    | <b>103</b> | 156        | 15        | <b>274</b> | 38        | 120        | 35        | 193        | 16        | <b>158</b> | 43        | 217        | 27        | <b>239</b> | 25        | <b>291</b> |
| +30 mins.    | 70         | <b>191</b> | 13        | 274        | <b>54</b> | 138        | <b>58</b> | <b>250</b> | 18        | 150        | 37        | 205        | 28        | 168        | 26        | 222        |
| +45 mins.    | 83         | 157        | <b>20</b> | 260        | 36        | <b>149</b> | 52        | 237        | <b>38</b> | 156        | 40        | <b>234</b> | <b>30</b> | 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       |

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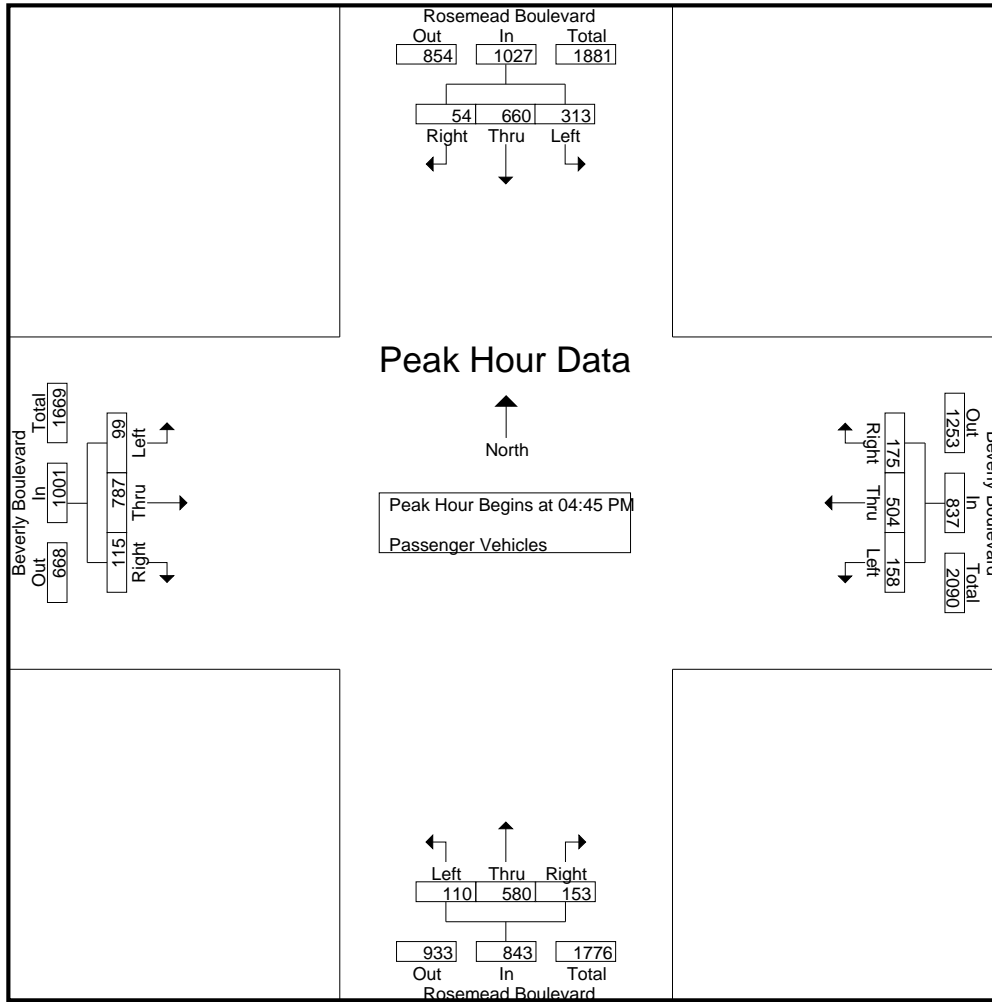
Groups Printed- Passenger Vehicles

| 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 |            |
| 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                            | <b>154</b> | <b>42</b> | 212        | 26                          | <b>233</b> | 24        | <b>283</b> | 903        |
| 05:00 PM   | <b>103</b>                    | 153        | 13        | <b>269</b> | 37                          | 116        | 34        | 187        | 18                            | 146        | 35        | 199        | <b>27</b>                   | 165        | 26        | 218        | 873        |
| 05:15 PM   | 70                            | <b>187</b> | 12        | 269        | <b>52</b>                   | 136        | <b>57</b> | <b>245</b> | 37                            | 153        | 40        | <b>230</b> | 26                          | 183        | 30        | 239        | <b>983</b> |
| 05:30 PM   | 81                            | 155        | <b>20</b> | 256        | 35                          | <b>144</b> | 51        | 230        | <b>39</b>                     | 127        | 36        | 202        | 20                          | 206        | <b>35</b> | 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  
 Site Code : 12220296  
 Start Date : 8/18/2020  
 Page No : 2



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        | <b>154</b> | <b>42</b> | 212        | 26        | <b>233</b> | 24        | <b>283</b> |
| +15 mins.    | <b>103</b> | 153        | 13        | <b>269</b> | 37        | 116        | 34        | 187        | 18        | 146        | 35        | 199        | <b>27</b> | 165        | 26        | 218        |
| +30 mins.    | 70         | <b>187</b> | 12        | 269        | <b>52</b> | 136        | <b>57</b> | <b>245</b> | 37        | 153        | 40        | <b>230</b> | 26        | 183        | 30        | 239        |
| +45 mins.    | 81         | 155        | <b>20</b> | 256        | 35        | <b>144</b> | 51        | 230        | <b>39</b> | 127        | 36        | 202        | 20        | 206        | <b>35</b> | 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

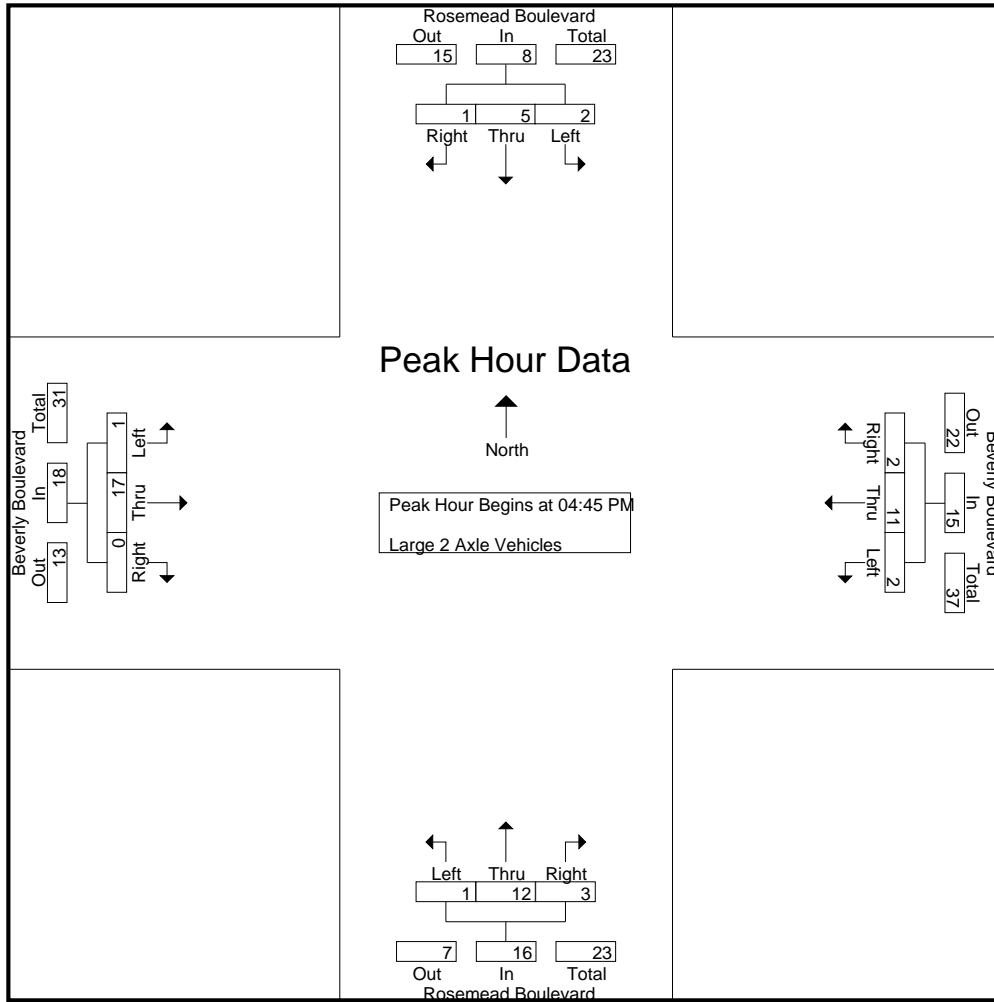
Groups Printed- Large 2 Axle Vehicles

| 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         |
| <b>Total</b>       | <b>6</b>                      | <b>20</b> | <b>2</b> | <b>28</b>  | <b>0</b>                    | <b>9</b>  | <b>2</b> | <b>11</b>  | <b>1</b>                      | <b>15</b> | <b>2</b> | <b>18</b>  | <b>2</b>                    | <b>18</b> | <b>1</b> | <b>21</b>  | <b>78</b>  |
| 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          |
| <b>Total</b>       | <b>1</b>                      | <b>7</b>  | <b>1</b> | <b>9</b>   | <b>2</b>                    | <b>12</b> | <b>1</b> | <b>15</b>  | <b>1</b>                      | <b>11</b> | <b>3</b> | <b>15</b>  | <b>1</b>                    | <b>11</b> | <b>0</b> | <b>12</b>  | <b>51</b>  |
| <b>Grand Total</b> | <b>7</b>                      | <b>27</b> | <b>3</b> | <b>37</b>  | <b>2</b>                    | <b>21</b> | <b>3</b> | <b>26</b>  | <b>2</b>                      | <b>26</b> | <b>5</b> | <b>33</b>  | <b>3</b>                    | <b>29</b> | <b>1</b> | <b>33</b>  | <b>129</b> |
| 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  
 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.     | 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

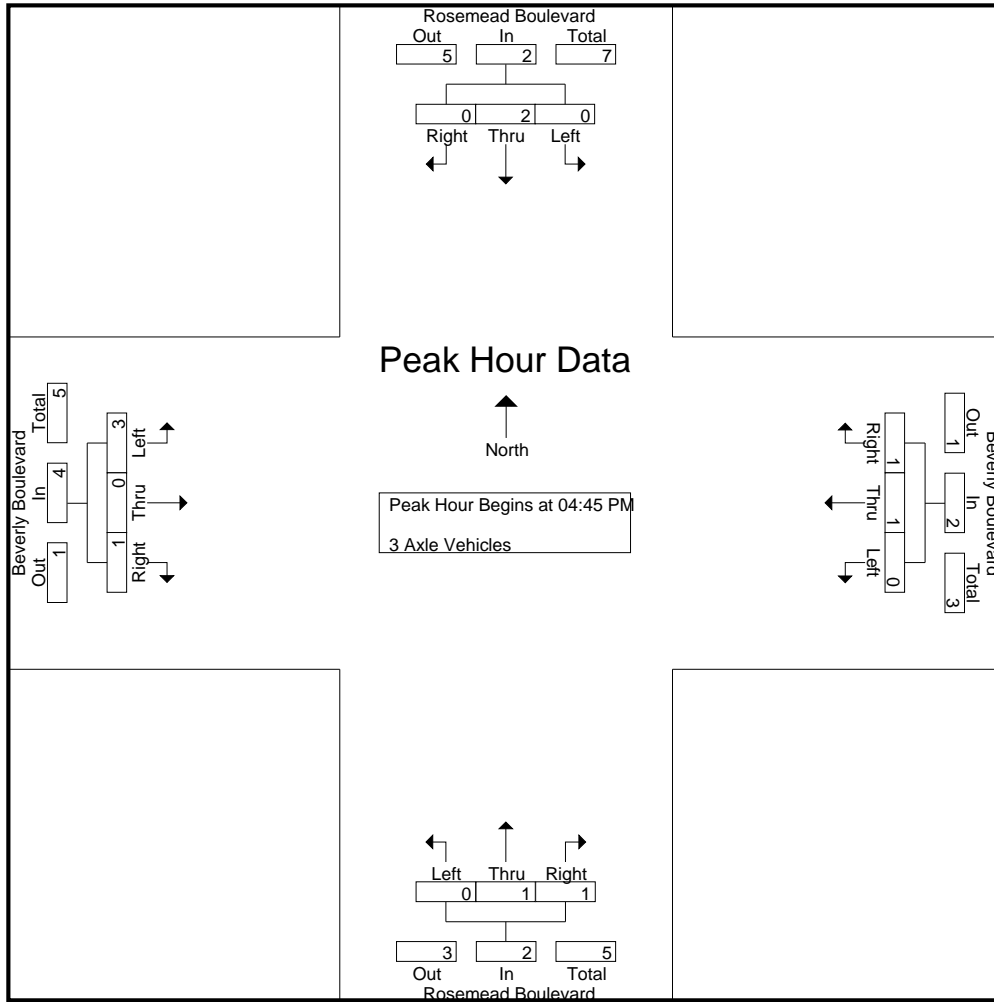
Groups Printed- 3 Axle Vehicles

| 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  
 Start Date : 8/18/2020  
 Page No : 2



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

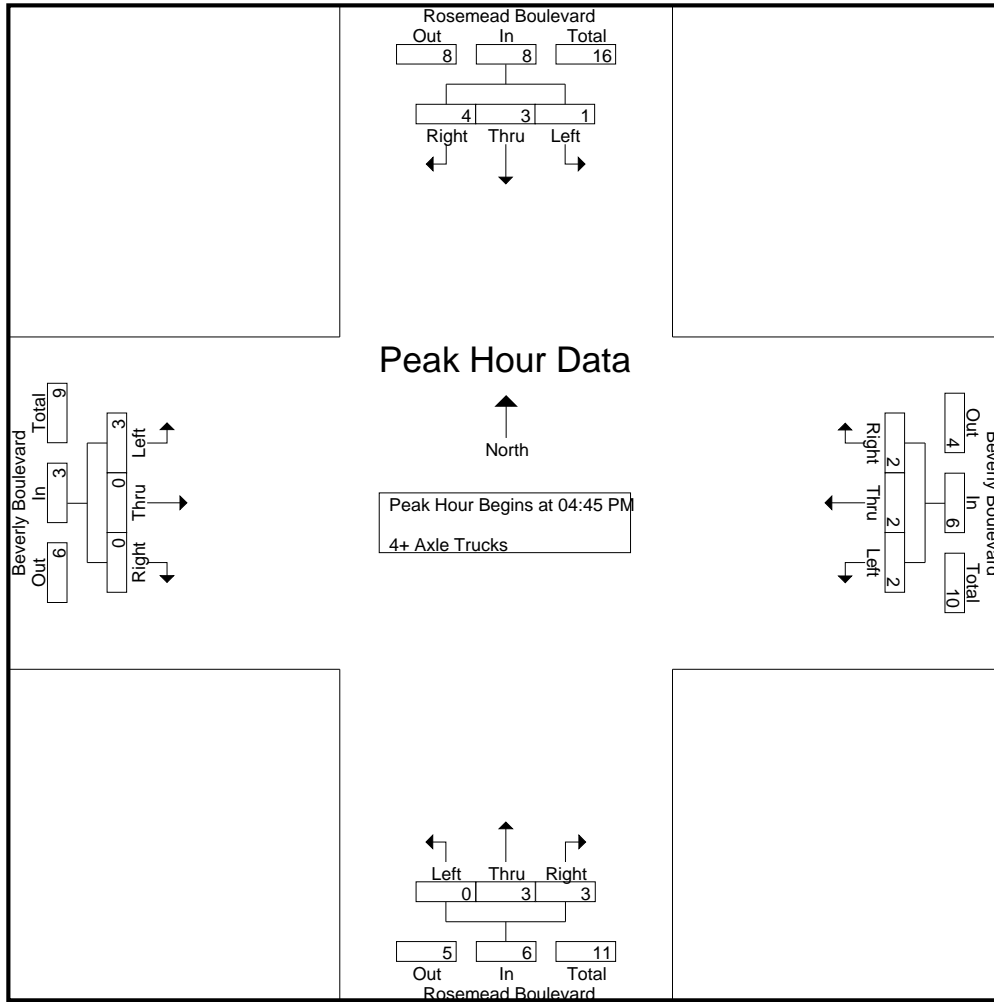
Groups Printed- 4+ Axle Trucks

| 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  
 E/W: Beverly Boulevard  
 Weather: Clear

File Name : 10\_PRV\_Rosemead\_Beverly PM  
 Site Code : 12220296  
 Start Date : 8/18/2020  
 Page No : 2



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<br>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<br>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<br>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<br>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%        |
| <b>Average Adjustment Factor</b>   |                              | <b>42.9%</b>           | <b>96.0%</b> | <b>29.8%</b> |



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%        |
| <b>Average Adjustment Factor</b>        |                           | <b>72.2%</b>                    | <b>29.1%</b> |

| <b>Pico Rivera COVID-19 Factor Summary</b>                   |              |                     |                     |
|--|--------------|---------------------|---------------------|
| <b>Scenario</b>  | <b>ADT</b>   | <b>AM Peak Hour</b> | <b>PM Peak Hour</b> |
| <b>Comparison of 2019 &amp; 2020 24-Hour Counts</b>          | 42.9%        | 96.0%               | 29.8%               |
| <b>Comparison of 2016 &amp; 2020 Turning Movement Counts</b> | --           | 72.2%               | 29.1%               |
| <b>Average</b>   | 42.9%        | 84.1%               | 29.4%               |
| <b>Adjustment Factor</b>                                     | <b>1.429</b> | <b>1.841</b>        | <b>1.294</b>        |

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     | 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 | 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     | 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     | 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     | 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     | 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     | 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   | Cars                     | Balance Trucks | Trucks                   | Trucks | Trucks                            | Trucks | AM                                | PM    | AM |
| NBL | 0                                | 1      | 0                                | 1      |                            |        | 40%                       | 10%            |                           |        | 6                        | 18             |                          |        | 1                                 | 4      | 7                                 | 22    |    |
| NBT | 0                                | 0      | 0                                | 0      |                            |        |                           |                |                           |        | 0                        | 0              |                          |        | 0                                 | 0      | 0                                 | 0     |    |
| NBR | 0                                | 6      | 0                                | 6      |                            |        | 60%                       | 90%            |                           |        | 9                        | 27             |                          |        | 13                                | 39     | 22                                | 66    |    |
| 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 | 1,681                            | 1,881  | 1,681                            | 1,881  |                            |        |                           |                |                           |        | 0                        | 0              |                          |        | 0                                 | 0      | 0                                 | 0     |    |
| EBR | 0                                | 5      | 0                                | 5      | 55%                        | 45%    |                           |                |                           |        | 22                       | 13             |                          |        | 16                                | 8      | 38                                | 21    |    |
| WBL | 4                                | 3      | 4                                | 3      | 45%                        | 55%    |                           |                |                           |        | 18                       | 10             |                          |        | 19                                | 9      | 37                                | 19    |    |
| WBT | 1,615                            | 1,176  | 1,774                            | 1,285  |                            |        |                           |                |                           |        | 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 | Trucks                   | Trucks         | AM                       | PM     | AM                                | PM     | AM                                | PM    |    |
| NBL |                                  |        | 40%                              | 10%    |                            |        |                           | 6              | 18                        |        |                          | 1              | 4                        | 7      | 22                                | 7      | 23                                | 0     | 0  |
| NBT |                                  |        |                                  |        |                            |        |                           | 0              | 0                         |        |                          | 0              | 0                        | 0      | 0                                 | 0      | 0                                 | 0     | 0  |
| NBR |                                  |        | 60%                              | 90%    |                            |        |                           | 9              | 27                        |        |                          | 13             | 39                       | 22     | 66                                | 22     | 72                                | 0     | 0  |
| 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 |                                  |        |                                  |        |                            |        |                           | 0              | 0                         |        |                          | 0              | 0                        | 0      | 0                                 | 1,681  | 1,881                             | 13    | 15 |
| EBR | 40%                              | 10%    |                                  |        |                            |        |                           | 16             | 9                         |        |                          | 4              | 2                        | 20     | 11                                | 38     | 26                                | 0     | 0  |
| WBL | 60%                              | 90%    |                                  |        |                            |        |                           | 24             | 14                        | -1     |                          | 31             | 15                       | 55     | 29                                | 41     | 22                                | 0     | 0  |
| WBT |                                  |        |                                  |        |                            |        |                           | 0              | 0                         |        |                          | 0              | 0                        | 0      | 0                                 | 1,615  | 1,176                             | 13    | 9  |
| WBR |                                  |        |                                  |        |                            |        |                           | 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  | 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 | Trucks                   | Balance Trucks | Trucks                            | Trucks | Trucks                            | Trucks | AM | PM |  |
| NBL | 0                                | 0      | 0                                | 0      |                            |       |                           |                |                           |              |                          | 0    | 0                        |                |                                   |        |                                   | 0      | 0  |    |  |
| NBT | 0                                | 0      | 0                                | 0      |                            |       |                           |                |                           |              |                          | 0    | 0                        |                |                                   |        |                                   | 0      | 0  |    |  |
| NBR | 532                              | 655    | 0                                | 0      |                            |       |                           |                |                           |              |                          | 0    | 0                        |                |                                   |        |                                   | 0      | 0  |    |  |
| SBL | 0                                | 0      | 532                              | 655    |                            |       |                           |                |                           |              |                          | 0    | 0                        |                |                                   |        |                                   | 0      | 0  |    |  |
| SBT | 0                                | 0      | 0                                | 0      |                            |       |                           |                |                           |              |                          | 0    | 0                        |                |                                   |        |                                   | 0      | 0  |    |  |
| SBR | 0                                | 0      | 159                              | 109    |                            |       |                           |                |                           |              |                          | 0    | 0                        |                |                                   |        |                                   | 0      | 0  |    |  |
| EBL | 0                                | 0      | 0                                | 0      |                            |       |                           |                |                           |              |                          | 0    | 0                        |                |                                   |        |                                   | 0      | 0  |    |  |
| EBT | 961                              | 1,464  | 961                              | 1,464  |                            |       |                           |                |                           |              |                          | 30%  | 35%                      | -1             |                                   |        |                                   | 4      | 14 |    |  |
| EBR | 720                              | 423    | 720                              | 423    |                            |       |                           |                |                           |              |                          | 30%  | 55%                      | -1             |                                   |        |                                   | 5      | 13 |    |  |
| WBL | 0                                | 0      | 383                              | 153    |                            |       |                           |                |                           |              |                          |      |                          |                |                                   |        |                                   | 0      | 0  |    |  |
| WBT | 1,619                            | 1,179  | 1,619                            | 1,179  | 45%                        | 55%   |                           |                |                           |              |                          |      |                          |                |                                   |        |                                   | 18     | 10 |    |  |
| WBR | 383                              | 153    | 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 |                                  |        |                                  |        |                            |       |                           |                |                           |              |                          |      |                          |                |                                   |        |                                   |        |    |    |  |
| NBT |                                  |        |                                  |        |                            |       |                           |                |                           |              |                          |      |                          |                |                                   |        |                                   |        |    |    |  |
| NBR |                                  |        |                                  |        |                            |       |                           |                |                           |              |                          |      |                          |                |                                   |        |                                   |        |    |    |  |
| SBL |                                  |        |                                  |        |                            |       |                           |                |                           |              |                          |      |                          |                |                                   |        |                                   |        |    |    |  |
| SBT |                                  |        |                                  |        |                            |       |                           |                |                           |              |                          |      |                          |                |                                   |        |                                   |        |    |    |  |
| SBR | 15%                              | 35%    |                                  |        |                            | 1     | 6                         | 4              |                           |              |                          | 12   | 6                        | 18             | 10                                |        |                                   |        |    |    |  |
| EBL |                                  |        |                                  |        |                            |       |                           |                |                           |              |                          |      |                          |                |                                   |        |                                   |        |    |    |  |
| 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 |                                  |        |                                  |        |                            |       |                           |                |                           |              |                          |      |                          |                |                                   |        |                                   |        |    |    |  |
| WBT | 45%                              | 55%    |                                  |        |                            |       |                           |                |                           |              |                          |      |                          |                |                                   |        |                                   |        |    |    |  |
| WBR |                                  |        |                                  |        |                            |       |                           |                |                           |              |                          |      |                          |                |                                   |        |                                   |        |    |    |  |
|     | 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    | 0                        | 0              | 536                               | 660    | 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               | Trucks                   | Balance Trucks    | Trucks                   | Trucks            | AM                                | PM                | 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                                | 761   | 598   |
| EBL  | 285                              | 263                | 285                              | 263                |                            |                    | 15%                       | 35%                |                           | 2                  | 7                        |                   |                          | 5                 | 15                                | 7                 | 22                                | 292   | 285   |
| EBT  | 1,142                            | 1,656              | 1,142                            | 1,656              |                            |                    | 15%                       |                    |                           | 2                  | 7                        |                   |                          | 0                 | 0                                 | 2                 | 7                                 | 1,144 | 1,663 |
| EBR  | 66                               | 200                | 66                               | 200                |                            |                    |                           |                    |                           | 0                  | 0                        |                   |                          | 0                 | 0                                 | 0                 | 0                                 | 66    | 200   |
| WBL  | 22                               | 23                 | 22                               | 23                 |                            |                    |                           |                    |                           | 0                  | 0                        |                   |                          | 0                 | 0                                 | 0                 | 0                                 | 22    | 23    |
| WBT  | 1,106                            | 678                | 1,106                            | 678                | 15%                        |                    |                           |                    |                           | 6                  | 3                        |                   |                          | 0                 | 0                                 | 6                 | 3                                 | 1,112 | 681   |
| WBR  | 722                              | 308                | 722                              | 308                |                            |                    |                           |                    |                           | 0                  | 0                        |                   |                          | 0                 | 0                                 | 0                 | 0                                 | 722   | 308   |
|      | 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       | Cars                       | Trucks             | 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        | 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 |                                   |       |       |
|      | 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 | 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                 |                          |                   |                          |                   |                                   |                   |                                   |       |       |
| 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 |  |
| 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 | 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     | AM                                | PM     |   |
| NBL |                                  |        |                                  |        |                            | 0     | 0                         |                | 0                         | 0            | 0                        | 0    | 0                        | 0              | 284                               | 214    | 2                                 | 2      |   |
| NBT |                                  |        |                                  |        |                            | 0     | 0                         |                | 0                         | 0            | 0                        | 0    | 0                        | 0              | 307                               | 455    | 2                                 | 4      |   |
| NBR |                                  |        |                                  |        |                            | 0     | 0                         |                | 0                         | 0            | 0                        | 0    | 0                        | 50             | 74                                | 0      | 1                                 |        |   |
| SBL |                                  |        |                                  |        |                            | 0     | 0                         |                | 0                         | 0            | 0                        | 0    | 0                        | 322            | 437                               | 3      | 3                                 |        |   |
| SBT |                                  |        |                                  |        |                            | 0     | 0                         |                | 0                         | 0            | 0                        | 0    | 0                        | 331            | 375                               | 3      | 3                                 |        |   |
| SBR |                                  |        |                                  |        |                            | 0     | 0                         |                | 0                         | 0            | 0                        | 0    | 0                        | 53             | 47                                | 0      | 0                                 |        |   |
| EBL |                                  |        |                                  |        |                            | 0     | 0                         |                | 0                         | 0            | 0                        | 0    | 0                        | 112            | 91                                | 1      | 1                                 |        |   |
| EBT |                                  |        |                                  |        |                            | 2     | 7                         |                | 0                         | 0            | 2                        | 7    | 965                      | 1,362          | 8                                 | 11     |                                   |        |   |
| EBR |                                  |        |                                  |        |                            | 0     | 0                         |                | 0                         | 0            | 0                        | 0    | 191                      | 283            | 2                                 | 2      |                                   |        |   |
| WBL |                                  |        |                                  |        |                            | 0     | 0                         |                | 0                         | 0            | 0                        | 0    | 64                       | 91             | 1                                 | 1      |                                   |        |   |
| WBT |                                  |        |                                  |        |                            | 6     | 3                         |                | 0                         | 0            | 6                        | 3    | 1,427                    | 751            | 11                                | 6      |                                   |        |   |
| WBR |                                  |        |                                  |        |                            | 0     | 0                         |                | 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 |
|          | 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 | 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   | Cars                      | Balance Trucks | Trucks                    | Trucks | Trucks                   | Trucks         | 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   | 0 | 0 |
| EBL | 0                                | 0      | 0                                | 0      |                            |        |                           |                |                           | 0      | 0                        |                |                          |        | 0                                 | 0      | 0                                 | 0   | 0 | 0 |
| EBT | 13                               | 8      | 13                               | 8      |                            |        |                           |                |                           | 0      | 0                        |                |                          |        | 0                                 | 0      | 0                                 | 0   | 0 | 0 |
| EBR | 29                               | 48     | 29                               | 48     |                            |        |                           |                |                           | 0      | 0                        |                |                          |        | 0                                 | 0      | 0                                 | 0   | 0 | 0 |
| WBL | 276                              | 300    | 276                              | 300    |                            |        |                           |                |                           | 0      | 0                        |                |                          |        | 0                                 | 0      | 0                                 | 0   | 0 | 0 |
| WBT | 37                               | 27     | 37                               | 27     |                            |        |                           |                |                           | 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   | Cars                      | Balance Trucks | Trucks                    | Trucks | AM                       | PM             | AM                       | PM     | AM                                | PM     | AM                                | PM  |   |   |
| 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      | 346                               | 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 |                          |    | Trucks                   | Trucks | Balance Trucks                    |       |                                   | Trucks | Trucks | 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      |                            |       |                           |                |                           |              |                          |    | 0                        | 0      |                                   |       |                                   | 0      | 0      | 0  | 0  |
| SBT | 0                                | 0      | 0                                | 0      |                            |       |                           |                |                           |              |                          |    | 0                        | 0      |                                   |       |                                   | 0      | 0      | 0  | 0  |
| SBR | 24                               | 22     | 24                               | 22     |                            |       |                           |                |                           |              |                          |    | 0                        | 0      |                                   |       |                                   | 0      | 0      | 0  | 0  |
| EBL | 41                               | 45     | 41                               | 45     |                            |       |                           |                |                           |              |                          |    | 0                        | 0      |                                   |       |                                   | 0      | 0      | 0  | 0  |
| 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       |                          |    | 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 |                                  |        |                                  |        |                            |       |                           |                | 0                         | 0            |                          |    | 0                        | 0      | 0                                 | 0     | 42                                | 9      | 0      | 0  |    |
| SBT |                                  |        |                                  |        |                            |       |                           |                | 0                         | 0            |                          |    | 0                        | 0      | 0                                 | 0     | 0                                 | 0      | 0      | 0  |    |
| SBR |                                  |        |                                  |        |                            |       |                           |                | 0                         | 0            |                          |    | 0                        | 0      | 0                                 | 0     | 24                                | 22     | 0      | 0  |    |
| EBL |                                  |        |                                  |        |                            |       |                           |                | 0                         | 0            |                          |    | 0                        | 0      | 0                                 | 0     | 41                                | 45     | 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  |    |
| WBL |                                  |        |                                  |        |                            |       |                           |                | 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 |              |    |     |              |    |     |  |
|----------|--------------|----|-----|--------------|----|-----|--|
| 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 | 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. %                      |                    | AM                         | PM                 | AM                        | PM                 | AM                        | PM                 | AM                       | PM                | AM                       | PM                | AM                                | PM                | AM                                | PM                |                    |
|     | Cars                             | Trucks             | Cars                             | Trucks             | Balance Cars               |                    |                           | Balance Trucks     | Trucks                    | Trucks             |                          |                   | 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) |                   |                    |
|     | 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               | 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                | W/O I-605 Improve | With I-605 Improve |
| 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    |                    |                          |                   |                          |                   |                                   |                   |                                   |                   |                    |
|     | 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 | 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 |  |
| 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 | 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)                |       |   |
|     | 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                        | 2      | 25                                | 0      | 0                                 |       |   |
| NBT |                                  |        |                                  |        |                            | 0      | 0                         |                | 0                         | 0      | 0                        | 0              | 0                        | 17     | 38                                | 0      | 0                                 |       |   |
| NBR |                                  |        |                                  |        |                            | 0      | 0                         |                | 0                         | 0      | 0                        | 0              | 0                        | 50     | 38                                | 0      | 0                                 |       |   |
| SBL |                                  |        |                                  |        |                            | 0      | 0                         |                | 0                         | 0      | 0                        | 0              | 0                        | 99     | 65                                | 1      | 1                                 |       |   |
| SBT |                                  |        |                                  |        |                            | 0      | 0                         |                | 0                         | 0      | 0                        | 0              | 0                        | 35     | 36                                | 0      | 0                                 |       |   |
| SBR |                                  |        |                                  |        |                            | 0      | 0                         |                | 0                         | 0      | 0                        | 0              | 0                        | 52     | 54                                | 0      | 0                                 |       |   |
| EBL |                                  |        |                                  |        |                            | 0      | 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) |       |   |
|     | 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      | 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    |        |                          |                |                          |        |                                   |        |                                   |       |   |
|     | 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 | 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        | 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                                 | 0     | 0  |
| NBT | 863                              | 797    | 863                              | 797    |                            |         |                           |       |                           |         |                          | 0    | 0                        |        |                                   | 0      | 0                                 | 0     | 0  |
| NBR | 144                              | 221    | 144                              | 221    | 5%                         | 2%      |                           |       |                           |         |                          | 2    | 1                        |        |                                   | 1      | 0                                 | 3     | 1  |
| SBL | 326                              | 414    | 326                              | 414    | 5%                         | 3%      |                           |       |                           |         |                          | 2    | 1                        |        |                                   | 1      | 1                                 | 3     | 2  |
| SBT | 744                              | 885    | 744                              | 885    |                            |         |                           |       |                           |         |                          | 0    | 0                        |        |                                   | 0      | 0                                 | 0     | 0  |
| SBR | 74                               | 88     | 74                               | 88     |                            |         |                           |       |                           |         |                          | 0    | 0                        |        |                                   | 0      | 0                                 | 0     | 0  |
| EBL | 131                              | 153    | 131                              | 153    |                            |         |                           |       |                           |         |                          | 0    | 0                        |        |                                   | 0      | 0                                 | 0     | 0  |
| EBT | 720                              | 1,062  | 720                              | 1,062  | 30%                        | 5%      |                           |       |                           |         |                          | 12   | 7                        |        |                                   | 2      | 1                                 | 14    | 8  |
| EBR | 114                              | 153    | 114                              | 153    |                            |         |                           |       |                           |         |                          | 0    | 0                        |        |                                   | 0      | 0                                 | 0     | 0  |
| WBL | 168                              | 217    | 202                              | 232    |                            |         | 5%                        | 2%    |                           |         |                          | 1    | 2                        |        |                                   | 0      | 1                                 | 1     | 3  |
| WBT | 1,024                            | 692    | 1,063                            | 702    |                            |         | 30%                       | 5%    |                           |         | -1                       | 4    | 14                       |        |                                   | 1      | 2                                 | 5     | 16 |
| WBR | 376                              | 243    | 376                              | 243    |                            |         | 5%                        | 3%    |                           |         |                          | 1    | 2                        |        |                                   | 0      | 1                                 | 1     | 3  |
|     | Project Only                     |        |                                  |        |                            |         |                           |       |                           |         |                          |      |                          |        | Existing With Project             |        | Growth (2020-2022)                |       |    |
|     | With I-605 Improve               |        |                                  |        |                            |         |                           |       |                           |         |                          |      |                          |        | W/O I-605 Improve                 |        | W/O I-605 Improve                 |       |    |
|     | In Dist. %                       | Trucks | Trucks                           | Trucks | Trucks                     | Balance | Cars                      | Cars  | Balance                   | Trucks  | Trucks                   | AM   | PM                       | AM     | PM                                | AM     | PM                                | AM    | PM |
| NBL |                                  |        |                                  |        |                            | 0       | 0                         |       |                           |         | 0                        | 0    | 0                        | 0      | 136                               | 145    | 1                                 | 1     |    |
| NBT |                                  |        |                                  |        |                            | 0       | 0                         |       |                           |         | 0                        | 0    | 0                        | 0      | 863                               | 797    | 7                                 | 6     |    |
| NBR | 5%                               | 2%     |                                  |        |                            | 2       | 1                         |       |                           |         | 1                        | 0    | 3                        | 1      | 147                               | 222    | 1                                 | 2     |    |
| SBL | 5%                               | 3%     |                                  |        |                            | 2       | 1                         |       |                           |         | 1                        | 1    | 3                        | 2      | 329                               | 416    | 3                                 | 3     |    |
| SBT |                                  |        |                                  |        |                            | 0       | 0                         |       |                           |         | 0                        | 0    | 0                        | 0      | 744                               | 885    | 6                                 | 7     |    |
| SBR |                                  |        |                                  |        |                            | 0       | 0                         |       |                           |         | 0                        | 0    | 0                        | 0      | 74                                | 88     | 1                                 | 1     |    |
| EBL |                                  |        |                                  |        |                            | 0       | 0                         |       |                           |         | 0                        | 0    | 0                        | 0      | 131                               | 153    | 1                                 | 1     |    |
| EBT | 30%                              | 5%     |                                  |        |                            | 12      | 7                         |       |                           |         | 2                        | 1    | 14                       | 8      | 734                               | 1,070  | 6                                 | 8     |    |
| EBR |                                  |        |                                  |        |                            | 0       | 0                         |       |                           |         | 0                        | 0    | 0                        | 0      | 114                               | 153    | 1                                 | 1     |    |
| WBL |                                  |        | 5%                               | 2%     |                            | 1       | 2                         |       |                           |         | 0                        | 1    | 1                        | 3      | 169                               | 220    | 1                                 | 2     |    |
| WBT |                                  |        | 30%                              | 5%     |                            | -1      | 4                         | 14    |                           |         | 1                        | 2    | 5                        | 16     | 1,029                             | 708    | 8                                 | 6     |    |
| WBR |                                  |        | 5%                               | 3%     |                            | 1       | 2                         |       |                           |         | 0                        | 1    | 1                        | 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<br>(Veh) | 2020 ADT Estimate<br>(Veh) | COVID-19 Growth | 2020 COVID-19 Adjusted ADT<br>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<br>(Veh) | COVID-19 Growth | 2020 COVID-19 Adjusted ADT<br>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)**

| <b>ID</b> | <b>Segment</b>   | <b>2020 ADT Estimate<br/>(Veh)</b> | <b>2020 ADT Estimate<br/>Rounded (Veh)</b> |
|-----------|--|------------------------------------|--|
| <b>1</b>  | Beverly Blvd between Paramount Blvd and Rosemead Blvd              | 196                                | 200  |
| <b>2</b>  | Beverly Blvd between Rosemead Blvd and Durfee Ave                  | 268                                | 300  |
| <b>3</b>  | Beverly Blvd between Durfee Ave and San Gabriel River Pkwy         | 268                                | 300  |
| <b>4</b>  | Beverly Blvd between San Gabriel Blvd and I-605 SB Ramp            | 463                                | 500  |
| <b>5</b>  | Beverly Blvd between I-605 SB Ramp and Pioneer Blvd                | 317                                | 300  |
| <b>6</b>  | Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd | 93                                 | 100  |
| <b>7</b>  | Beverly Blvd east of Norwalk Blvd/Workman Mill Rd                  | 93                                 | 100  |
| <b>8</b>  | Rosemead Blvd north of Beverly Blvd                                | 37                                 | 100  |
| <b>9</b>  | Rosemead Blvd south of Beverly Blvd                                | 35                                 | 100  |
| <b>10</b> | San Gabriel River Pkwy north of Beverly Blvd                       | 81                                 | 100  |
| <b>11</b> | Pioneer Blvd between I-605 NB Ramps and Beverly Blvd               | 224                                | 200  |

**Project Only ADT (With I-605 Improvements)**

| <b>ID</b> | <b>Segment</b>   | <b>2020 ADT Estimate<br/>(Veh)</b> | <b>2020 ADT Estimate<br/>Rounded (Veh)</b> |
|-----------|--|------------------------------------|--|
| <b>1</b>  | Beverly Blvd between Paramount Blvd and Rosemead Blvd              | 196                                | 200  |
| <b>2</b>  | Beverly Blvd between Rosemead Blvd and Durfee Ave                  | 268                                | 300  |
| <b>3</b>  | Beverly Blvd between Durfee Ave and San Gabriel River Pkwy         | 268                                | 300  |
| <b>4</b>  | Beverly Blvd between San Gabriel Blvd and I-605 SB Ramp            | 544                                | 500  |
| <b>5</b>  | Beverly Blvd between I-605 SB Ramp and Pioneer Blvd                | 317                                | 300  |
| <b>6</b>  | Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd | 93                                 | 100  |
| <b>7</b>  | Beverly Blvd east of Norwalk Blvd/Workman Mill Rd                  | 93                                 | 100  |
| <b>8</b>  | Rosemead Blvd north of Beverly Blvd                                | 37                                 | 100  |
| <b>9</b>  | Rosemead Blvd south of Beverly Blvd                                | 35                                 | 100  |
| <b>10</b> | San Gabriel River Pkwy north of Beverly Blvd                       | 0                                  | 0  |
| <b>11</b> | Pioneer Blvd between I-605 NB Ramps and Beverly Blvd               | 224                                | 200  |

**Cumulative Project Only ADT (W/O I-605 Improvements)**

| <b>ID</b> | <b>Segment</b>   | <b>ADT Estimate (Veh)</b> | <b>ADT Estimate Rounded (Veh)</b> |
|-----------|--|---------------------------|-----------------------------------|
| <b>1</b>  | Beverly Blvd between Paramount Blvd and Rosemead Blvd              | 694                       | 700                               |
| <b>2</b>  | Beverly Blvd between Rosemead Blvd and Durfee Ave                  | 872                       | 900                               |
| <b>3</b>  | Beverly Blvd between Durfee Ave and San Gabriel River Pkwy         | 985                       | 1,000                             |
| <b>4</b>  | Beverly Blvd between San Gabriel Blvd and I-605 SB Ramp            | 927                       | 900                               |
| <b>5</b>  | Beverly Blvd between I-605 SB Ramp and Pioneer Blvd                | 806                       | 800                               |
| <b>6</b>  | Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd | 666                       | 700                               |
| <b>7</b>  | Beverly Blvd east of Norwalk Blvd/Workman Mill Rd                  | 342                       | 300                               |
| <b>8</b>  | Rosemead Blvd north of Beverly Blvd                                | 722                       | 700                               |
| <b>9</b>  | Rosemead Blvd south of Beverly Blvd                                | 1,870                     | 1,900                             |
| <b>10</b> | San Gabriel River Pkwy north of Beverly Blvd                       | 484                       | 500                               |
| <b>11</b> | Pioneer Blvd between I-605 NB Ramps and Beverly Blvd               | 148                       | 100                               |

**Cumulative Project Only ADT (With I-605 Improvements)**

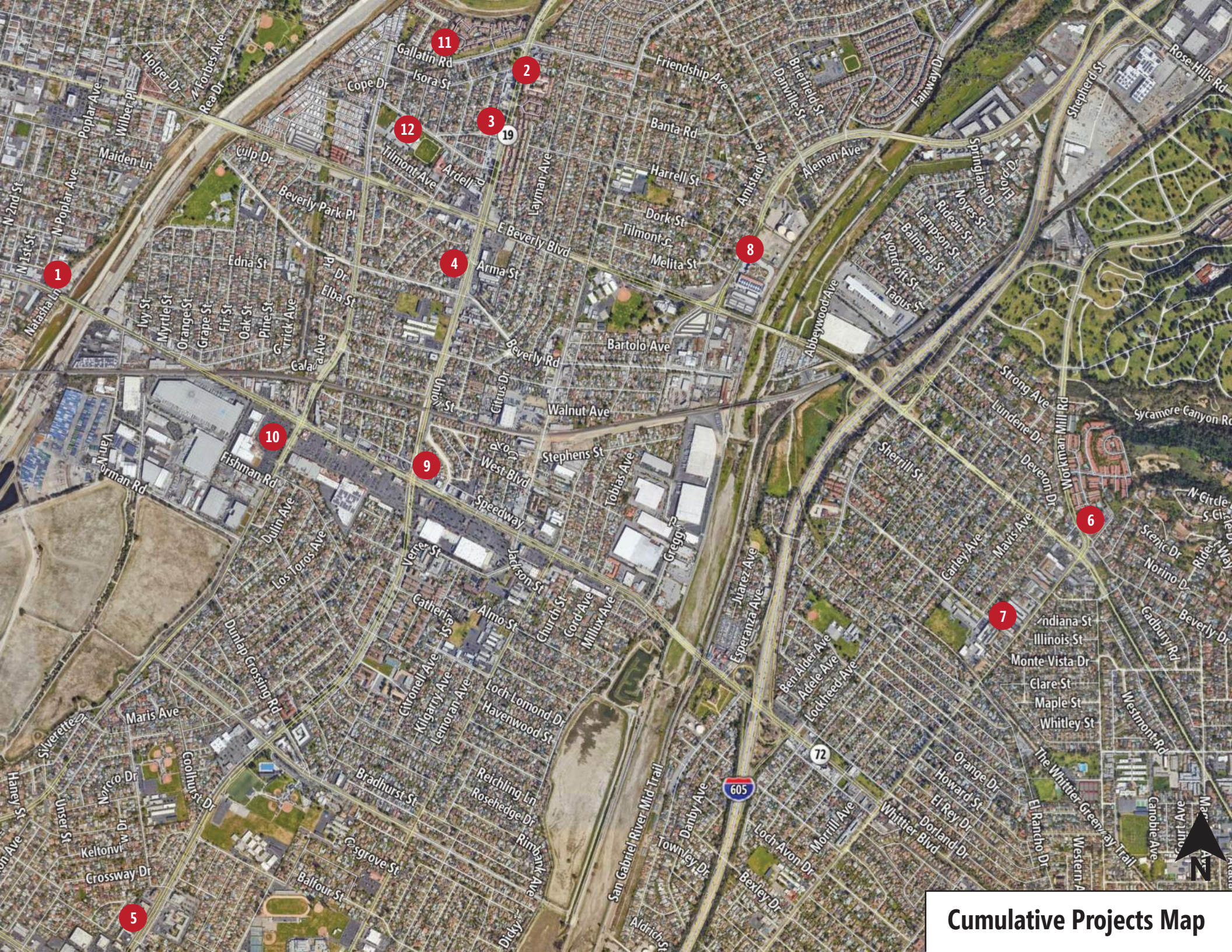
| <b>ID</b> | <b>Segment</b>   | <b>ADT Estimate (Veh)</b> | <b>ADT Estimate Rounded (Veh)</b> |
|-----------|--|---------------------------|-----------------------------------|
| <b>1</b>  | Beverly Blvd between Paramount Blvd and Rosemead Blvd              | 694                       | 700                               |
| <b>2</b>  | Beverly Blvd between Rosemead Blvd and Durfee Ave                  | 872                       | 900                               |
| <b>3</b>  | Beverly Blvd between Durfee Ave and San Gabriel River Pkwy         | 985                       | 1,000                             |
| <b>4</b>  | Beverly Blvd between San Gabriel Blvd and I-605 SB Ramp            | 1,056                     | 1,100                             |
| <b>5</b>  | Beverly Blvd between I-605 SB Ramp and Pioneer Blvd                | 863                       | 900                               |
| <b>6</b>  | Beverly Blvd between Pioneer Blvd and Norwalk Blvd/Workman Mill Rd | 670                       | 700                               |
| <b>7</b>  | Beverly Blvd east of Norwalk Blvd/Workman Mill Rd                  | 342                       | 300                               |
| <b>8</b>  | Rosemead Blvd north of Beverly Blvd                                | 722                       | 700                               |
| <b>9</b>  | Rosemead Blvd south of Beverly Blvd                                | 1,870                     | 1,900                             |
| <b>10</b> | San Gabriel River Pkwy north of Beverly Blvd                       | 569                       | 600                               |
| <b>11</b> | 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.





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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 |
| <b>Total</b>               |          |           |                        |               | <b>812</b>  | <b>73</b>    | <b>53</b> | <b>20</b> | <b>90</b>    | <b>29</b> | <b>61</b> |    |

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        |
| <b>Total</b>          |          |     |                        |       | <b>1137</b> | <b>104</b>   | <b>75</b> | <b>29</b> | <b>127</b>   | <b>40</b> | <b>88</b> |

Note: Values may vary slightly due to rounding.

**Revised Site Plan**

| <b>Trip Generation (Vehicles)</b> |          |           |                        |               |             |              |           |           |              |           |           |    |
|-----------------------------------|----------|-----------|------------------------|---------------|-------------|--------------|-----------|-----------|--------------|-----------|-----------|----|
| 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 |
| <b>Total</b>                      |          |           |                        |               | <b>808</b>  | <b>67</b>    | <b>50</b> | <b>17</b> | <b>88</b>    | <b>27</b> | <b>61</b> |    |

Note: Values may vary slightly due to rounding.

| <b>Trip Generation (PCE)</b>    |          |     |                        |       |             |              |           |           |              |           |           |
|---------------------------------|----------|-----|------------------------|-------|-------------|--------------|-----------|-----------|--------------|-----------|-----------|
| 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        |
| <b>Total</b>                    |          |     |                        |       | <b>1133</b> | <b>98</b>    | <b>72</b> | <b>26</b> | <b>125</b>   | <b>38</b> | <b>88</b> |

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  |
| <b>Difference</b>  | -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    | <b>0.0819</b> | NB Thru                                    | 131    | 1     | 1,600    | <b>0.0819</b> | NB Thru   | 132    | 1     | 1,600    | <b>0.0825</b> | NB Thru  | 132    | 1     | 1,600    | <b>0.0825</b> |
| 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    | <b>0.0531</b> | SB Left                                    | 85     | 1     | 1,600    | <b>0.0531</b> | SB Left   | 86     | 1     | 1,600    | <b>0.0538</b> | SB Left  | 86     | 1     | 1,600    | <b>0.0538</b> |
| 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    | <b>0.1781</b> | EB Left                                    | 292    | 1     | 1,600    | <b>0.1825</b> | EB Left   | 287    | 1     | 1,600    | <b>0.1794</b> | EB Left  | 287    | 1     | 1,600    | <b>0.1794</b> |
| 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    | <b>0.3456</b> | WB Thru                                    | 1,112  | 2     | 3,200    | <b>0.3475</b> | WB Thru   | 1,115  | 2     | 3,200    | <b>0.3484</b> | WB Thru  | 1,115  | 2     | 3,200    | <b>0.3484</b> |
| 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                           |        |       |          | <b>0.8087</b> | ICU  |        |       |          | <b>0.8150</b> | ICU   |        |       |          | <b>0.8141</b> | ICU  |        |       |          | <b>0.8141</b> |
| 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    | <b>0.0825</b> | NB Thru   | 132    | 1     | 1,600    | <b>0.0825</b> | NB Thru  | 132    | 1     | 1,600    | <b>0.0825</b> | NB Thru   | 132    | 1     | 1,600    | <b>0.0825</b> |
| 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    | <b>0.0538</b> | SB Left   | 86     | 1     | 1,600    | <b>0.0538</b> | SB Left  | 86     | 1     | 1,600    | <b>0.0538</b> | SB Left   | 86     | 1     | 1,600    | <b>0.0538</b> |
| 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    | <b>0.1838</b> | EB Left   | 294    | 1     | 1,600    | <b>0.1838</b> | EB Left  | 289    | 1     | 1,600    | <b>0.1806</b> | EB Left   | 291    | 1     | 1,600    | <b>0.1819</b> |
| 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    | <b>0.3503</b> | WB Thru   | 1,121  | 2     | 3,200    | <b>0.3503</b> | WB Thru  | 1,141  | 2     | 3,200    | <b>0.3566</b> | WB Thru   | 1,141  | 2     | 3,200    | <b>0.3566</b> |
| 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  |        |       |          | <b>0.8204</b> | ICU   |        |       |          | <b>0.8204</b> | ICU  |        |       |          | <b>0.8235</b> | ICU   |        |       |          | <b>0.8248</b> |
| 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    | <b>0.0825</b> | NB Thru  | 132    | 1     | 1,600    | <b>0.0825</b> | NB Thru   | 143    | 1     | 1,600    | <b>0.0894</b> | NB Thru  | 143    | 1     | 1,600    | <b>0.0894</b> |
| 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    | <b>0.0538</b> | SB Left  | 86     | 1     | 1,600    | <b>0.0538</b> | SB Left   | 93     | 1     | 1,600    | <b>0.0581</b> | SB Left  | 93     | 1     | 1,600    | <b>0.0581</b> |
| 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    | <b>0.1850</b> | EB Left  | 298    | 1     | 1,600    | <b>0.1863</b> | EB Left   | 314    | 1     | 1,600    | <b>0.1963</b> | EB Left  | 321    | 1     | 1,600    | <b>0.2006</b> |
| 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    | <b>0.3584</b> | WB Thru  | 1,147  | 2     | 3,200    | <b>0.3584</b> | WB Thru   | 1,231  | 2     | 3,200    | <b>0.3847</b> | WB Thru  | 1,237  | 2     | 3,200    | <b>0.3866</b> |
| 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   |        |       |          | <b>0.8297</b> | ICU  |        |       |          | <b>0.8310</b> | ICU   |        |       |          | <b>0.8785</b> | ICU  |        |       |          | <b>0.8847</b> |
| 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    | <b>0.0356</b> | NB Thru                                    | 57     | 1     | 1,600    | <b>0.0356</b> | NB Thru   | 57     | 1     | 1,600    | <b>0.0356</b> | NB Thru  | 57     | 1     | 1,600    | <b>0.0356</b> |
| 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    | <b>0.1063</b> | SB Left                                    | 170    | 1     | 1,600    | <b>0.1063</b> | SB Left   | 171    | 1     | 1,600    | <b>0.1069</b> | SB Left  | 171    | 1     | 1,600    | <b>0.1069</b> |
| 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    | <b>0.5175</b> | EB Thru                                    | 1,656  | 2     | 3,200    | <b>0.5175</b> | EB Thru   | 1,669  | 2     | 3,200    | <b>0.5216</b> | EB Thru  | 1,669  | 2     | 3,200    | <b>0.5216</b> |
| 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    | <b>0.0144</b> | WB Left                                    | 23     | 1     | 1,600    | <b>0.0144</b> | WB Left   | 23     | 1     | 1,600    | <b>0.0144</b> | WB Left  | 23     | 1     | 1,600    | <b>0.0144</b> |
| 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                           |        |       |          | <b>0.8238</b> | ICU  |        |       |          | <b>0.8238</b> | ICU   |        |       |          | <b>0.8285</b> | ICU  |        |       |          | <b>0.8285</b> |
| 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    | <b>0.0356</b> | NB Thru   | 57     | 1     | 1,600    | <b>0.0356</b> | NB Thru  | 57     | 1     | 1,600    | <b>0.0356</b> | NB Thru   | 57     | 1     | 1,600    | <b>0.0356</b> |
| 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    | <b>0.1069</b> | SB Left   | 171    | 1     | 1,600    | <b>0.1069</b> | SB Left  | 171    | 1     | 1,600    | <b>0.1069</b> | SB Left   | 171    | 1     | 1,600    | <b>0.1069</b> |
| 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    | <b>0.5238</b> | EB Thru   | 1,676  | 2     | 3,200    | <b>0.5238</b> | EB Thru  | 1,693  | 2     | 3,200    | <b>0.5291</b> | EB Thru   | 1,693  | 2     | 3,200    | <b>0.5291</b> |
| 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    | <b>0.0144</b> | WB Left   | 23     | 1     | 1,600    | <b>0.0144</b> | WB Left  | 23     | 1     | 1,600    | <b>0.0144</b> | WB Left   | 23     | 1     | 1,600    | <b>0.0144</b> |
| 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  |        |       |          | <b>0.8307</b> | ICU   |        |       |          | <b>0.8307</b> | ICU  |        |       |          | <b>0.8360</b> | ICU   |        |       |          | <b>0.8360</b> |
| 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    | <b>0.0356</b> | NB Thru  | 57     | 1     | 1,600    | <b>0.0356</b> | NB Thru   | 62     | 1     | 1,600    | <b>0.0388</b> | NB Thru  | 62     | 1     | 1,600    | <b>0.0388</b> |
| 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    | <b>0.1069</b> | SB Left  | 171    | 1     | 1,600    | <b>0.1069</b> | SB Left   | 185    | 1     | 1,600    | <b>0.1156</b> | SB Left  | 185    | 1     | 1,600    | <b>0.1156</b> |
| 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    | <b>0.5313</b> | EB Thru  | 1,700  | 2     | 3,200    | <b>0.5313</b> | EB Thru   | 1,827  | 2     | 3,200    | <b>0.5709</b> | EB Thru  | 1,834  | 2     | 3,200    | <b>0.5731</b> |
| 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    | <b>0.0144</b> | WB Left  | 23     | 1     | 1,600    | <b>0.0144</b> | WB Left   | 25     | 1     | 1,600    | <b>0.0156</b> | WB Left  | 25     | 1     | 1,600    | <b>0.0156</b> |
| 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   |        |       |          | <b>0.8382</b> | ICU  |        |       |          | <b>0.8382</b> | ICU   |        |       |          | <b>0.8909</b> | ICU  |        |       |          | <b>0.8931</b> |
| 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    | <b>0.1653</b> | NB Thru                                    | 529    | 2     | 3,200    | <b>0.1653</b> | NB Thru   | 534    | 2     | 3,200    | <b>0.1669</b> | NB Thru  | 534    | 2     | 3,200    | <b>0.1669</b> |
| 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    | <b>0.1517</b> | SB Left                                    | 437    | 2     | 2,880    | <b>0.1517</b> | SB Left   | 440    | 2     | 2,880    | <b>0.1528</b> | SB Left  | 440    | 2     | 2,880    | <b>0.1528</b> |
| 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    | <b>0.4234</b> | EB Thru                                    | 1,362  | 2     | 3,200    | <b>0.4256</b> | EB Thru   | 1,366  | 2     | 3,200    | <b>0.4269</b> | EB Thru  | 1,366  | 2     | 3,200    | <b>0.4269</b> |
| 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    | <b>0.0569</b> | WB Left                                    | 91     | 1     | 1,600    | <b>0.0569</b> | WB Left   | 92     | 1     | 1,600    | <b>0.0575</b> | WB Left  | 92     | 1     | 1,600    | <b>0.0575</b> |
| 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                           |        |       |          |               | <b>0.9473</b>                              |        |       |          |               | ICU   |        |       |          |               | <b>0.9541</b>  |        |       |          |               |
| 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    | <b>0.1669</b> | NB Thru   | 534    | 2     | 3,200    | <b>0.1669</b> | NB Thru  | 534    | 2     | 3,200    | <b>0.1669</b> | NB Thru   | 534    | 2     | 3,200    | <b>0.1669</b> |
| 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    | <b>0.1528</b> | SB Left   | 440    | 2     | 2,880    | <b>0.1528</b> | SB Left  | 440    | 2     | 2,880    | <b>0.1528</b> | SB Left   | 440    | 2     | 2,880    | <b>0.1528</b> |
| 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    | <b>0.4291</b> | EB Thru   | 1,373  | 2     | 3,200    | <b>0.4291</b> | EB Thru  | 1,372  | 2     | 3,200    | <b>0.4288</b> | EB Thru   | 1,372  | 2     | 3,200    | <b>0.4288</b> |
| 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    | <b>0.0575</b> | WB Left   | 92     | 1     | 1,600    | <b>0.0575</b> | WB Left  | 92     | 1     | 1,600    | <b>0.0575</b> | WB Left   | 92     | 1     | 1,600    | <b>0.0575</b> |
| 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  |        |       |          |               | <b>0.9563</b>   |        |       |          |               | ICU  |        |       |          |               | <b>0.9560</b>   |        |       |          |               |
| 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    | <b>0.1669</b> | NB Thru  | 534    | 2     | 3,200    | <b>0.1669</b> | NB Thru   | 577    | 2     | 3,200    | <b>0.1803</b> | NB Thru  | 577    | 2     | 3,200    | <b>0.1803</b> |
| 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    | <b>0.1528</b> | SB Left  | 440    | 2     | 2,880    | <b>0.1528</b> | SB Left   | 475    | 2     | 2,880    | <b>0.1649</b> | SB Left  | 475    | 2     | 2,880    | <b>0.1649</b> |
| 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    | <b>0.4309</b> | EB Thru  | 1,379  | 2     | 3,200    | <b>0.4309</b> | EB Thru   | 1,481  | 2     | 3,200    | <b>0.4628</b> | EB Thru  | 1,488  | 2     | 3,200    | <b>0.4650</b> |
| 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    | <b>0.0575</b> | WB Left  | 92     | 1     | 1,600    | <b>0.0575</b> | WB Left   | 99     | 1     | 1,600    | <b>0.0619</b> | WB Left  | 99     | 1     | 1,600    | <b>0.0619</b> |
| 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   |        |       |          |               | <b>0.9581</b>  |        |       |          |               | ICU   |        |       |          |               | <b>1.0221</b>  |        |       |          |               |
| 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    | <b>0.0263</b> | SB Left                                    | 42     | 1     | 1,600    | <b>0.0263</b> | SB Left   | 42     | 1     | 1,600    | <b>0.0263</b> | SB Left  | 42     | 1     | 1,600    | <b>0.0263</b> |
| 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    | <b>0.0256</b> | EB Left                                    | 41     | 1     | 1,600    | <b>0.0256</b> | EB Left   | 41     | 1     | 1,600    | <b>0.0256</b> | EB Left  | 41     | 1     | 1,600    | <b>0.0256</b> |
| 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    | <b>0.5000</b> | WB Thru                                    | 1,607  | 2     | 3,200    | <b>0.5022</b> | WB Thru   | 1,613  | 2     | 3,200    | <b>0.5041</b> | WB Thru  | 1,773  | 2     | 3,200    | <b>0.5541</b> |
| 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                           |        |       |          | <b>0.7019</b> | ICU  |        |       |          | <b>0.7041</b> | ICU   |        |       |          | <b>0.7060</b> | ICU  |        |       |          | <b>0.7560</b> |
| 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    | <b>0.0263</b> | SB Left   | 42     | 1     | 1,600    | <b>0.0263</b> | SB Left  | 42     | 1     | 1,600    | <b>0.0263</b> | SB Left   | 42     | 1     | 1,600    | <b>0.0263</b> |
| 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    | <b>0.0256</b> | EB Left   | 41     | 1     | 1,600    | <b>0.0256</b> | EB Left  | 41     | 1     | 1,600    | <b>0.0256</b> | EB Left   | 41     | 1     | 1,600    | <b>0.0256</b> |
| 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    | <b>0.5063</b> | WB Thru   | 1,780  | 2     | 3,200    | <b>0.5563</b> | WB Thru  | 1,661  | 2     | 3,200    | <b>0.5191</b> | WB Thru   | 1,832  | 2     | 3,200    | <b>0.5725</b> |
| 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  |        |       |          | <b>0.7082</b> | ICU   |        |       |          | <b>0.7582</b> | ICU  |        |       |          | <b>0.7210</b> | ICU   |        |       |          | <b>0.7744</b> |
| 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    | <b>0.0263</b> | SB Left  | 42     | 1     | 1,600    | <b>0.0263</b> | SB Left   | 45     | 1     | 1,600    | <b>0.0281</b> | SB Left  | 45     | 1     | 1,600    | <b>0.0281</b> |
| 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    | <b>0.0256</b> | EB Left  | 41     | 1     | 1,600    | <b>0.0256</b> | EB Left   | 44     | 1     | 1,600    | <b>0.0275</b> | EB Left  | 44     | 1     | 1,600    | <b>0.0275</b> |
| 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    | <b>0.5213</b> | WB Thru  | 1,839  | 2     | 3,200    | <b>0.5747</b> | WB Thru   | 1,975  | 2     | 3,200    | <b>0.6172</b> | WB Thru  | 1,982  | 2     | 3,200    | <b>0.6194</b> |
| 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   |        |       |          | <b>0.7232</b> | ICU  |        |       |          | <b>0.7766</b> | ICU   |        |       |          | <b>0.8228</b> | ICU  |        |       |          | <b>0.8250</b> |
| 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    | <b>0.0056</b> | SB Left                                    | 9      | 1     | 1,600    | <b>0.0056</b> | SB Left   | 9      | 1     | 1,600    | <b>0.0056</b> | SB Left  | 9      | 1     | 1,600    | <b>0.0056</b> |
| 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    | <b>0.5866</b> | EB Thru                                    | 1,898  | 2     | 3,200    | <b>0.5931</b> | EB Thru   | 1,892  | 2     | 3,200    | <b>0.5913</b> | EB Thru  | 1,892  | 2     | 3,200    | <b>0.5913</b> |
| 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        | <b>0.0000</b> | WB Left                                    | 0      | 0     | 0        | <b>0.0000</b> | WB Left   | 0      | 0     | 0        | <b>0.0000</b> | WB Left  | 0      | 0     | 0        | <b>0.0000</b> |
| 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                           |        |       |          | <b>0.7422</b> | ICU  |        |       |          | <b>0.7487</b> | ICU   |        |       |          | <b>0.7469</b> | ICU  |        |       |          | <b>0.7469</b> |
| 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    | <b>0.0056</b> | SB Left   | 9      | 1     | 1,600    | <b>0.0056</b> | SB Left  | 9      | 1     | 1,600    | <b>0.0056</b> | SB Left   | 9      | 1     | 1,600    | <b>0.0056</b> |
| 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    | <b>0.5978</b> | EB Thru   | 1,903  | 2     | 3,200    | <b>0.5947</b> | EB Thru  | 1,939  | 2     | 3,200    | <b>0.6059</b> | EB Thru   | 1,950  | 2     | 3,200    | <b>0.6094</b> |
| 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        | <b>0.0000</b> | WB Left   | 0      | 0     | 0        | <b>0.0000</b> | WB Left  | 0      | 0     | 0        | <b>0.0000</b> | WB Left   | 0      | 0     | 0        | <b>0.0000</b> |
| 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  |        |       |          | <b>0.7534</b> | ICU   |        |       |          | <b>0.7503</b> | ICU  |        |       |          | <b>0.7615</b> | ICU   |        |       |          | <b>0.7650</b> |
| 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    | <b>0.0056</b> | SB Left  | 9      | 1     | 1,600    | <b>0.0056</b> | SB Left   | 10     | 1     | 1,600    | <b>0.0063</b> | SB Left  | 10     | 1     | 1,600    | <b>0.0063</b> |
| 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    | <b>0.6125</b> | EB Thru  | 1,961  | 2     | 3,200    | <b>0.6128</b> | EB Thru   | 2,101  | 2     | 3,200    | <b>0.6566</b> | EB Thru  | 2,112  | 2     | 3,200    | <b>0.6600</b> |
| 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        | <b>0.0000</b> | WB Left  | 0      | 0     | 0        | <b>0.0000</b> | WB Left   | 0      | 0     | 0        | <b>0.0000</b> | WB Left  | 0      | 0     | 0        | <b>0.0000</b> |
| 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   |        |       |          | <b>0.7681</b> | ICU  |        |       |          | <b>0.7684</b> | ICU   |        |       |          | <b>0.8129</b> | ICU  |        |       |          | <b>0.8163</b> |
| 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    | <b>0.0606</b> | NB Thru                                    | 97     | 1     | 1,600    | <b>0.0606</b> | NB Thru   | 98     | 1     | 1,600    | <b>0.0613</b> | NB Thru  | 98     | 1     | 1,600    | <b>0.0613</b> |
| 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    | <b>0.1642</b> | SB Left                                    | 491    | 2     | 2,880    | <b>0.1705</b> | SB Left   | 477    | 2     | 2,880    | <b>0.1656</b> | SB Left  | 477    | 2     | 2,880    | <b>0.1656</b> |
| 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    | <b>0.3994</b> | EB Thru                                    | 1,298  | 2     | 3,200    | <b>0.4056</b> | EB Thru   | 1,288  | 2     | 3,200    | <b>0.4025</b> | EB Thru  | 1,288  | 2     | 3,200    | <b>0.4025</b> |
| 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    | <b>0.0425</b> | WB Left                                    | 68     | 1     | 1,600    | <b>0.0425</b> | WB Left   | 69     | 1     | 1,600    | <b>0.0431</b> | WB Left  | 69     | 1     | 1,600    | <b>0.0431</b> |
| 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                           |        |       |          | <b>0.8167</b> | ICU  |        |       |          | <b>0.8292</b> | ICU   |        |       |          | <b>0.8225</b> | ICU  |        |       |          | <b>0.8225</b> |
| 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    | <b>0.0613</b> | NB Thru   | 98     | 1     | 1,600    | <b>0.0613</b> | NB Thru  | 98     | 1     | 1,600    | <b>0.0613</b> | NB Thru   | 98     | 1     | 1,600    | <b>0.0613</b> |
| 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    | <b>0.1719</b> | SB Left   | 477    | 2     | 2,880    | <b>0.1656</b> | SB Left  | 481    | 2     | 2,880    | <b>0.1670</b> | SB Left   | 482    | 2     | 2,880    | <b>0.1674</b> |
| 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    | <b>0.4088</b> | EB Thru   | 1,308  | 2     | 3,200    | <b>0.4088</b> | EB Thru  | 1,318  | 2     | 3,200    | <b>0.4119</b> | EB Thru   | 1,319  | 2     | 3,200    | <b>0.4122</b> |
| 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    | <b>0.0431</b> | WB Left   | 69     | 1     | 1,600    | <b>0.0431</b> | WB Left  | 69     | 1     | 1,600    | <b>0.0431</b> | WB Left   | 69     | 1     | 1,600    | <b>0.0431</b> |
| 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  |        |       |          | <b>0.8351</b> | ICU   |        |       |          | <b>0.8288</b> | ICU  |        |       |          | <b>0.8333</b> | ICU   |        |       |          | <b>0.8340</b> |
| 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    | <b>0.0613</b> | NB Thru  | 98     | 1     | 1,600    | <b>0.0613</b> | NB Thru   | 106    | 1     | 1,600    | <b>0.0663</b> | NB Thru  | 106    | 1     | 1,600    | <b>0.0663</b> |
| 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    | <b>0.1733</b> | SB Left  | 482    | 2     | 2,880    | <b>0.1674</b> | SB Left   | 521    | 2     | 2,880    | <b>0.1809</b> | SB Left  | 521    | 2     | 2,880    | <b>0.1809</b> |
| 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    | <b>0.4181</b> | EB Thru  | 1,339  | 2     | 3,200    | <b>0.4184</b> | EB Thru   | 1,422  | 2     | 3,200    | <b>0.4444</b> | EB Thru  | 1,442  | 2     | 3,200    | <b>0.4506</b> |
| 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    | <b>0.0431</b> | WB Left  | 69     | 1     | 1,600    | <b>0.0431</b> | WB Left   | 75     | 1     | 1,600    | <b>0.0469</b> | WB Left  | 75     | 1     | 1,600    | <b>0.0469</b> |
| 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   |        |       |          | <b>0.8458</b> | ICU  |        |       |          | <b>0.8402</b> | ICU   |        |       |          | <b>0.8885</b> | ICU  |        |       |          | <b>0.8947</b> |
| 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    | <b>0.1381</b> | NB Thru                                    | 221    | 1     | 1,600    | <b>0.1381</b> | NB Thru   | 223    | 1     | 1,600    | <b>0.1394</b> | NB Thru  | 223    | 1     | 1,600    | <b>0.1394</b> |
| 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    | <b>0.1097</b> | SB Left                                    | 326    | 2     | 2,880    | <b>0.1132</b> | SB Left   | 319    | 2     | 2,880    | <b>0.1108</b> | SB Left  | 319    | 2     | 2,880    | <b>0.1108</b> |
| 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    | <b>0.4934</b> | EB Thru                                    | 1,590  | 2     | 3,200    | <b>0.4969</b> | EB Thru   | 1,592  | 2     | 3,200    | <b>0.4975</b> | EB Thru  | 1,592  | 2     | 3,200    | <b>0.4975</b> |
| 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    | <b>0.0388</b> | WB Left                                    | 62     | 1     | 1,600    | <b>0.0388</b> | WB Left   | 62     | 1     | 1,600    | <b>0.0388</b> | WB Left  | 62     | 1     | 1,600    | <b>0.0388</b> |
| 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                           |        |       |          | <b>0.9300</b> | ICU  |        |       |          | <b>0.9370</b> | ICU   |        |       |          | <b>0.9365</b> | ICU  |        |       |          | <b>0.9365</b> |
| 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    | <b>0.1394</b> | NB Thru   | 223    | 1     | 1,600    | <b>0.1394</b> | NB Thru  | 223    | 1     | 1,600    | <b>0.1394</b> | NB Thru   | 223    | 1     | 1,600    | <b>0.1394</b> |
| 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    | <b>0.1142</b> | SB Left   | 319    | 2     | 2,880    | <b>0.1108</b> | SB Left  | 340    | 2     | 2,880    | <b>0.1181</b> | SB Left   | 351    | 2     | 2,880    | <b>0.1219</b> |
| 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    | <b>0.5009</b> | EB Thru   | 1,603  | 2     | 3,200    | <b>0.5009</b> | EB Thru  | 1,618  | 2     | 3,200    | <b>0.5056</b> | EB Thru   | 1,618  | 2     | 3,200    | <b>0.5056</b> |
| 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    | <b>0.0388</b> | WB Left   | 62     | 1     | 1,600    | <b>0.0388</b> | WB Left  | 62     | 1     | 1,600    | <b>0.0388</b> | WB Left   | 62     | 1     | 1,600    | <b>0.0388</b> |
| 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  |        |       |          | <b>0.9433</b> | ICU   |        |       |          | <b>0.9399</b> | ICU  |        |       |          | <b>0.9519</b> | ICU   |        |       |          | <b>0.9557</b> |
| 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    | <b>0.1394</b> | NB Thru  | 223    | 1     | 1,600    | <b>0.1394</b> | NB Thru   | 241    | 1     | 1,600    | <b>0.1506</b> | NB Thru  | 241    | 1     | 1,600    | <b>0.1506</b> |
| 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    | <b>0.1215</b> | SB Left  | 351    | 2     | 2,880    | <b>0.1219</b> | SB Left   | 376    | 2     | 2,880    | <b>0.1306</b> | SB Left  | 376    | 2     | 2,880    | <b>0.1306</b> |
| 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    | <b>0.5091</b> | EB Thru  | 1,629  | 2     | 3,200    | <b>0.5091</b> | EB Thru   | 1,745  | 2     | 3,200    | <b>0.5453</b> | EB Thru  | 1,756  | 2     | 3,200    | <b>0.5488</b> |
| 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    | <b>0.0388</b> | WB Left  | 62     | 1     | 1,600    | <b>0.0388</b> | WB Left   | 67     | 1     | 1,600    | <b>0.0419</b> | WB Left  | 67     | 1     | 1,600    | <b>0.0419</b> |
| 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   |        |       |          | <b>0.9588</b> | ICU  |        |       |          | <b>0.9592</b> | ICU   |        |       |          | <b>1.0184</b> | ICU  |        |       |          | <b>1.0219</b> |
| 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    | <b>0.0419</b> | NB Thru                                    | 67     | 1     | 1,600    | <b>0.0419</b> | NB Thru   | 67     | 1     | 1,600    | <b>0.0419</b> | NB Thru  | 67     | 1     | 1,600    | <b>0.0419</b> |
| 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    | <b>0.0619</b> | SB Left                                    | 99     | 1     | 1,600    | <b>0.0619</b> | SB Left   | 100    | 1     | 1,600    | <b>0.0625</b> | SB Left  | 100    | 1     | 1,600    | <b>0.0625</b> |
| 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    | <b>0.0113</b> | EB Left                                    | 18     | 1     | 1,600    | <b>0.0113</b> | EB Left   | 18     | 1     | 1,600    | <b>0.0113</b> | EB Left  | 18     | 1     | 1,600    | <b>0.0113</b> |
| 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    | <b>0.3315</b> | WB Thru                                    | 1,598  | 3     | 4,800    | <b>0.3329</b> | WB Thru   | 1,604  | 3     | 4,800    | <b>0.3342</b> | WB Thru  | 1,679  | 3     | 4,800    | <b>0.3498</b> |
| 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                           |        |       |          | <b>0.5966</b> | ICU  |        |       |          | <b>0.5980</b> | ICU   |        |       |          | <b>0.5999</b> | ICU  |        |       |          | <b>0.6155</b> |
| 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    | <b>0.0419</b> | NB Thru   | 67     | 1     | 1,600    | <b>0.0419</b> | NB Thru  | 69     | 1     | 1,600    | <b>0.0431</b> | NB Thru   | 69     | 1     | 1,600    | <b>0.0431</b> |
| 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    | <b>0.0625</b> | SB Left   | 100    | 1     | 1,600    | <b>0.0625</b> | SB Left  | 102    | 1     | 1,600    | <b>0.0638</b> | SB Left   | 102    | 1     | 1,600    | <b>0.0638</b> |
| 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    | <b>0.0113</b> | EB Left   | 18     | 1     | 1,600    | <b>0.0113</b> | EB Left  | 18     | 1     | 1,600    | <b>0.0113</b> | EB Left   | 18     | 1     | 1,600    | <b>0.0113</b> |
| 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    | <b>0.3356</b> | WB Thru   | 1,686  | 3     | 4,800    | <b>0.3513</b> | WB Thru  | 1,631  | 3     | 4,800    | <b>0.3398</b> | WB Thru   | 1,706  | 3     | 4,800    | <b>0.3554</b> |
| 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  |        |       |          | <b>0.6013</b> | ICU   |        |       |          | <b>0.6170</b> | ICU  |        |       |          | <b>0.6080</b> | ICU   |        |       |          | <b>0.6236</b> |
| 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    | <b>0.0431</b> | NB Thru  | 69     | 1     | 1,600    | <b>0.0431</b> | NB Thru   | 74     | 1     | 1,600    | <b>0.0463</b> | NB Thru  | 74     | 1     | 1,600    | <b>0.0463</b> |
| 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    | <b>0.0638</b> | SB Left  | 102    | 1     | 1,600    | <b>0.0638</b> | SB Left   | 110    | 1     | 1,600    | <b>0.0688</b> | SB Left  | 110    | 1     | 1,600    | <b>0.0688</b> |
| 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    | <b>0.0113</b> | EB Left  | 18     | 1     | 1,600    | <b>0.0113</b> | EB Left   | 19     | 1     | 1,600    | <b>0.0119</b> | EB Left  | 19     | 1     | 1,600    | <b>0.0119</b> |
| 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    | <b>0.3413</b> | WB Thru  | 1,713  | 3     | 4,800    | <b>0.3569</b> | WB Thru   | 1,841  | 3     | 4,800    | <b>0.3835</b> | WB Thru  | 1,848  | 3     | 4,800    | <b>0.3850</b> |
| 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   |        |       |          | <b>0.6095</b> | ICU  |        |       |          | <b>0.6251</b> | ICU   |        |       |          | <b>0.6605</b> | ICU  |        |       |          | <b>0.6620</b> |
| 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    | <b>0.0475</b> | NB Thru                                    | 76     | 1     | 1,600    | <b>0.0475</b> | NB Thru   | 76     | 1     | 1,600    | <b>0.0475</b> | NB Thru  | 76     | 1     | 1,600    | <b>0.0475</b> |
| 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    | <b>0.0406</b> | SB Left                                    | 65     | 1     | 1,600    | <b>0.0406</b> | SB Left   | 66     | 1     | 1,600    | <b>0.0413</b> | SB Left  | 66     | 1     | 1,600    | <b>0.0413</b> |
| 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    | <b>0.3292</b> | EB Thru                                    | 1,591  | 3     | 4,800    | <b>0.3315</b> | EB Thru   | 1,592  | 3     | 4,800    | <b>0.3317</b> | EB Thru  | 1,592  | 3     | 4,800    | <b>0.3317</b> |
| 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    | <b>0.0363</b> | WB Left                                    | 58     | 1     | 1,600    | <b>0.0363</b> | WB Left   | 58     | 1     | 1,600    | <b>0.0363</b> | WB Left  | 68     | 1     | 1,600    | <b>0.0425</b> |
| 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                           |        |       |          | <b>0.6036</b> | ICU  |        |       |          | <b>0.6059</b> | ICU   |        |       |          | <b>0.6068</b> | ICU  |        |       |          | <b>0.6130</b> |
| 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    | <b>0.0475</b> | NB Thru   | 76     | 1     | 1,600    | <b>0.0475</b> | NB Thru  | 80     | 1     | 1,600    | <b>0.0500</b> | NB Thru   | 80     | 1     | 1,600    | <b>0.0500</b> |
| 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    | <b>0.0413</b> | SB Left   | 66     | 1     | 1,600    | <b>0.0413</b> | SB Left  | 67     | 1     | 1,600    | <b>0.0419</b> | SB Left   | 67     | 1     | 1,600    | <b>0.0419</b> |
| 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    | <b>0.3340</b> | EB Thru   | 1,603  | 3     | 4,800    | <b>0.3340</b> | EB Thru  | 1,618  | 3     | 4,800    | <b>0.3371</b> | EB Thru   | 1,618  | 3     | 4,800    | <b>0.3371</b> |
| 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    | <b>0.0363</b> | WB Left   | 68     | 1     | 1,600    | <b>0.0425</b> | WB Left  | 62     | 1     | 1,600    | <b>0.0388</b> | WB Left   | 72     | 1     | 1,600    | <b>0.0450</b> |
| 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  |        |       |          | <b>0.6091</b> | ICU   |        |       |          | <b>0.6153</b> | ICU  |        |       |          | <b>0.6178</b> | ICU   |        |       |          | <b>0.6240</b> |
| 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    | <b>0.0500</b> | NB Thru  | 80     | 1     | 1,600    | <b>0.0500</b> | NB Thru   | 86     | 1     | 1,600    | <b>0.0538</b> | NB Thru  | 86     | 1     | 1,600    | <b>0.0538</b> |
| 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    | <b>0.0419</b> | SB Left  | 67     | 1     | 1,600    | <b>0.0419</b> | SB Left   | 72     | 1     | 1,600    | <b>0.0450</b> | SB Left  | 72     | 1     | 1,600    | <b>0.0450</b> |
| 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    | <b>0.3394</b> | EB Thru  | 1,629  | 3     | 4,800    | <b>0.3394</b> | EB Thru   | 1,745  | 3     | 4,800    | <b>0.3635</b> | EB Thru  | 1,756  | 3     | 4,800    | <b>0.3658</b> |
| 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    | <b>0.0388</b> | WB Left  | 72     | 1     | 1,600    | <b>0.0450</b> | WB Left   | 77     | 1     | 1,600    | <b>0.0481</b> | WB Left  | 77     | 1     | 1,600    | <b>0.0481</b> |
| 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   |        |       |          | <b>0.6201</b> | ICU  |        |       |          | <b>0.6263</b> | ICU   |        |       |          | <b>0.6604</b> | ICU  |        |       |          | <b>0.6627</b> |
| 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    | <b>0.2697</b> | NB Thru                                    | 863    | 2     | 3,200    | <b>0.2697</b> | NB Thru   | 870    | 2     | 3,200    | <b>0.2719</b> | NB Thru  | 870    | 2     | 3,200    | <b>0.2719</b> |
| 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    | <b>0.1132</b> | SB Left                                    | 329    | 2     | 2,880    | <b>0.1142</b> | SB Left   | 329    | 2     | 2,880    | <b>0.1142</b> | SB Left  | 329    | 2     | 2,880    | <b>0.1142</b> |
| 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    | <b>0.0819</b> | EB Left                                    | 131    | 1     | 1,600    | <b>0.0819</b> | EB Left   | 132    | 1     | 1,600    | <b>0.0825</b> | EB Left  | 132    | 1     | 1,600    | <b>0.0825</b> |
| 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    | <b>0.3200</b> | WB Thru                                    | 1,029  | 2     | 3,200    | <b>0.3216</b> | WB Thru   | 1,032  | 2     | 3,200    | <b>0.3225</b> | WB Thru  | 1,072  | 2     | 3,200    | <b>0.3350</b> |
| 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                           |        |       |          | <b>0.9348</b> | ICU  |        |       |          | <b>0.9374</b> | ICU   |        |       |          | <b>0.9411</b> | ICU  |        |       |          | <b>0.9536</b> |
| 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    | <b>0.2719</b> | NB Thru   | 870    | 2     | 3,200    | <b>0.2719</b> | NB Thru  | 891    | 2     | 3,200    | <b>0.2784</b> | NB Thru   | 891    | 2     | 3,200    | <b>0.2784</b> |
| 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    | <b>0.1153</b> | SB Left   | 332    | 2     | 2,880    | <b>0.1153</b> | SB Left  | 338    | 2     | 2,880    | <b>0.1174</b> | SB Left   | 338    | 2     | 2,880    | <b>0.1174</b> |
| 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    | <b>0.0825</b> | EB Left   | 132    | 1     | 1,600    | <b>0.0825</b> | EB Left  | 136    | 1     | 1,600    | <b>0.0850</b> | EB Left   | 136    | 1     | 1,600    | <b>0.0850</b> |
| 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    | <b>0.3241</b> | WB Thru   | 1,077  | 2     | 3,200    | <b>0.3366</b> | WB Thru  | 1,039  | 2     | 3,200    | <b>0.3247</b> | WB Thru   | 1,079  | 2     | 3,200    | <b>0.3372</b> |
| 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  |        |       |          | <b>0.9438</b> | ICU   |        |       |          | <b>0.9563</b> | ICU  |        |       |          | <b>0.9555</b> | ICU   |        |       |          | <b>0.9680</b> |
| 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    | <b>0.2784</b> | NB Thru  | 891    | 2     | 3,200    | <b>0.2784</b> | NB Thru   | 961    | 2     | 3,200    | <b>0.3003</b> | NB Thru  | 961    | 2     | 3,200    | <b>0.3003</b> |
| 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    | <b>0.1184</b> | SB Left  | 341    | 2     | 2,880    | <b>0.1184</b> | SB Left   | 364    | 2     | 2,880    | <b>0.1264</b> | SB Left  | 367    | 2     | 2,880    | <b>0.1274</b> |
| 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    | <b>0.0850</b> | EB Left  | 136    | 1     | 1,600    | <b>0.0850</b> | EB Left   | 147    | 1     | 1,600    | <b>0.0919</b> | EB Left  | 147    | 1     | 1,600    | <b>0.0919</b> |
| 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    | <b>0.3263</b> | WB Thru  | 1,084  | 2     | 3,200    | <b>0.3388</b> | WB Thru   | 1,165  | 2     | 3,200    | <b>0.3641</b> | WB Thru  | 1,170  | 2     | 3,200    | <b>0.3656</b> |
| 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   |        |       |          | <b>0.9581</b> | ICU  |        |       |          | <b>0.9706</b> | ICU   |        |       |          | <b>1.0327</b> | ICU  |        |       |          | <b>1.0352</b> |
| 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    | <b>0.0913</b> | NB Left  | 146    | 1     | 1,600    | <b>0.0913</b> |
| NB Thru                       | 797    | 2     | 3,200    | <b>0.2491</b> | NB Thru                                    | 797    | 2     | 3,200    | <b>0.2491</b> | 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    | <b>0.1438</b> | SB Left                                    | 416    | 2     | 2,880    | <b>0.1444</b> | 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    | <b>0.3066</b> | SB Thru  | 981    | 2     | 3,200    | <b>0.3066</b> |
| 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    | <b>0.2531</b> | EB Thru                                    | 1,223  | 3     | 4,800    | <b>0.2548</b> | EB Thru   | 1,224  | 3     | 4,800    | <b>0.2550</b> | EB Thru  | 1,224  | 3     | 4,800    | <b>0.2550</b> |
| 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    | <b>0.1356</b> | WB Left                                    | 220    | 1     | 1,600    | <b>0.1375</b> | WB Left   | 219    | 1     | 1,600    | <b>0.1369</b> | WB Left  | 234    | 1     | 1,600    | <b>0.1463</b> |
| 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                           |        |       |          | <b>0.9316</b> | ICU  |        |       |          | <b>0.9358</b> | ICU   |        |       |          | <b>0.9398</b> | ICU  |        |       |          | <b>0.9492</b> |
| 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    | <b>0.0913</b> | NB Left   | 146    | 1     | 1,600    | <b>0.0913</b> | NB Left  | 158    | 1     | 1,600    | <b>0.0988</b> | NB Left   | 158    | 1     | 1,600    | <b>0.0988</b> |
| 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    | <b>0.3066</b> | SB Thru   | 981    | 2     | 3,200    | <b>0.3066</b> | SB Thru  | 999    | 2     | 3,200    | <b>0.3122</b> | SB Thru   | 999    | 2     | 3,200    | <b>0.3122</b> |
| 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    | <b>0.2567</b> | EB Thru   | 1,232  | 3     | 4,800    | <b>0.2567</b> | EB Thru  | 1,244  | 3     | 4,800    | <b>0.2592</b> | EB Thru   | 1,244  | 3     | 4,800    | <b>0.2592</b> |
| 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    | <b>0.1388</b> | WB Left   | 237    | 1     | 1,600    | <b>0.1481</b> | WB Left  | 242    | 1     | 1,600    | <b>0.1513</b> | WB Left   | 257    | 1     | 1,600    | <b>0.1606</b> |
| 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  |        |       |          | <b>0.9434</b> | ICU   |        |       |          | <b>0.9527</b> | ICU  |        |       |          | <b>0.9715</b> | ICU   |        |       |          | <b>0.9808</b> |
| 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    | <b>0.0988</b> | NB Left  | 158    | 1     | 1,600    | <b>0.0988</b> | NB Left   | 170    | 1     | 1,600    | <b>0.1063</b> | NB Left  | 170    | 1     | 1,600    | <b>0.1063</b> |
| 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    | <b>0.3122</b> | SB Thru  | 999    | 2     | 3,200    | <b>0.3122</b> | SB Thru   | 1,077  | 2     | 3,200    | <b>0.3366</b> | SB Thru  | 1,077  | 2     | 3,200    | <b>0.3366</b> |
| 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    | <b>0.2608</b> | EB Thru  | 1,252  | 3     | 4,800    | <b>0.2608</b> | EB Thru   | 1,342  | 3     | 4,800    | <b>0.2796</b> | EB Thru  | 1,350  | 3     | 4,800    | <b>0.2813</b> |
| 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    | <b>0.1531</b> | WB Left  | 260    | 1     | 1,600    | <b>0.1625</b> | WB Left   | 276    | 1     | 1,600    | <b>0.1725</b> | WB Left  | 279    | 1     | 1,600    | <b>0.1744</b> |
| 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   |        |       |          | <b>0.9749</b> | ICU  |        |       |          | <b>0.9843</b> | ICU   |        |       |          | <b>1.0450</b> | ICU  |        |       |          | <b>1.0486</b> |
| 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  |   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 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  |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |
| 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            |      |       |       |      |       |       |
| 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)            | 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  |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |
| 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                   |   |   |   |   |   |   |
| 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)                   | 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  |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |
| 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%                  |
| Analysis Period (min)             | 15                     |
|                                   | ICU Level of Service C |

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  |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |   |
| 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 |     |     |     |      |      |      |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |     |     |     |      |      |      |
| 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  |   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 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            |      |       |       |      |       |       |
| 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     | 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 |     |     |     |      |      |      |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |     |     |     |      |      |      |
| 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 |     |     |     |      |      |      |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |     |     |     |      |      |      |
| 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  |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |   |
| 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 |     |     |     |      |      |      |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |     |     |     |      |      |      |
| 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%

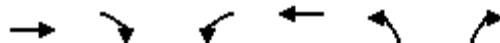
ICU Level of Service C

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

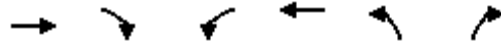
| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 21.2 |
| Intersection LOS          | C    |

| 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

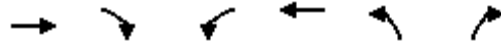
| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 17.4 |
| Intersection LOS          | C    |

| 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

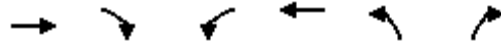
| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 22.3 |
| Intersection LOS          | C    |

| 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            |      |       |       |      |       |       |
| 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)            | 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  |

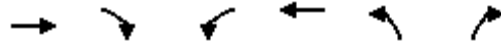
| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↑    | ↑    |      | ↑    |      | ↑    |      | ↑    | ↑    | ↑    |      |
| 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 |     |     |     |      |      |      |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |     |     |     |      |      |      |
| 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

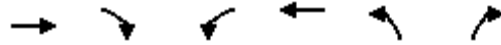
|                            |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group                 | WBL   | WBR   | WBR2  | NBL   | NBT   | NBR   | SBL  | SBT   | SBR   | SEL2  | SEL   | SER   |
| Lane Configurations        |   |   |  |  |  |   |  |  |  |  |   |  |
| 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 |     |     |     |      |      |      |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |     |     |     |      |      |      |
| 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            |   |   |   |   |   |   |  |   |   |   |   |   |
| Fr <sub>t</sub>            |   |   | 0.865   |   | 0.996   |   |  |   | 0.850   |   |   | 0.850   |
| Fl <sub>t</sub> Protected  |   |   |   | 0.950   |   |   |  |   |   | 0.950   |   |   |
| Satd. Flow (prot)          | 0   | 0   | 1398  | 1535  | 1610  | 0   | 0  | 1584  | 1346  | 1474  | 0   | 1319  |
| Fl <sub>t</sub> 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

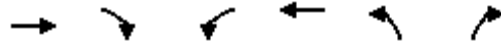
Area Type: Other

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            |      |       |       |      |       |       |
| 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)            | 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 |     |     |     |      |      |      |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |     |     |     |      |      |      |
| 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

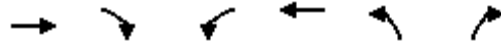
Area Type: Other

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            |      |       |       |      |       |       |
| 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)            | 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  |  |   |   |   |   |   |
| <b>Intersection Summary</b>  |   |   |   |   |   |   |  |   |   |   |   |   |
| 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 |     |     |     |      |      |      |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |     |     |     |      |      |      |
| 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                   |   |   |   |   |   |   |   |   |   |   |   |   |
| 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  | 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  |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| 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 <sub>t</sub>            |      |       |       |      | 0.884 |       |
| Fl <sub>t</sub> Protected  |      |       | 0.950 |      | 0.993 |       |
| Satd. Flow (prot)          | 2994 | 0     | 1543  | 3086 | 1369  | 0     |
| Fl <sub>t</sub> 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 |     |     |     |      |      |      |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |     |     |     |      |      |      |
| 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  |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| 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 |     |     |     |      |      |      |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |     |     |     |      |      |      |
| 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

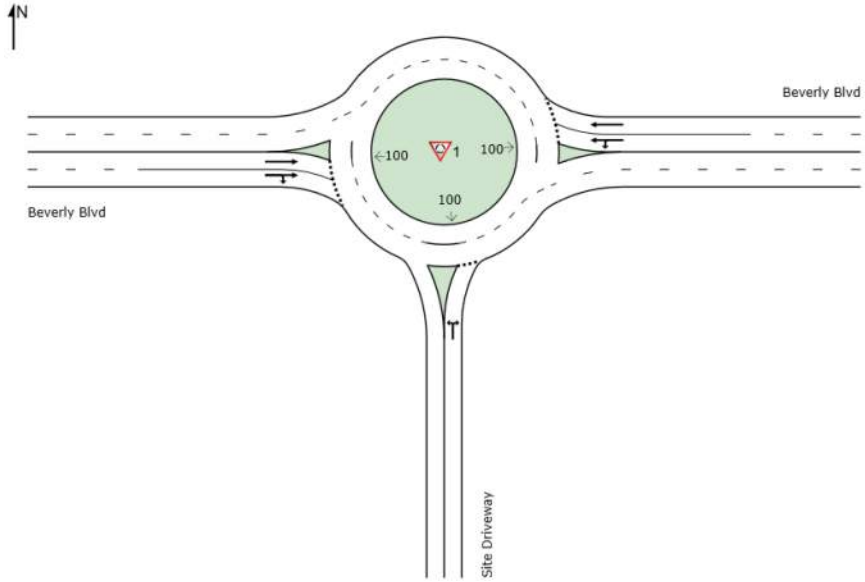


| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL | NBT | NBR | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|-----|-----|-----|------|------|------|
| Lane Configurations          |      | ↑↑   | ↗    | ↘↗   | ↑↑   |      |     |     |     | ↘↗   |      | ↗    |
| 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 |     |     |     |      |      |      |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |     |     |     |      |      |      |
| 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

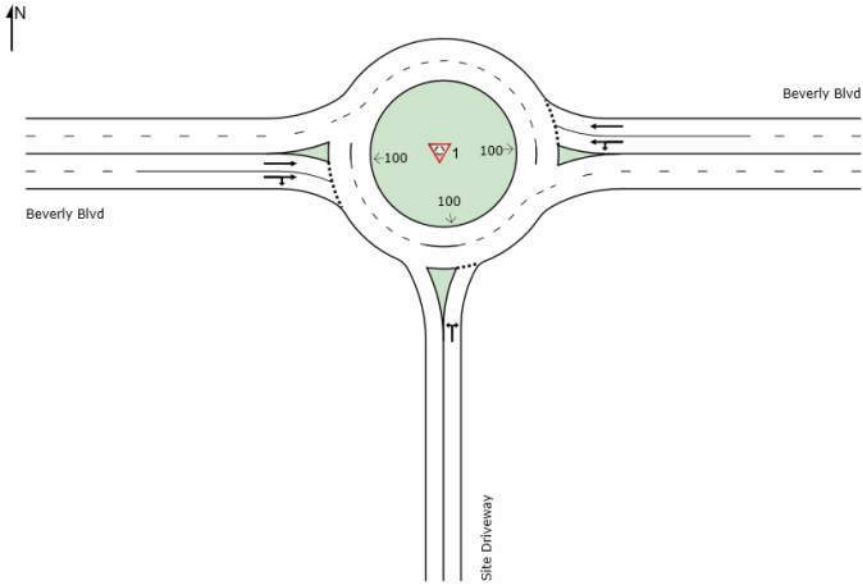
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group                        | WBL   | WBR   | WBR2  | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   | SEL2  | SEL   | SER   |
| Lane 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  |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| 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 |      |               |        |            |               |              |                 |                  |                   |           |             |                |             |                |
|--------------------------|------|---------------|--------|------------|---------------|--------------|-----------------|------------------|-------------------|-----------|-------------|----------------|-------------|----------------|
| Mov ID                   | Turn | 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 <sup>d</sup>      |      | 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 <sup>d</sup>      |      | 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 <sup>d</sup>      |      | 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 <sup>d</sup>  | 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 <sup>d</sup>  | 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 <sup>d</sup>  | 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**

|                      |   |                        |                           |
|----------------------|---|------------------------|---------------------------|
| <b>Project Name:</b> | <u>Beverly Blvd Warehouse</u>           | <b>Year/Condition:</b> | <u>2020 EP (WO I-605)</u> |
| <b>Intersection:</b> | <u>Site Driveway @ Beverly Blvd [1]</u> | <b>Computed By:</b>    | <u>AT</u>                 |
| <b>Client:</b>       | <u>City of Pico Rivera</u>              | <b>Checked By:</b>     | <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.

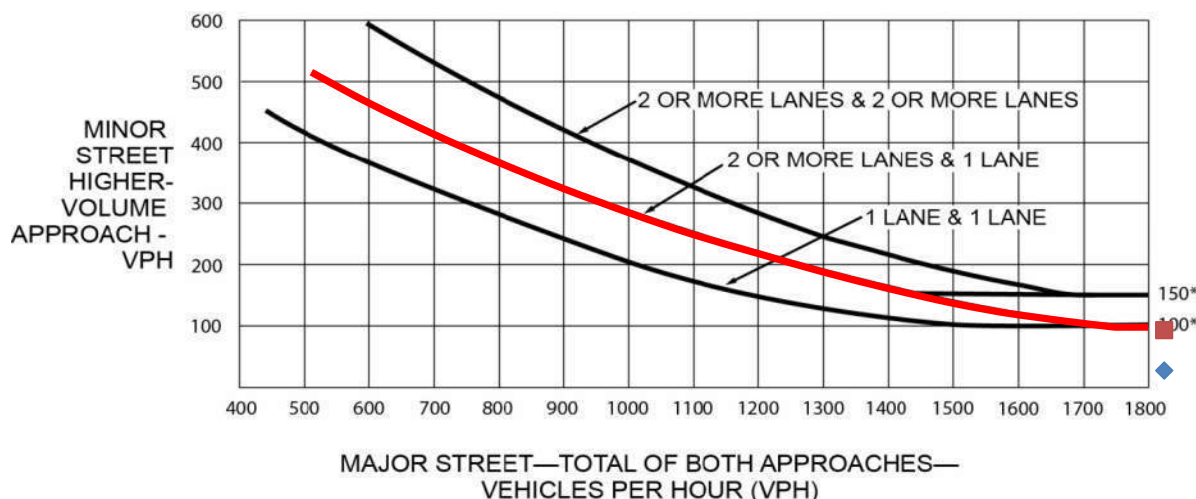
**This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.**

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         |                       |
|---------------------|----------------------|----------------------|-----------------------|
| <b>Street Name</b>  | <b>Beverly Blvd</b>  | <b>Site Driveway</b> |                       |
| <b>No. of Lanes</b> | <b>2+</b>            | <b>1</b>             |                       |
| <b>Hour</b>         | <b>Volume* (vph)</b> |                      | <b>Warrant 3 Met?</b> |
| <b>AM</b>           | 3375                 | 29                   | <b>NO</b> ◆           |
| <b>PM</b>           | 3105                 | 95                   | <b>NO</b> ■           |
|                     |                      |                      | ▲                     |

\*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 (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.

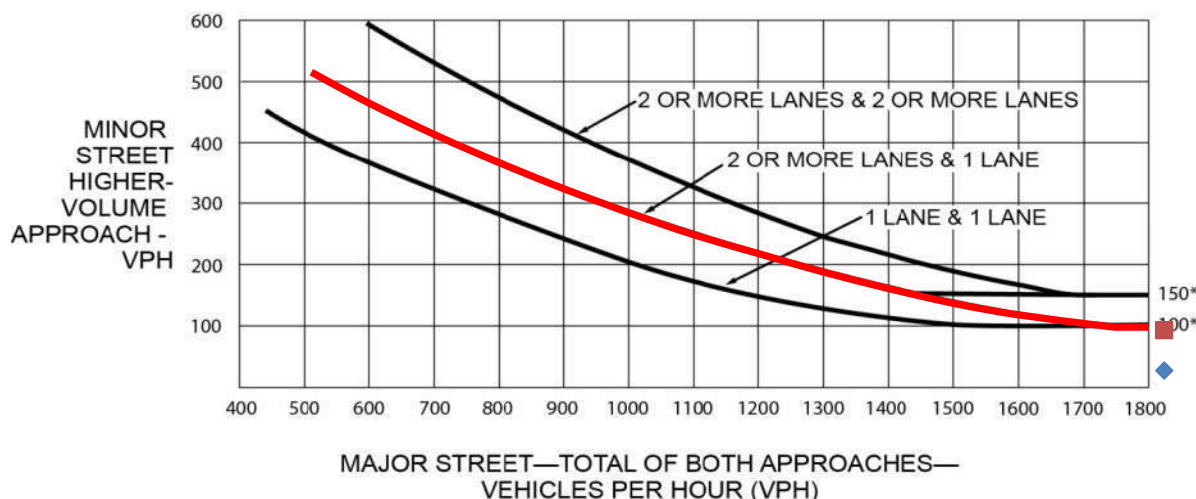
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|              | Major Street  | Minor Street  |                                      |
|--------------|---------------|---------------|--------------------------------------|
| Street Name  | Beverly Blvd  | Site Driveway |                                      |
| No. of Lanes | 2+            | 1             |                                      |
| Hour         | Volume* (vph) |               | Warrant 3 Met?                       |
| AM           | 3401          | 29            | NO <span style="color:blue">◆</span> |
| PM           | 3129          | 95            | NO <span style="color:red">■</span>  |
|              |               |               | <span style="color:green">▲</span>   |

\*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

**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.

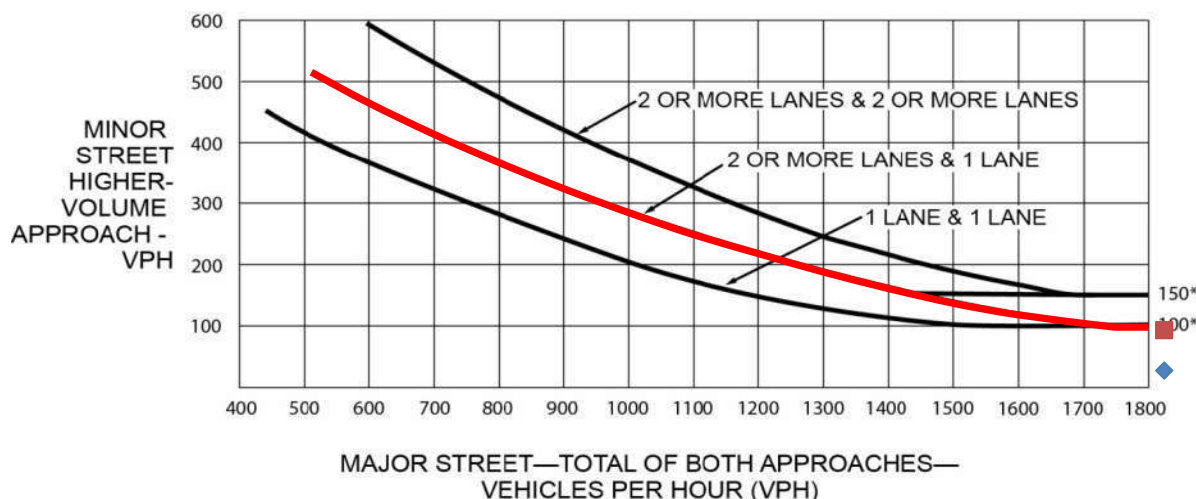
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The need for a traffic control signal shall be considered if the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one 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           | 3561          | 29            | NO <span style="color:blue">◆</span> |
| PM           | 3239          | 95            | NO <span style="color:red">■</span>  |
|              |               |               | <span style="color:green">▲</span>   |

\*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

**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.

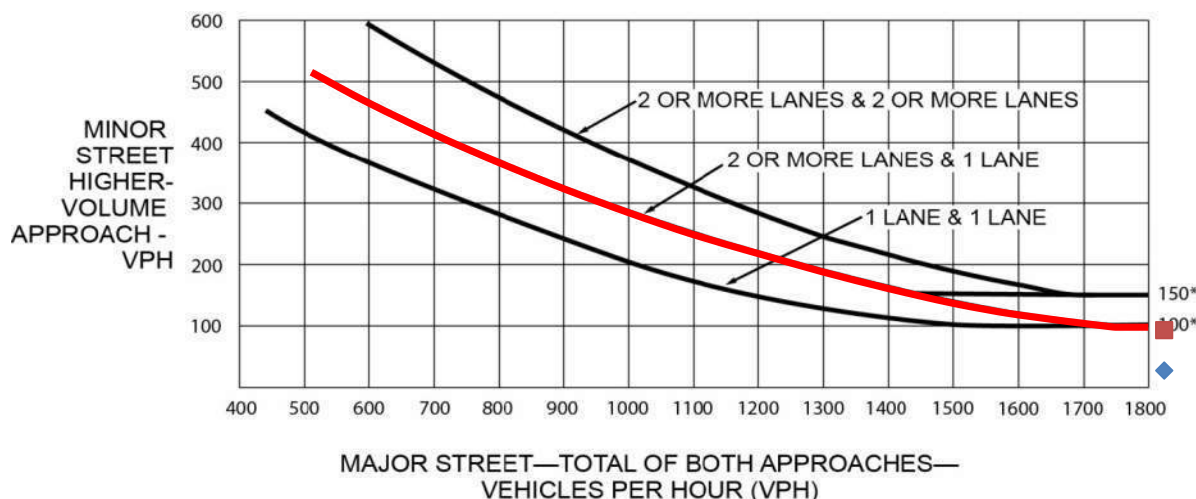
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|              | Major Street  | Minor Street  |                                      |
|--------------|---------------|---------------|--------------------------------------|
| Street Name  | Beverly Blvd  | Site Driveway |                                      |
| No. of Lanes | 2+            | 1             |                                      |
| Hour         | Volume* (vph) |               | Warrant 3 Met?                       |
| AM           | 3483          | 29            | NO <span style="color:blue">◆</span> |
| PM           | 3208          | 95            | NO <span style="color:red">■</span>  |
|              |               |               | <span style="color:green">▲</span>   |

\*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**

|                      |   |                        |                               |
|----------------------|---|------------------------|-------------------------------|
| <b>Project Name:</b> | <u>Beverly Blvd Warehouse</u>           | <b>Year/Condition:</b> | <u>2022 FC+P (With I-605)</u> |
| <b>Intersection:</b> | <u>Site Driveway @ Beverly Blvd [1]</u> | <b>Computed By:</b>    | <u>AT</u>                     |
| <b>Client:</b>       | <u>City of Pico Rivera</u>              | <b>Checked By:</b>     | <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.

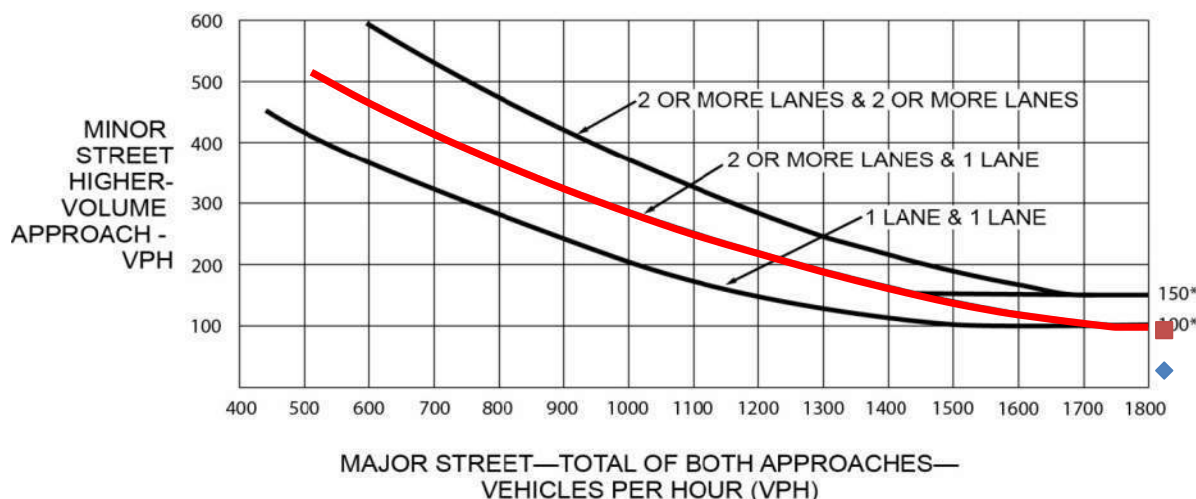
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|                     | Major Street         | Minor Street         |                       |
|---------------------|----------------------|----------------------|-----------------------|
| <b>Street Name</b>  | <b>Beverly Blvd</b>  | <b>Site Driveway</b> |                       |
| <b>No. of Lanes</b> | <b>2+</b>            | <b>1</b>             |                       |
| <b>Hour</b>         | <b>Volume* (vph)</b> |                      | <b>Warrant 3 Met?</b> |
| <b>AM</b>           | 3656                 | 29                   | <b>NO</b> ◆           |
| <b>PM</b>           | 3333                 | 95                   | <b>NO</b> ■           |
|                     |                      |                      | ▲                     |

\*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.

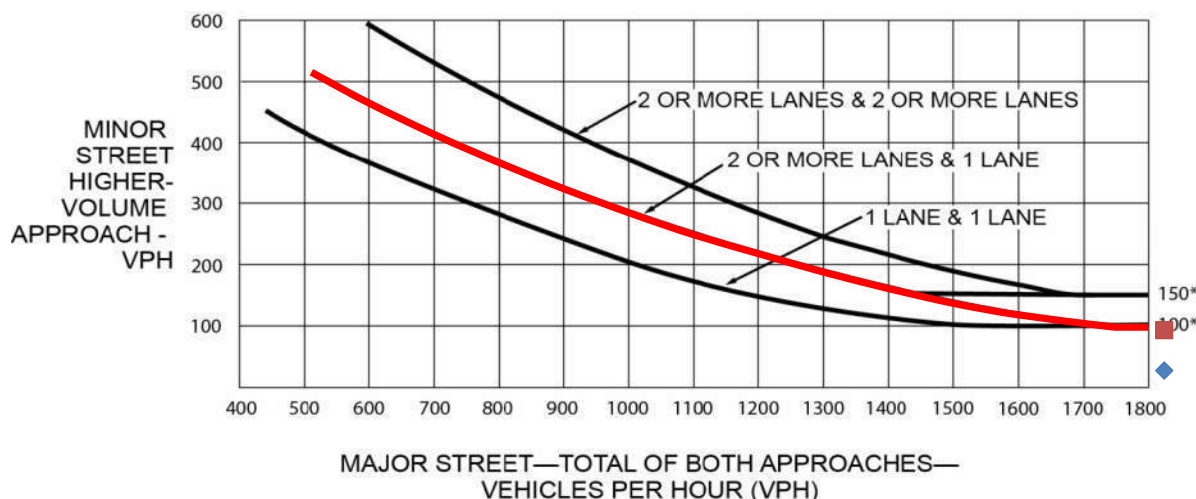
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The need for a traffic control signal shall be considered if the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one 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           | 3936          | 29            | NO <span style="color:blue">◆</span> |
| PM           | 3589          | 95            | NO <span style="color:red">■</span>  |
|              |               |               | <span style="color:green">▲</span>   |

\*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  |   |   |   |







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|                                   |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|
| 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                      |   |   |   | F   |   |   |  |
| Intersection Summary              |   |   |   |   |   |   |  |
| Average Delay                     | 0.1   |   |   |   |   |   |  |
| Intersection Capacity Utilization | 75.5%   |   |   | ICU Level of Service  | D   |   |  |
| Analysis Period (min)             | 15  |   |   |   |   |   |  |

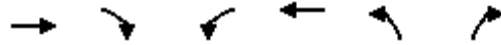
Beverly Blvd Warehouse Forecast Cumulative 2022 With Proj WO I-605 Int Imp AM Peak Hour  
1: Site Driveway & Beverly Blvd

|                                   |  |  |  |  |  |  |       |
|-----------------------------------|---|---|---|---|---|---|-------|
| 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  |   |   |       |

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|                                   |  |  |  |  |  |  |       |
|-----------------------------------|---|---|---|---|---|---|-------|
| 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  
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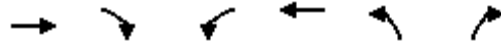
| Movement                          | EBT  | EBR  | WBL  | WBT   | NBL                  | NBR  |  |
|-----------------------------------|------|------|------|-------|----------------------|------|--|
| Lane Configurations               | ↑↑   |      | ↙    | ↑↑    | ↘                    |      |  |
| 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    |                      |      |  |

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 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 |
| <b>Intersection Summary</b> |      |      |      |      |      |      |

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| 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    |      |      |                      |      |      |

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 2: I-605 SB Ramps & Beverly Blvd



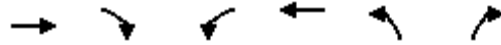
| Lane Group              | EBT  | EBR  | WBL  | WBT  | SBL  | SBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 1559 | 462  | 159  | 1258 | 680  | 118  |
| v/c Ratio               | 0.93 | 0.50 | 0.42 | 0.55 | 0.78 | 0.26 |
| Control Delay           | 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 |
| <b>Intersection Summary</b> |      |      |      |      |      |      |

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     | A                    |      |  |
| 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 |
| <b>Intersection Summary</b> |      |      |      |      |      |      |

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 |
| <b>Intersection Summary</b> |      |      |      |      |      |      |

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  |      |      |
| 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**

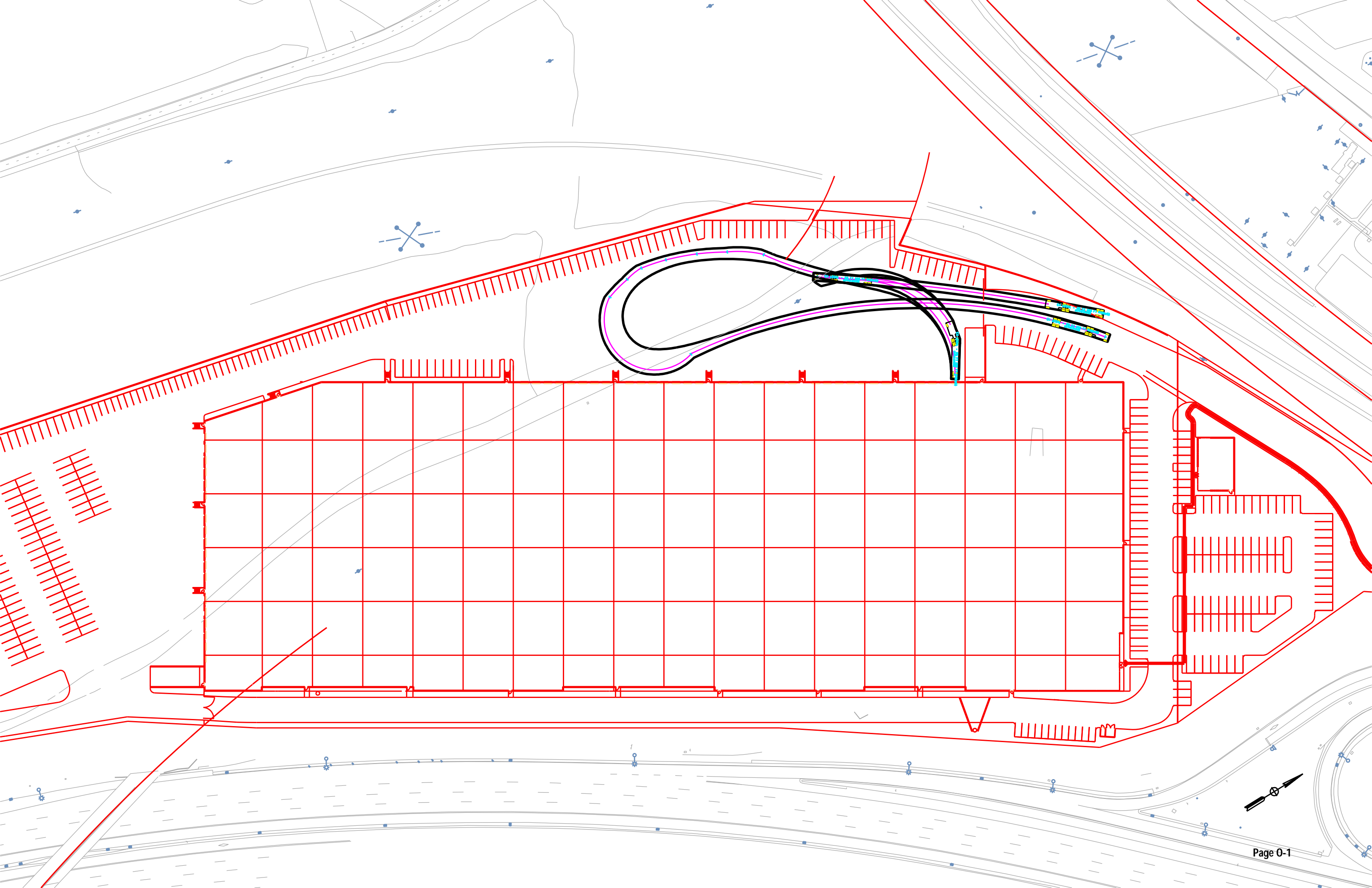
~ Volume exceeds capacity, queue is theoretically infinite.

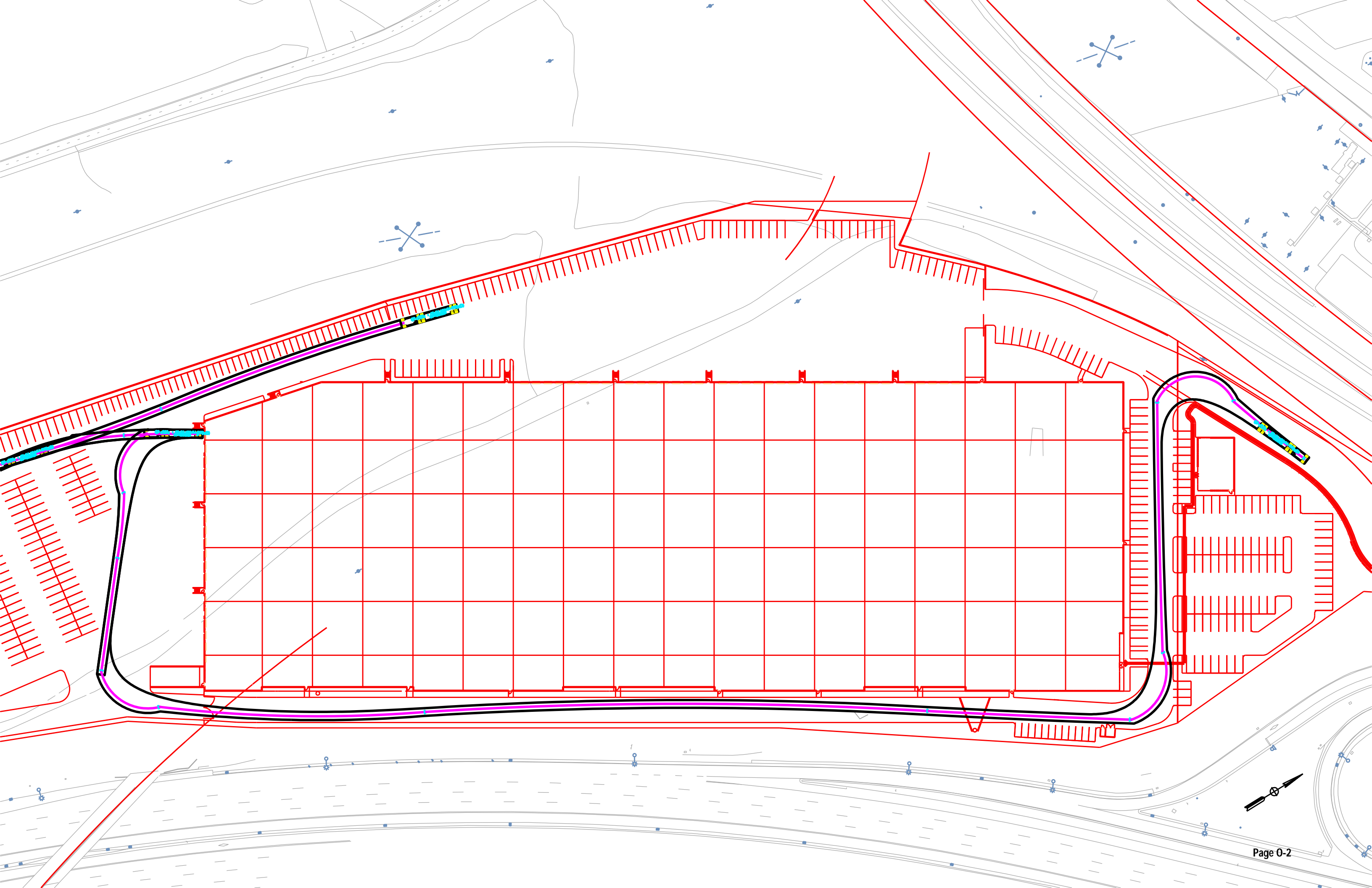
Queue shown is maximum after two cycles.

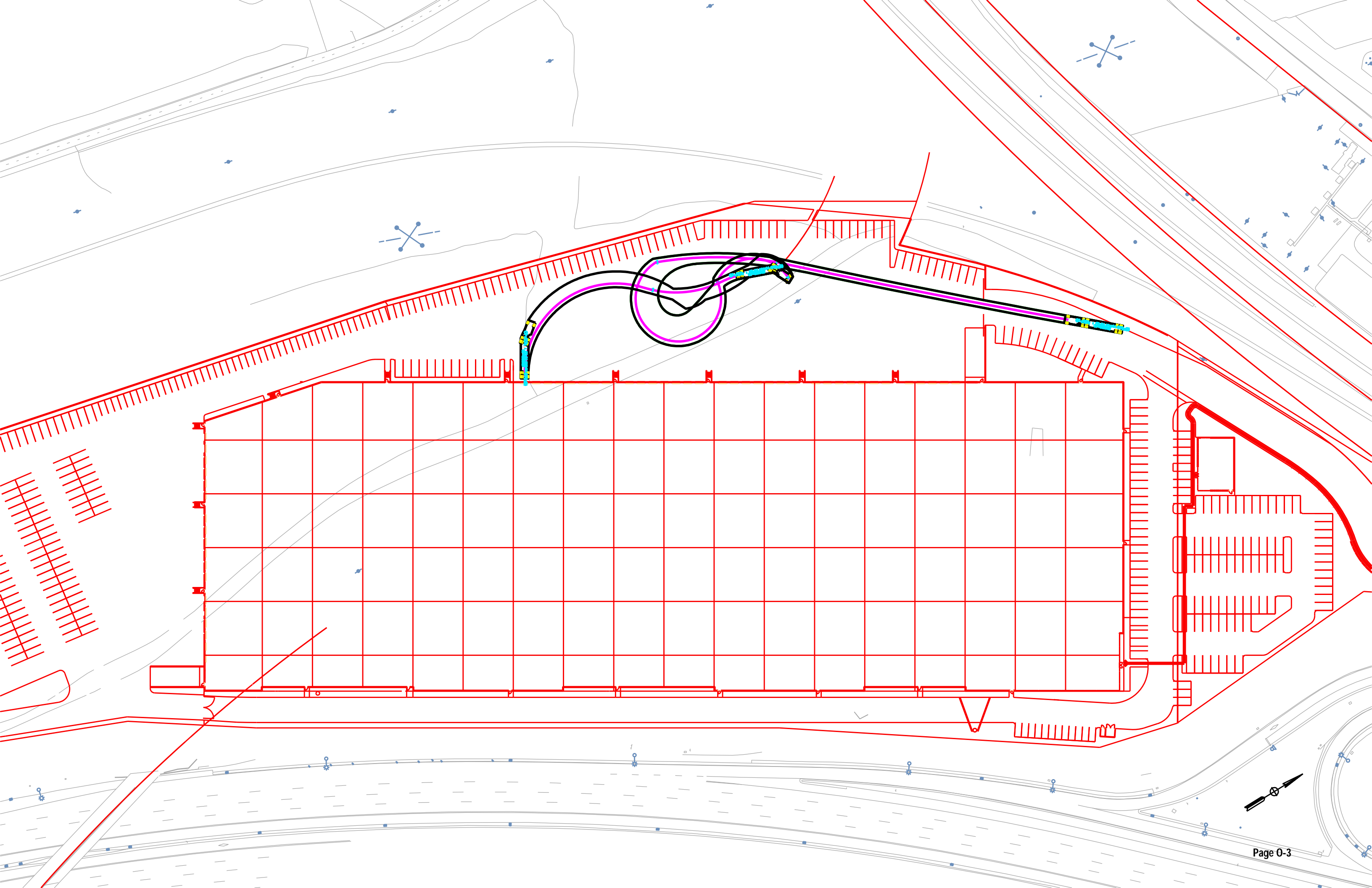
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

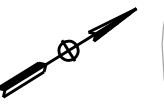
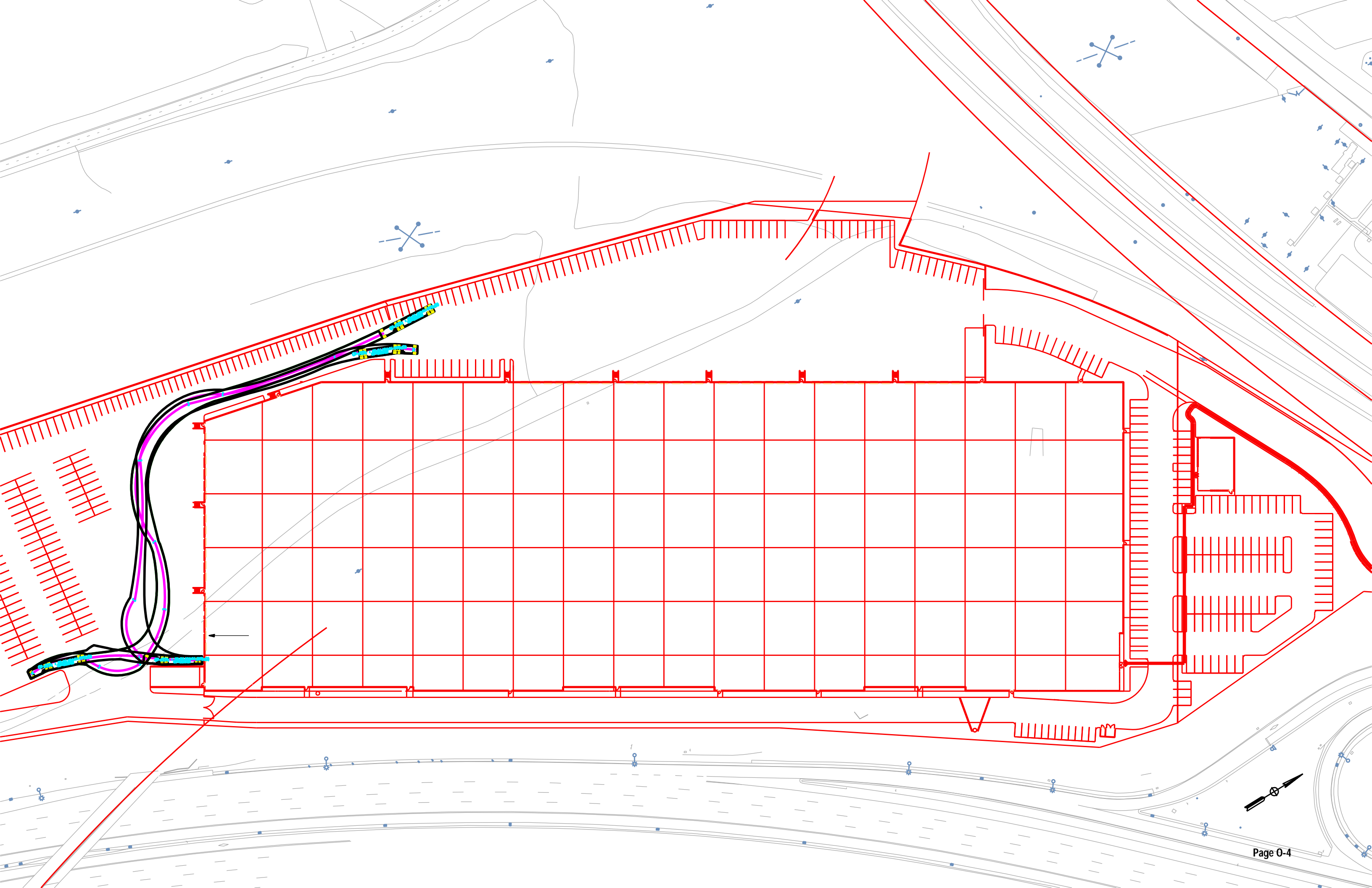
# Appendix O: Truck Circulation and Turning Exhibits







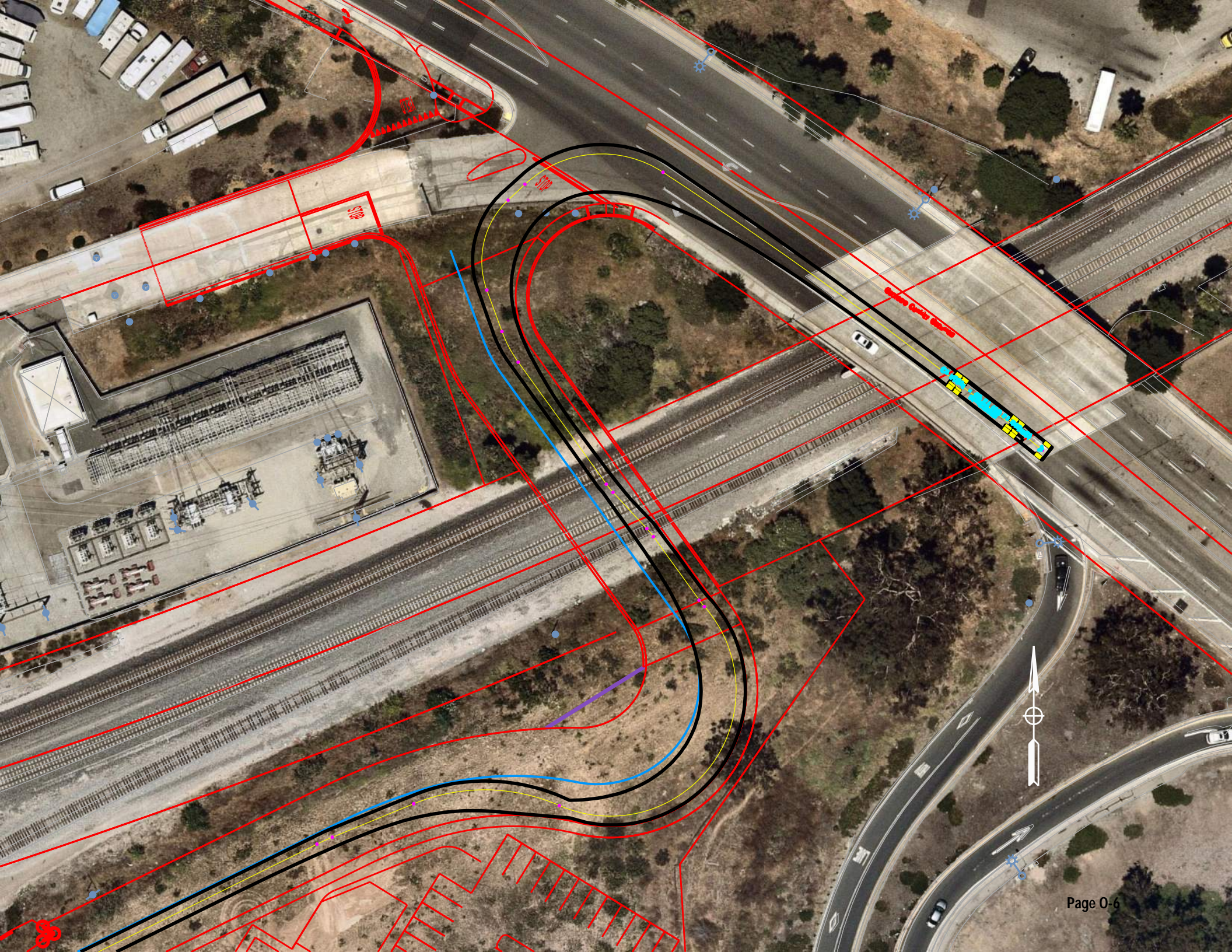






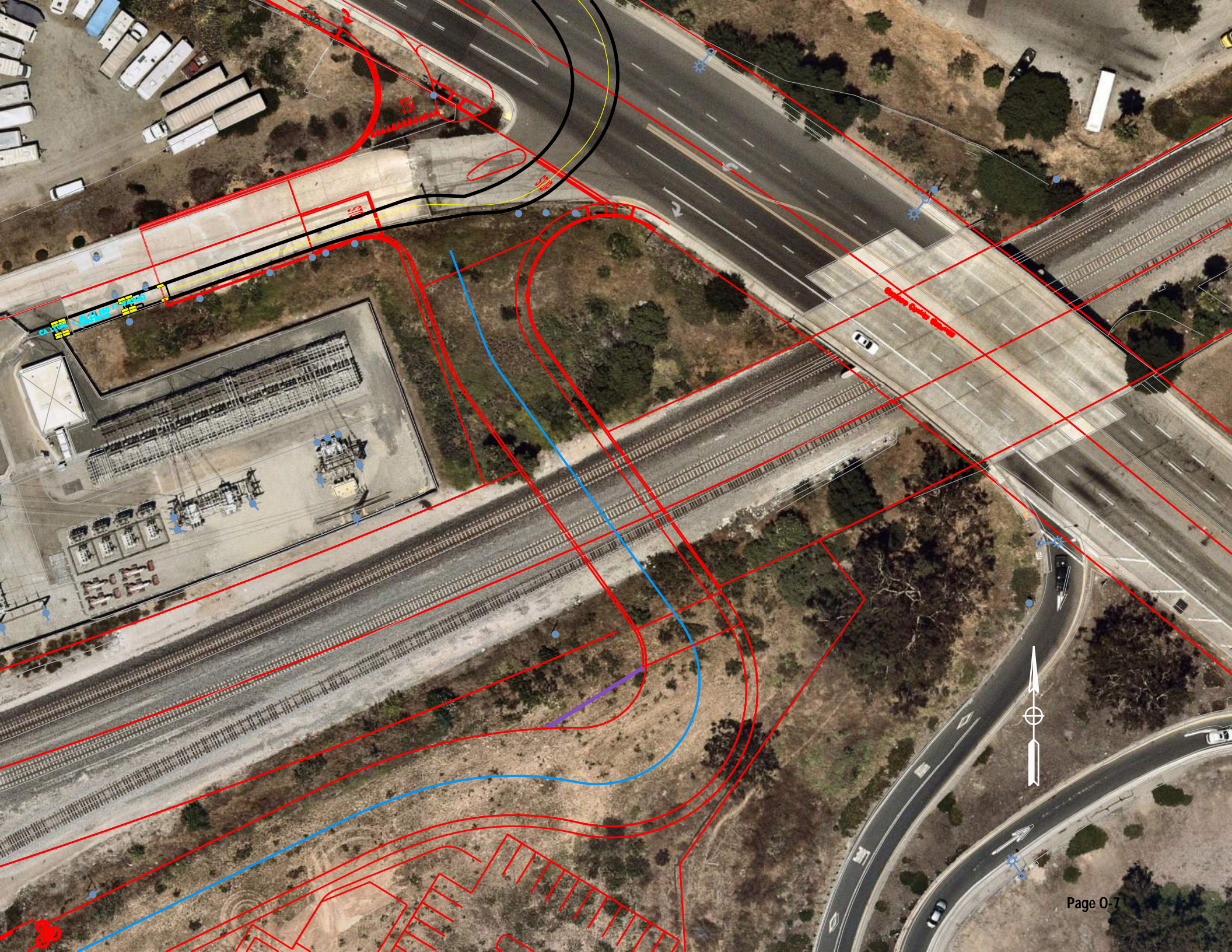






Orange County Corridor

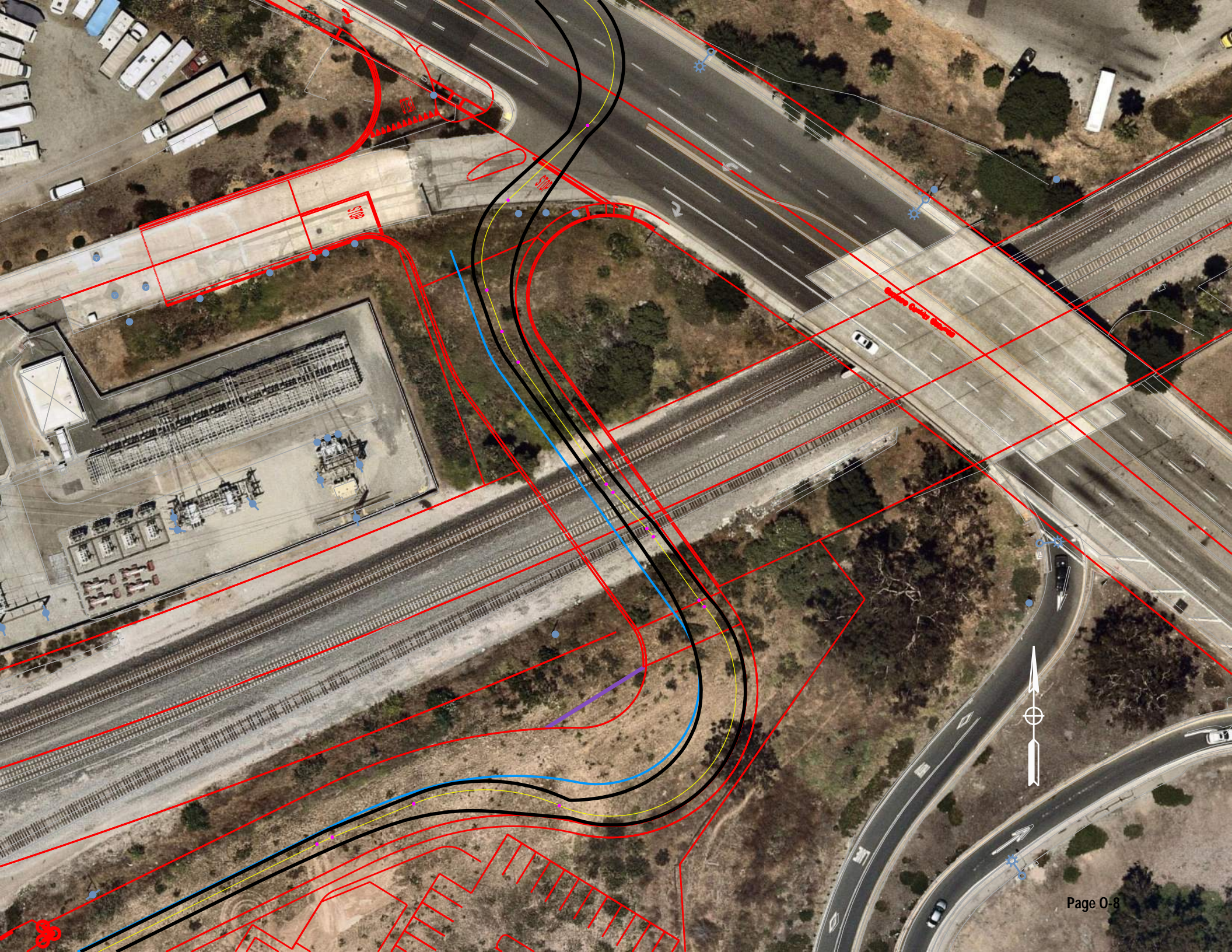




Orange County College

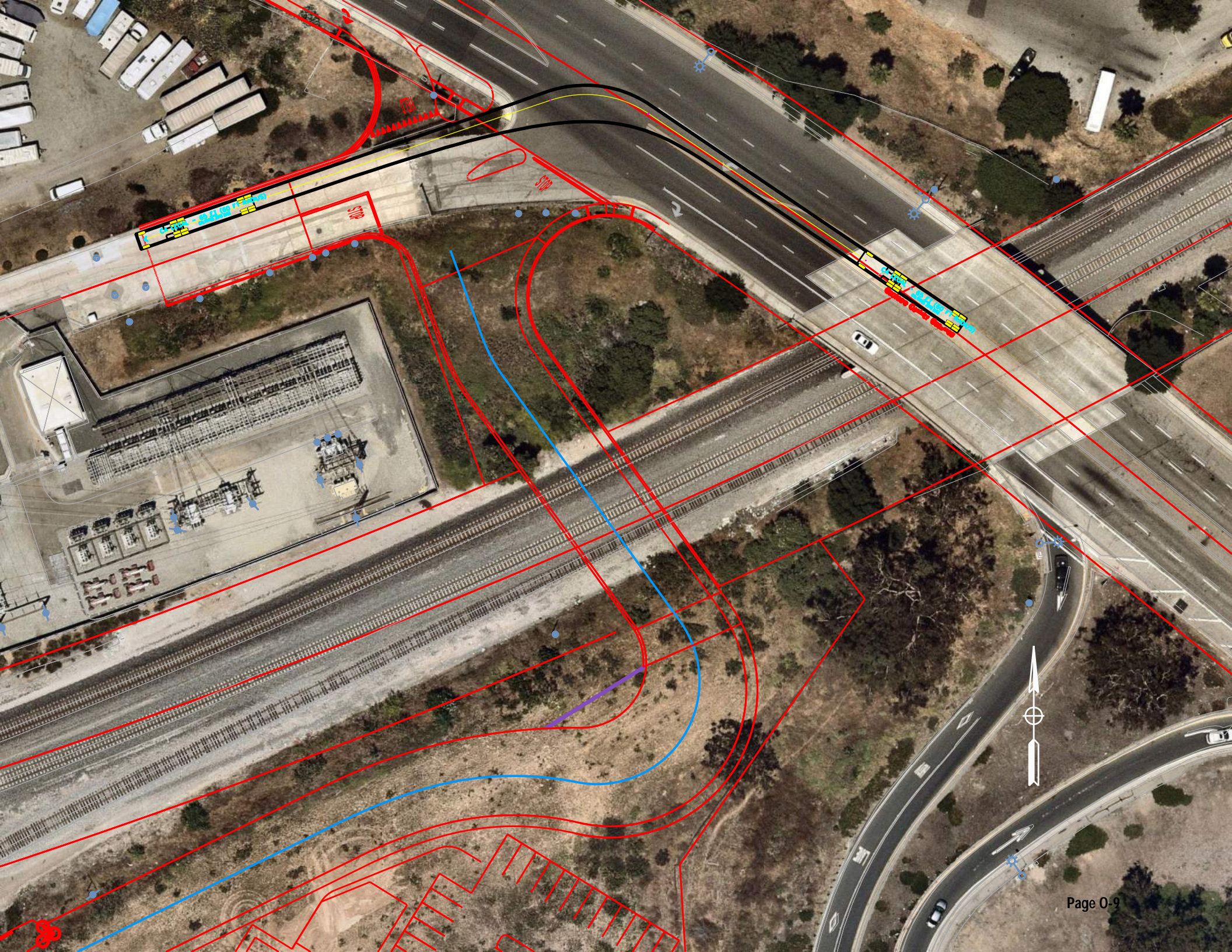
CALIFORNIA



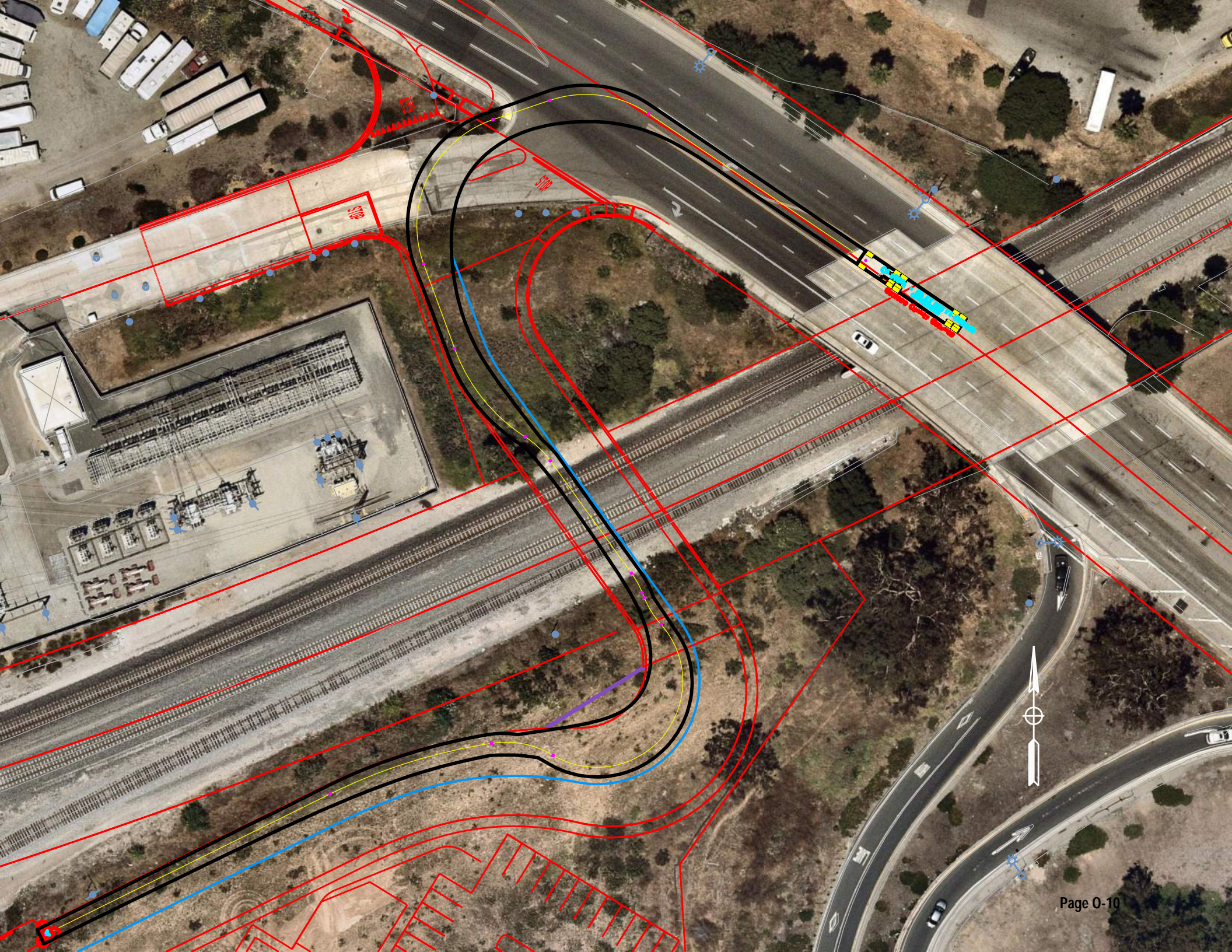


Orange County College

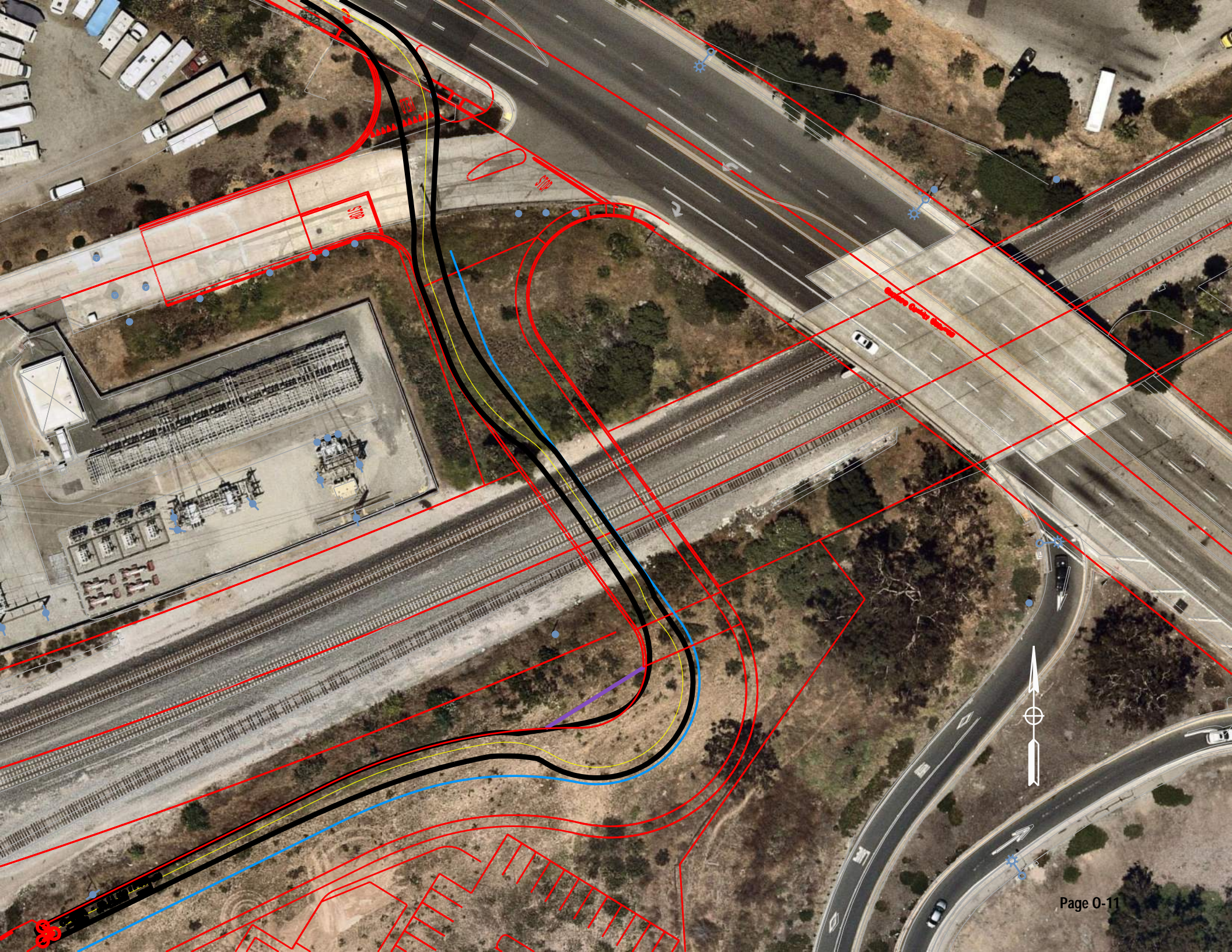




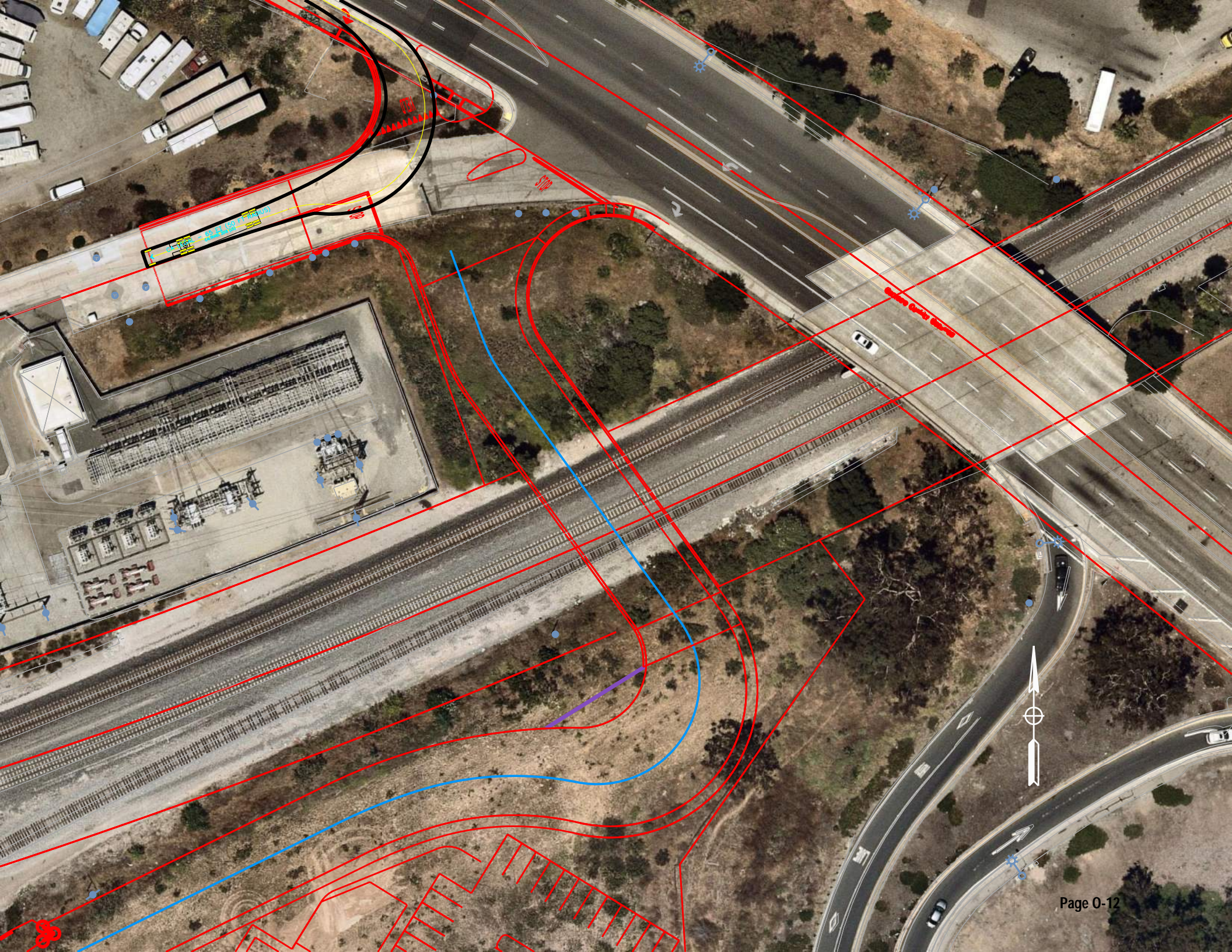












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Safety Order Change