Appendix I

Transportation

Appendix I-1

General Construction Phasing and Schedule

ID	Type	Project Number	Project Name	Subphase	Construction Phase	Start Date	End Date	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Number of Days	Number of Working Days	Average Daily Haul Truck Trips (ROUNDED)	All Trips	All Trips (PCE-adjusted)	AM - In	AM - Out	AM - Total	PM - In	PM - Out	PM - Total
1_01	Plant 1	P1-126	Primary Clarifiers Replacements and Improvements	1	Demolition of PCs 1&2	6/3/2024	10/2/2024	18	2	140	121	88	2	22	28	6	1	**7**	1	6	**7**
1_02	Plant 1	P1-126	Primary Clarifiers Replacements and Improvements	2	Demolition of PCs 3, 4, & 5	6/3/2024	12/2/2024	18	2	420	182	131	4	24	34	6	2	**8**	2	6	**8**
1_03	Plant 1	P1-126	Primary Clarifiers Replacements and Improvements	3	Building Construction (Concrete Structures)	12/3/2024	4/2/2026	30	2	0	485	348	0	32	34	8	1	**9**	1	8	**9**
1_04	Plant 1	P1-126	Primary Clarifiers Replacements and Improvements	4	Building Construction (PCs 3, 4, & 5)	4/3/2026	8/2/2027	24	2	0	486	347	0	26	28	7	1	**8**	1	7	**8**
1_05	Plant 1	P1-126	Primary Clarifiers Replacements and Improvements	5	Paving	4/3/2027	8/2/2027	8	2	0	121	86	0	10	12	3	1	**4**	1	3	**4**
1_06	Plant 1	P1-126	Primary Clarifiers Replacements and Improvements	6	Architectural Coating	8/3/2027	2/2/2028	6	2	0	183	132	0	8	10	2	1	**3**	1	2	**3**
1_07	Plant 1	P1-126	Primary Clarifiers Replacements and Improvements	7	Testing	8/3/2027	3/29/2028	6	0	0	239	172	0	6	6	2	0	**2**	0	2	**2**
1_08	Plant 1	X-093	Administrative Facilities and Power Building 3A Demolition	1	Demolition	11/25/2025	2/24/2026	16	0	238	91	66	4	20	28	6	2	**8**	2	6	**8**
1_09	Plant 1	X-093	Administrative Facilities and Power Building 3A Demolition	2	Site Preparation	2/25/2026	3/26/2026	6	0	0	29	22	0	6	6	2	0	**2**	0	2	**2**
1_10	Plant 1	X-093	Administrative Facilities and Power Building 3A Demolition	3	Building Construction	3/27/2026	8/27/2026	8	2	0	153	110	0	10	12	3	1	**4**	1	3	**4**
1_11	Plant 1	X-093	Administrative Facilities and Power Building 3A Demolition	4	Architectural Coating	8/28/2026	9/3/2026	4	2	0	6	5	0	6	8	2	1	**3**	1	2	**3**
1_12	Plant 1	X-093	Administrative Facilities and Power Building 3A Demolition	5	Testing	9/4/2026	9/17/2026	6	0	0	13	10	0	6	6	2	0	**2**	0	2	**2**
1_13	Plant 1	X-092	Standby Generator Feeders for Plant No.1 Secondary Systems	1	Building Construction	8/21/2026	4/20/2027	14	2	0	242	173	0	16	18	4	1	**5**	1	4	**5**
1_14	Plant 1	X-092	Standby Generator Feeders for Plant No.1 Secondary Systems	2	Electrical	4/21/2027	6/20/2027	4	2	0	60	43	0	6	8	2	1	**3**	1	2	**3**
1_15	Plant 1	X-092	Standby Generator Feeders for Plant No.1 Secondary Systems	3	Testing	6/21/2027	12/20/2027	6	0	0	182	131	0	6	6	2	0	**2**	0	2	**2**
1_16	Plant 1	X-048	Activated Sludge-1 Aeration Basin and Blower Rehabilitation	1	Demolition 1 (Equipment)	4/1/2027	1/31/2028	14	0	4	305	218	1	15	17	4	1	**5**	1	4	**5**
1_17	Plant 1	X-048	Activated Sludge-1 Aeration Basin and Blower Rehabilitation	2	Demolition 2 (PEPS)	4/1/2027	8/31/2027	8	0	22	152	109	1	9	11	3	1	**4**	1	3	**4**

1_18	Plant 1	X-048	Activated Sludge-1 Aeration Basin and Blower Rehabilitation	3	Structural Rehabilitation (Aeration Basin)	2/1/2028	4/30/2030	10	2	0	819	586	0	12	14	3	1	**4**	1	3	**4**
1_19	Plant 1	X-048	Activated Sludge-1 Aeration Basin and Blower Rehabilitation	4	Building Construction (Aeration Basins and Blower Building)	2/1/2028	7/31/2028	26	2	0	181	130	0	28	30	7	1	**8**	1	7	**8**
1_20	Plant 1	X-048	Activated Sludge-1 Aeration Basin and Blower Rehabilitation	5	Electrical & Instrumentation	5/1/2030	5/31/2030	4	2	0	30	23	0	6	8	2	1	**3**	1	2	**3**
1_21	Plant 1	X-048	Activated Sludge-1 Aeration Basin and Blower Rehabilitation	6	Testing	6/1/2030	3/31/2031	6	0	0	303	216	0	6	6	2	0	**2**	0	2	**2**
1_22	Plant 1	P1-135	Digester Ferric Piping Replacement	1	Pipeline Replacement	4/12/2023	6/11/2023	18	0	380	60	43	9	27	45	7	3	**10**	3	7	**10**
1_23	Plant 1	P1-135	Digester Ferric Piping Replacement	2	Paving (Continual and Final)	4/12/2023	7/11/2023	8	2	0	90	65	0	10	12	3	1	**4**	1	3	**4**
1_24	Plant 1	P1-135	Digester Ferric Piping Replacement	3	Architectural Coating (Continual and Final)	4/12/2023	7/18/2023	4	2	0	97	70	0	6	8	2	1	**3**	1	2	**3**
1_25	Plant 1	P1-135	Digester Ferric Piping Replacement	4	Testing	7/19/2023	8/1/2023	6	0	0	13	10	0	6	6	2	0	**2**	0	2	**2**
1_26	Plant 1	X-077	Switchgear Replacement at Central Generation	1	Demolition and Replacement of Switchgear	4/1/2025	4/7/2025	8	2	4	6	5	1	11	15	3	1	**4**	1	3	**4**
1_27	Plant 1	X-077	Switchgear Replacement at Central Generation	2	Testing	4/8/2025	4/21/2025	6	0	0	13	10	0	6	6	2	0	**2**	0	2	**2**
1_28	Plant 1	X-090	Network, Telecommunications, and Service Relocation at Plant 1	1	Grading	1/1/2024	1/2/2024	10	2	0	1	2	0	12	14	3	1	**4**	1	3	**4**
1_29	Plant 1	X-090	Network, Telecommunications, and Service Relocation at Plant 1	2	Building Construction	1/3/2024	5/21/2024	14	2	0	139	100	0	16	18	4	1	**5**	1	4	**5**
1_30	Plant 1	X-090	Network, Telecommunications, and Service Relocation at Plant 1	3	Architectural Coating	5/22/2024	5/28/2024	4	2	0	6	5	0	6	8	2	1	**3**	1	2	**3**
1_31	Plant 1	X-017	Primary Clarifiers 6–37	1	Demolition	3/19/2029	8/18/2029	16	0	4	152	110	1	17	19	5	1	**6**	1	5	**6**
1_32	Plant 1	X-017	Primary Clarifiers 6–37	2	Structural Rehabilitation	8/19/2029	10/18/2031	10	2	0	790	565	0	12	14	3	1	**4**	1	3	**4**

1_33	Plant 1	X-017	Primary Clarifiers 6–37	3	Building Construction	10/19/2031	1/18/2032	30	2	0	91	65	0	32	34	8	1	**9**	1	8	**9**
1_34	Plant 1	X-017	Primary Clarifiers 6–37	4	Electrical/Instrumentation	1/19/2032	7/18/2032	6	2	0	181	130	0	8	10	2	1	**3**	1	2	**3**
1_35	Plant 1	X-017	Primary Clarifiers 6–37	5	Architectural Coating	7/19/2032	8/18/2032	6	2	0	30	23	0	8	10	2	1	**3**	1	2	**3**
1_36	Plant 1	X-017	Primary Clarifiers 6–37	6	Testing	8/19/2032	2/18/2033	6	0	0	183	132	0	6	6	2	0	**2**	0	2	**2**
1_37	Plant 1	X-038	City Water Pump Station Rehabilitation	1	Demolition	10/1/2031	10/31/2031	6	0	4	30	23	1	7	9	2	1	**3**	1	2	**3**
1_38	Plant 1	X-038	City Water Pump Station Rehabilitation	2	Structural Rehabilitation	11/1/2031	11/30/2031	8	2	0	29	20	0	10	12	3	1	**4**	1	3	**4**
1_39	Plant 1	X-038	City Water Pump Station Rehabilitation	3	Building Construction	12/1/2031	1/31/2032	10	2	0	61	45	0	12	14	3	1	**4**	1	3	**4**
1_40	Plant 1	X-038	City Water Pump Station Rehabilitation	4	Testing	2/1/2032	3/31/2032	6	0	0	59	43	0	6	6	2	0	**2**	0	2	**2**
1_41	Plant 1	P1-127	Central Generation Rehabilitation	1	Demolition	11/3/2031	3/2/2032	8	0	4	120	87	1	9	11	3	1	**4**	1	3	**4**
1_42	Plant 1	P1-127	Central Generation Rehabilitation	2	Structural Rehabilitation	3/3/2032	4/2/2032	10	2	0	30	23	0	12	14	3	1	**4**	1	3	**4**
1_43	Plant 1	P1-127	Central Generation Rehabilitation	3	Building Construction	4/3/2032	10/2/2032	26	2	0	182	130	0	28	30	7	1	**8**	1	7	**8**
1_44	Plant 1	P1-127	Central Generation Rehabilitation	4	Testing	10/3/2032	4/2/2033	6	0	0	181	130	0	6	6	2	0	**2**	0	2	**2**
1_45	Plant 1	X-049	Activated Sludge-1 Clarifier and RAS Pump Station Rehabilitation	1	Demolition	10/1/2032	1/31/2033	10	0	4	122	87	1	11	13	3	1	**4**	1	3	**4**
1_46	Plant 1	X-049	Activated Sludge-1 Clarifier and RAS Pump Station Rehabilitation	2	Structural Rehabilitation	2/1/2033	9/30/2033	18	2	0	241	174	0	20	22	5	1	**6**	1	5	**6**
1_47	Plant 1	X-049	Activated Sludge-1 Clarifier and RAS Pump Station Rehabilitation	3	Building Construction	10/1/2033	5/31/2034	26	2	0	242	173	0	28	30	7	1	**8**	1	7	**8**
1_48	Plant 1	X-049	Activated Sludge-1 Clarifier and RAS Pump Station Rehabilitation	4	Testing	6/1/2034	11/30/2034	6	2	0	182	131	0	8	10	2	1	**3**	1	2	**3**
1_49	Plant 1	X-015	Trickling Filters Rehabilitation	1	Demolition	4/3/2034	10/2/2034	16	0	72	182	131	1	17	19	5	1	**6**	1	5	**6**
1_50	Plant 1	X-015	Trickling Filters Rehabilitation	2	Structural Rehabilitation	10/3/2034	4/2/2035	16	2	0	181	130	0	18	20	5	1	**6**	1	5	**6**
1_51	Plant 1	X-015	Trickling Filters Rehabilitation	3	Building Construction	4/3/2035	3/2/2036	18	2	0	334	239	0	20	22	5	1	**6**	1	5	**6**

1_52	Plant 1	X-015	Trickling Filters Rehabilitation	4	Testing	3/3/2036	9/2/2036	6	0	0	183	132	0	6	6	2	0	**2**	0	2	**2**
1_53	Plant 1	X-006	Waste Side-Stream Pump Station 1 Upgrade	1	Demolition	11/1/2035	11/30/2035	10	0	2	29	22	1	11	13	3	1	**4**	1	3	**4**
1_54	Plant 1	X-006	Waste Side-Stream Pump Station 1 Upgrade	2	Structural Rehabilitation	12/1/2035	12/31/2035	26	2	0	30	21	0	28	30	7	1	**8**	1	7	**8**
1_55	Plant 1	X-006	Waste Side-Stream Pump Station 1 Upgrade	3	Building Construction	1/1/2036	2/29/2036	18	2	0	59	44	0	20	22	5	1	**6**	1	5	**6**
1_56	Plant 1	X-006	Waste Side-Stream Pump Station 1 Upgrade	4	Testing	3/1/2036	8/31/2036	6	0	0	183	130	0	6	6	2	0	**2**	0	2	**2**
1_57	Plant 1	X-079	Primary Scrubber Rehabilitation	1	Demolition	5/14/2036	5/27/2036	10	0	72	13	132	1	11	13	3	1	**4**	1	3	**4**
1_58	Plant 1	X-079	Primary Scrubber Rehabilitation	2	Structural Rehabilitation	7/14/2036	2/13/2037	20	2	0	214	42	0	22	24	6	1	**7**	1	6	**7**
1_59	Plant 1	X-079	Primary Scrubber Rehabilitation	3	Building Construction	2/14/2036	8/15/2036	6	0	0	183	43	0	6	6	2	0	**2**	0	2	**2**
1_60	Plant 1	X-079	Primary Scrubber Rehabilitation	4	Testing	2/14/2036	4/11/2036	4	2	0	57	155	0	6	8	2	1	**3**	1	2	**3**
1_61	Plant 1	X-039	Plant Water Pump Station Rehabilitation	1	Demolition	10/1/2036	10/7/2036	6	0	4	6	5	1	7	9	2	1	**3**	1	2	**3**
1_62	Plant 1	X-039	Plant Water Pump Station Rehabilitation	2	Structural Rehabilitation	10/8/2036	11/7/2036	8	2	0	30	23	0	10	12	3	1	**4**	1	3	**4**
1_63	Plant 1	X-039	Plant Water Pump Station Rehabilitation	3	Building Construction	11/8/2036	12/7/2036	10	2	0	29	20	0	12	14	3	1	**4**	1	3	**4**
1_64	Plant 1	X-039	Plant Water Pump Station Rehabilitation	4	Testing	12/8/2036	2/7/2037	6	0	0	61	45	0	6	6	2	0	**2**	0	2	**2**
1_65	Plant 1	X-018	Activated Sludge 2 Rehabilitation	1	Demolition	4/1/2037	9/30/2037	14	0	4	182	131	1	15	17	4	1	**5**	1	4	**5**
1_66	Plant 1	X-018	Activated Sludge 2 Rehabilitation	2	Structural Rehabilitation	10/1/2037	3/31/2038	18	2	0	181	130	0	20	22	5	1	**6**	1	5	**6**
1_67	Plant 1	X-018	Activated Sludge 2 Rehabilitation	3	Building Construction	4/1/2038	3/31/2039	26	2	0	364	261	0	28	30	7	1	**8**	1	7	**8**
1_68	Plant 1	X-018	Activated Sludge 2 Rehabilitation	4	Testing	4/1/2039	10/31/2039	6	0	0	213	152	0	6	6	2	0	**2**	0	2	**2**
1_69	Plant 1	X-043	DAFT Demolition	1	Demolition	4/1/2032	10/31/2032	10	0	412	213	152	3	13	19	4	1	**5**	1	4	**5**
1_70	Plant 1	X-043	DAFT Demolition	2	Building Construction	11/1/2032	11/12/2032	6	2	176	11	10	18	26	64	7	6	**13**	6	7	**13**
1_71	Plant 1	X-043	DAFT Demolition	3	Paving	11/13/2032	12/12/2032	8	2	0	29	20	0	10	12	3	1	**4**	1	3	**4**
2_01	Plant 2	X-032	Truck Loading Facility Rehabilitation	1	Demolition	10/1/2026	10/31/2026	8	0	4	30	22	1	9	11	3	1	**4**	1	3	**4**

2_02	Plant 2	X-032	Truck Loading Facility Rehabilitation	2	Structural Rehabilitation	11/1/2026	1/31/2027	10	2	0	91	65	0	12	14	3	1	**4**	1	3	**4**
2_03	Plant 2	X-032	Truck Loading Facility Rehabilitation	3	Building Construction	11/1/2026	4/30/2027	14	2	0	180	130	0	16	18	4	1	**5**	1	4	**5**
2_04	Plant 2	X-032	Truck Loading Facility Rehabilitation	4	Testing	5/1/2027	12/31/2027	6	0	0	244	175	0	6	6	2	0	**2**	0	2	**2**
2_05	Plant 2	X-054	Waste Side-Stream Pump Station C Rehabilitation	1	Demolition	10/1/2026	10/14/2026	8	2	4	13	10	1	11	15	3	1	**4**	1	3	**4**
2_06	Plant 2	X-054	Waste Side-Stream Pump Station C Rehabilitation	2	Structural Rehabilitation	10/15/2026	10/28/2026	8	2	0	13	10	0	10	12	3	1	**4**	1	3	**4**
2_07	Plant 2	X-054	Waste Side-Stream Pump Station C Rehabilitation	3	Building Construction	10/29/2026	1/28/2027	20	2	0	91	66	0	22	24	6	1	**7**	1	6	**7**
2_08	Plant 2	X-054	Waste Side-Stream Pump Station C Rehabilitation	4	Testing	1/29/2027	8/2/2027	6	0	0	185	132	0	6	6	2	0	**2**	0	2	**2**
2_09	Plant 2	X-034	Sodium Bisulfite Station Replacement and Bleach Station Demolition	1	Demolition	5/1/2027	7/31/2027	16	2	32	91	65	1	19	23	5	1	**6**	1	5	**6**
2_10	Plant 2	X-034	Sodium Bisulfite Station Replacement and Bleach Station Demolition	2	Structural Rehabilitation	8/1/2027	8/31/2027	4	2	0	30	22	0	6	8	2	1	**3**	1	2	**3**
2_11	Plant 2	X-034	Sodium Bisulfite Station Replacement and Bleach Station Demolition	3	Building Construction	9/1/2027	11/30/2027	18	2	0	90	65	0	20	22	5	1	**6**	1	5	**6**
2_12	Plant 2	X-034	Sodium Bisulfite Station Replacement and Bleach Station Demolition	4	Testing	12/1/2027	1/31/2028	6	0	0	61	44	0	6	6	2	0	**2**	0	2	**2**
2_13	Plant 2	X-007	Waste Side-stream Pump Station 2A Upgrade	1	Demolition	5/1/2031	9/1/2031	24	2	80	123	88	1	27	31	7	1	**8**	1	7	**8**
2_14	Plant 2	X-007	Waste Side-stream Pump Station 2A Upgrade	2	Structural Rehabilitation	9/15/2031	10/14/2031	10	2	0	29	22	0	12	14	3	1	**4**	1	3	**4**
2_15	Plant 2	X-007	Waste Side-stream Pump Station 2A Upgrade	3	Building Construction	10/15/2031	1/14/2032	16	2	0	91	66	0	18	20	5	1	**6**	1	5	**6**
2_16	Plant 2	X-007	Waste Side-stream Pump Station 2A Upgrade	4	Paving	1/15/2032	2/13/2032	14	2	0	29	22	0	16	18	4	1	**5**	1	4	**5**
2_17	Plant 2	X-007	Waste Side-stream Pump Station 2A Upgrade	5	Testing	2/14/2032	8/17/2032	6	0	0	185	132	0	6	6	2	0	**2**	0	2	**2**
2_18	Plant 2	P2-138	Operations Center Replacement	1	Site Preparation	1/1/2021	3/31/2021	8	2	162	89	64	3	13	21	4	2	**6**	2	4	**6**
2_19	Plant 2	P2-138	Operations Center Replacement	2	Grading (Pile)	4/1/2021	4/1/2021	44	6	0	0	1	0	50	56	13	2	**15**	2	13	**15**
2_20	Plant 2	P2-138	Operations Center Replacement	3	Building Construction	4/2/2021	9/30/2021	4	2	10	181	130	1	7	11	2	1	**3**	1	2	**3**
2_21	Plant 2	P2-138	Operations Center Replacement	4	Paving	8/1/2021	9/30/2021	14	2	0	60	44	0	16	18	4	1	**5**	1	4	**5**

2_22	Plant 2	P2-138	Operations Center Replacement	5	Demolition	11/1/2021	4/30/2022	34	2	168	180	130	2	38	44	10	1	**11**	1	10	**11**
2_23	Plant 2	P2-138	Operations Center Replacement	6	Architectural Coating	10/1/2021	10/29/2021	10	2	0	28	21	0	12	14	3	1	**4**	1	3	**4**
2_24	Plant 2	P2-138	Operations Center Replacement	7	Testing	10/1/2021	10/29/2021	6	0	0	28	21	0	6	6	2	0	**2**	0	2	**2**
2_25	Plant 2	P2-119	Central Generation Rehabilitation	1	Demolition A (removing equipment)	11/3/2031	2/2/2032	6	2	4	91	66	1	9	13	3	1	**4**	1	3	**4**
2_26	Plant 2	P2-119	Central Generation Rehabilitation	2	Demolition B (existing platform)	11/3/2031	11/14/2031	8	2	22	11	10	3	13	21	4	2	**6**	2	4	**6**
2_27	Plant 2	P2-119	Central Generation Rehabilitation	3	Structural Rehabilitation	2/3/2032	2/16/2032	8	2	0	13	10	0	10	12	3	1	**4**	1	3	**4**
2_28	Plant 2	P2-119	Central Generation Rehabilitation	4	Building Construction	2/17/2032	12/16/2032	28	2	0	303	218	0	30	32	8	1	**9**	1	8	**9**
2_29	Plant 2	P2-119	Central Generation Rehabilitation	5	Testing	12/17/2032	6/16/2033	6	0	0	181	130	0	6	6	2	0	**2**	0	2	**2**
2_30	Plant 2	X-036	City Water Pump Station Rehabilitation	1	Demolition	11/1/2031	11/30/2031	8	2	10	29	20	1	11	15	3	1	**4**	1	3	**4**
2_31	Plant 2	X-036	City Water Pump Station Rehabilitation	2	Structural Rehabilitation	12/1/2031	12/31/2031	8	2	0	30	23	0	10	12	3	1	**4**	1	3	**4**
2_32	Plant 2	X-036	City Water Pump Station Rehabilitation	3	Building Construction	1/1/2032	2/29/2032	10	2	0	59	42	0	12	14	3	1	**4**	1	3	**4**
2_33	Plant 2	X-036	City Water Pump Station Rehabilitation	4	Testing	3/1/2032	4/30/2032	6	0	0	60	45	0	6	6	2	0	**2**	0	2	**2**
2_34	Plant 2	X-037	Plant Water Pump Station and 12 kV Distribution Center A Demolition	1	Demolition	10/1/2032	10/31/2032	8	2	60	30	21	3	13	21	4	2	**6**	2	4	**6**
2_35	Plant 2	X-037	Plant Water Pump Station and 12 kV Distribution Center A Demolition	2	Building Construction	11/1/2032	11/12/2032	10	2	0	11	10	0	12	14	3	1	**4**	1	3	**4**
2_36	Plant 2	X-037	Plant Water Pump Station and 12 kV Distribution Center A Demolition	3	Paving	11/13/2032	11/26/2032	8	0	0	13	10	0	8	8	2	0	**2**	0	2	**2**
2_37	Plant 2	X-037	Plant Water Pump Station and 12 kV Distribution Center A Demolition	4	Testing	11/27/2032	12/10/2032	6	0	0	13	10	0	6	6	2	0	**2**	0	2	**2**
2_38	Plant 2	X-052	Activated Sludge RAS/WAS/PEPS/Vaporizers Rehabilitation	1	Demolition	4/1/2036	11/30/2036	10	2	4	243	174	1	13	17	4	1	**5**	1	4	**5**

2_39	Plant 2	X-052	Activated Sludge RAS/WAS/PEPS/Vaporizers Rehabilitation	2	Structural Rehabilitation	12/1/2036	1/31/2037	14	2	0	61	45	0	16	18	4	1	**5**	1	4	**5**
2_40	Plant 2	X-052	Activated Sludge RAS/WAS/PEPS/Vaporizers Rehabilitation	3	Building Construction	2/1/2037	5/31/2037	18	2	0	119	85	0	20	22	5	1	**6**	1	5	**6**
2_41	Plant 2	X-052	Activated Sludge RAS/WAS/PEPS/Vaporizers Rehabilitation	4	Testing	6/1/2037	11/30/2037	6	0	0	182	131	0	6	6	2	0	**2**	0	2	**2**
2_42	Plant 2	X-030	Headworks Rehabilitation	1	Demolition	6/20/2036	9/19/2037	8	2	4	456	326	1	11	15	3	1	**4**	1	3	**4**
2_43	Plant 2	X-030	Headworks Rehabilitation	2	Building Construction	9/20/2037	9/19/2038	18	2	0	364	260	0	20	22	5	1	**6**	1	5	**6**
2_44	Plant 2	X-030	Headworks Rehabilitation	3	Testing	9/20/2038	5/19/2039	6	0	0	241	176	0	6	6	2	0	**2**	0	2	**2**
2_45	Plant 2	X-031	Trickling Filter Solids-Contact Rehabilitation	1	Demolition	4/1/2037	9/30/2037	34	2	2	182	131	1	37	41	10	1	**11**	1	10	**11**
2_46	Plant 2	X-031	Trickling Filter Solids-Contact Rehabilitation	2	Structural Rehabilitation	10/1/2037	2/26/2038	28	2	0	148	107	0	30	32	8	1	**9**	1	8	**9**
2_47	Plant 2	X-031	Trickling Filter Solids-Contact Rehabilitation	3	Building Construction	3/1/2038	9/30/2040	28	2	0	944	675	0	30	32	8	1	**9**	1	8	**9**
2_48	Plant 2	X-031	Trickling Filter Solids-Contact Rehabilitation	4	Paving	9/1/2040	9/28/2040	14	2	0	27	20	0	16	18	4	1	**5**	1	4	**5**
2_49	Plant 2	X-031	Trickling Filter Solids-Contact Rehabilitation	5	Testing	10/1/2040	12/31/2040	6	0	0	91	66	0	6	6	2	0	**2**	0	2	**2**
2_50	Plant 2	X-050	Activated Sludge Aeration Basin	1	Demolition	10/1/2024	11/30/2024	10	0	88	60	44	2	12	16	4	1	**5**	1	4	**5**
2_51	Plant 2	X-050	Activated Sludge Aeration Basin	2	Structural Rehabilitation	12/1/2024	9/30/2025	24	2	0	303	217	0	26	28	7	1	**8**	1	7	**8**
2_52	Plant 2	X-050	Activated Sludge Aeration Basin	3	Building Construction	10/1/2025	5/31/2026	14	2	0	242	173	0	16	18	4	1	**5**	1	4	**5**
2_53	Plant 2	X-050	Activated Sludge Aeration Basin	4	Testing	6/1/2026	5/31/2027	6	0	0	364	261	0	6	6	2	0	**2**	0	2	**2**
2_54	Plant 2	X-014	Trickling Filter Solids-Contact Odor Control	1	Building Construction	1/1/2036	12/31/2036	18	6	0	365	100	0	24	30	6	2	**8**	2	6	**8**
2_55	Plant 2	X-014	Trickling Filter Solids-Contact Odor Control	2	Testing	1/1/2037	1/31/2037	6	0	0	30	100	0	6	6	2	0	**2**	0	2	**2**
2_56	Plant 2	P2-126	OCSD P2-126 Substation and Warehouse Replacement at Plant 2	1	Warehouse Site Preparation	5/1/2022	6/30/2022	10	2	4	60	44	1	13	17	4	1	**5**	1	4	**5**
2_57	Plant 2	P2-126	OCSD P2-126 Substation and Warehouse Replacement at Plant 2	2	Warehouse Building Construction	7/1/2022	6/30/2023	30	8	0	364	261	0	38	46	9	2	**11**	2	9	**11**

2_58	Plant 2	P2-126	OCSD P2-126 Substation and Warehouse Replacement at Plant 2	3	Service Center Site Preparation	12/16/2022	2/15/2023	10	2	70	61	44	2	14	20	4	1	**5**	1	4	**5**
2_59	Plant 2	P2-126	OCSD P2-126 Substation and Warehouse Replacement at Plant 2	4	Service Center Building Construction	2/16/2023	12/13/2024	36	4	0	666	477	0	40	44	10	1	**11**	1	10	**11**
2_60	Plant 2	P2-126	OCSD P2-126 Substation and Warehouse Replacement at Plant 2	5	Warehouse Paving	7/1/2023	8/31/2023	8	2	0	61	44	0	10	12	3	1	**4**	1	3	**4**
2_61	Plant 2	P2-126	OCSD P2-126 Substation and Warehouse Replacement at Plant 2	6	Substation Site Preparation	8/1/2023	8/30/2023	10	2	56	29	22	3	15	23	4	2	**6**	2	4	**6**
2_62	Plant 2	P2-126	OCSD P2-126 Substation and Warehouse Replacement at Plant 2	7	Substation Building Construction	9/1/2023	2/28/2025	38	4	0	546	391	0	42	46	11	1	**12**	1	11	**12**
2_63	Plant 2	P2-126	OCSD P2-126 Substation and Warehouse Replacement at Plant 2	8	Warehouse Architectural Coating	9/1/2023	9/14/2023	4	2	0	13	10	0	6	8	2	1	**3**	1	2	**3**
2_64	Plant 2	P2-126	OCSD P2-126 Substation and Warehouse Replacement at Plant 2	9	Warehouse Demolition	12/1/2023	2/28/2024	8	2	94	89	64	2	12	18	3	1	**4**	1	3	**4**
2_65	Plant 2	P2-126	OCSD P2-126 Substation and Warehouse Replacement at Plant 2	10	Service Center Architectural Coating	12/16/2024	12/31/2024	4	2	0	15	12	0	6	8	2	1	**3**	1	2	**3**
2_66	Plant 2	P2-126	OCSD P2-126 Substation and Warehouse Replacement at Plant 2	11	Service Center Demolition	1/1/2025	1/31/2025	14	2	16	30	23	1	17	21	5	1	**6**	1	5	**6**
2_67	Plant 2	P2-126	OCSD P2-126 Substation and Warehouse Replacement at Plant 2	12	Service Center Testing	2/1/2025	3/31/2025	6	0	0	58	41	0	6	6	2	0	**2**	0	2	**2**
2_68	Plant 2	P2-126	OCSD P2-126 Substation and Warehouse Replacement at Plant 2	13	Substation Demolition	3/1/2025	5/30/2025	20	2	28	90	65	1	23	27	6	1	**7**	1	6	**7**
2_69	Plant 2	P2-126	OCSD P2-126 Substation and Warehouse Replacement at Plant 2	14	Substation Testing	3/1/2025	6/30/2025	6	0	0	121	86	0	6	6	2	0	**2**	0	2	**2**

3_01	Joint-P1	J-98	Plantwide Miscellaneous Electrical Power Distribution System Improvements	1	Electrical	3/1/2021	2/28/2026	6	2	0	1825	1305	0	8	10	2	1	**3**	1	2	**3**
3_02	Joint-P1	J-121	UPS System Upgrades	1	Electrical	2/1/2027	1/31/2033	4	2	0	2191	1566	0	6	8	2	1	**3**	1	2	**3**
3_03	Joint-P1	X-044	Steve Anderson Lift Station Rehabilitation	1	Demolition	6/27/2035	8/26/2035	6	2	2	60	43	1	9	13	3	1	**4**	1	3	**4**
3_04	Joint-P1	X-044	Steve Anderson Lift Station Rehabilitation	2	Building Construction	8/27/2035	1/26/2036	8	2	0	152	110	0	10	12	3	1	**4**	1	3	**4**
3_05	Joint-P1	X-044	Steve Anderson Lift Station Rehabilitation	3	Testing	1/27/2036	7/26/2036	4	0	0	181	130	0	4	4	1	0	**1**	0	1	**1**
3_06	Joint-P1	J-120	Plantwide Miscellaneous Process Control Systems Upgrades	1	Electrical	10/1/2024	9/30/2029	6	2	0	1825	1304	0	8	10	2	1	**3**	1	2	**3**
3_07	Joint-P1	J-133	Laboratory Rehabilitation or Replacement at Plant 1	1	Site Preparation	10/21/2024	12/13/2024	4	2	2	53	40	1	7	11	2	1	**3**	1	2	**3**
3_08	Joint-P1	J-133	Laboratory Rehabilitation or Replacement at Plant 1	2	Building Construction	12/14/2024	5/16/2025	8	4	0	153	110	0	12	16	3	1	**4**	1	3	**4**
3_09	Joint-P1	J-133	Laboratory Rehabilitation or Replacement at Plant 1	3	Paving	4/21/2025	5/16/2025	4	2	0	25	20	0	6	8	2	1	**3**	1	2	**3**
3_10	Joint-P1	J-133	Laboratory Rehabilitation or Replacement at Plant 1	4	Architectural Coating	5/5/2025	5/16/2025	2	2	0	11	10	0	4	6	1	1	**2**	1	1	**2**
3_11	Joint-P1	J-133	Laboratory Rehabilitation or Replacement at Plant 1	5	Demolition	5/19/2025	6/13/2025	6	2	91	25	20	5	13	25	4	2	**6**	2	4	**6**
3_12	Joint-P1	X-057, X-058, X-059	Plantwide Miscellaneous Rehabilitation or Replacement	1	Demolition	5/1/2025	5/31/2025	10	2	16	30	22	1	13	17	4	1	**5**	1	4	**5**
3_13	Joint-P1	X-057, X-058, X-059	Plantwide Miscellaneous Rehabilitation or Replacement	2	Building Construction	6/1/2025	7/31/2025	14	2	0	60	44	0	16	18	4	1	**5**	1	4	**5**
3_14	Joint-P1	X-057, X-058, X-059	Plantwide Miscellaneous Rehabilitation or Replacement	3	Structural Rehabilitation (concurrent)	6/1/2025	5/31/2031	14	2	0	2190	1565	0	16	18	4	1	**5**	1	4	**5**
3_15	Joint-P1	X-057, X-058, X-059	Plantwide Miscellaneous Rehabilitation or Replacement	4	Testing	6/1/2031	5/28/2032	4	0	0	362	260	0	4	4	1	0	**1**	0	1	**1**
3_16	Joint-P2	J-98	Plantwide Miscellaneous Electrical Power Distribution System Improvements	1	Electrical	3/1/2021	2/28/2026	6	2	0	1825	1305	0	8	10	2	1	**3**	1	2	**3**
3_17	Joint-P2	J-121	UPS System Upgrades	1	Electrical	2/1/2027	1/31/2033	4	2	0	2191	1566	0	6	8	2	1	**3**	1	2	**3**
3_18	Joint-P2	X-044	Steve Anderson Lift Station Rehabilitation	1	Demolition	6/27/2035	8/26/2035	6	2	2	60	43	1	9	13	3	1	**4**	1	3	**4**
3_19	Joint-P2	X-044	Steve Anderson Lift Station Rehabilitation	2	Building Construction	8/27/2035	1/26/2036	8	2	0	152	110	0	10	12	3	1	**4**	1	3	**4**
3_20	Joint-P2	X-044	Steve Anderson Lift Station Rehabilitation	3	Testing	1/27/2036	7/26/2036	4	0	0	181	130	0	4	4	1	0	**1**	0	1	**1**

3_21	Joint-P2	J-120	Plantwide Miscellaneous Process Control Systems Upgrades	1	Electrical	10/1/2024	9/30/2029	6	2	0	1825	1304	0	8	10	2	1	**3**	1	2	**3**
3_22	Joint-P2	J-133	Laboratory Rehabilitation or Replacement at Plant 2	1	Site Preparation	10/21/2024	12/13/2024	4	2	2	53	40	1	7	11	2	1	**3**	1	2	**3**
3_23	Joint-P2	J-133	Laboratory Rehabilitation or Replacement at Plant 2	2	Building Construction	12/14/2024	5/16/2025	8	4	0	153	110	0	12	16	3	1	**4**	1	3	**4**
3_24	Joint-P2	J-133	Laboratory Rehabilitation or Replacement at Plant 2	3	Paving	4/21/2025	5/16/2025	4	2	0	25	20	0	6	8	2	1	**3**	1	2	**3**
3_25	Joint-P2	J-133	Laboratory Rehabilitation or Replacement at Plant 2	4	Architectural Coating	5/5/2025	5/16/2025	2	2	0	11	10	0	4	6	1	1	**2**	1	1	**2**
3_26	Joint-P2	J-133	Laboratory Rehabilitation or Replacement at Plant 2	5	Demolition	5/19/2025	6/13/2025	6	2	91	25	20	5	13	25	4	2	**6**	2	4	**6**
3_27	Joint-P2	X-057, X-058, X-059	Plantwide Miscellaneous Rehabilitation or Replacement	1	Demolition	5/1/2025	5/31/2025	10	2	16	30	22	1	13	17	4	1	**5**	1	4	**5**
3_28	Joint-P2	X-057, X-058, X-059	Plantwide Miscellaneous Rehabilitation or Replacement	2	Building Construction	6/1/2025	7/31/2025	14	2	0	60	44	0	16	18	4	1	**5**	1	4	**5**
3_29	Joint-P2	X-057, X-058, X-059	Plantwide Miscellaneous Rehabilitation or Replacement	3	Structural Rehabilitation (concurrent)	6/1/2025	5/31/2031	14	2	0	2190	1565	0	16	18	4	1	**5**	1	4	**5**
3_30	Joint-P2	X-057, X-058, X-059	Plantwide Miscellaneous Rehabilitation or Replacement	4	Testing	6/1/2031	5/28/2032	4	0	0	362	260	0	4	4	1	0	**1**	0	1	**1**
4_01	Collection	5-68	Newport Beach Pump Station Odor Control Improvements	1	Site Preparation	3/1/2021	7/30/2021	10	2	0	151	110	0	12	14	3	1	**4**	1	3	**4**
4_02	Collection	5-68	Newport Beach Pump Station Odor Control Improvements	2	Building Construction	8/1/2022	10/31/2022	26	2	0	91	66	0	28	30	7	1	**8**	1	7	**8**
4_03	Collection	5-68	Newport Beach Pump Station Odor Control Improvements	3	Testing	11/1/2022	6/30/2023	6	0	0	241	174	0	6	6	2	0	**2**	0	2	**2**
4_04	Collection	X-076	Santa Ana Trunk Sewer Rehabilitation Phase II	1	Pipeline Lining	7/1/2023	8/30/2023	16	4	0	60	43	0	20	24	5	1	**6**	1	5	**6**
4_05	Collection	X-076	Santa Ana Trunk Sewer Rehabilitation Phase II	2	Manhole Rehabilitation	10/31/2024	12/30/2024	10	4	0	60	43	0	14	18	4	1	**5**	1	4	**5**
4_06	Collection	X-076	Santa Ana Trunk Sewer Rehabilitation Phase II	3	Testing	12/31/2024	1/30/2025	6	0	0	30	23	0	6	6	2	0	**2**	0	2	**2**
4_07	Collection	X-082	North Trunk Improvement Project	1	Pipeline Installation	5/22/2024	8/21/2024	16	2	164	91	66	3	21	29	6	2	**8**	2	6	**8**
4_08	Collection	X-082	North Trunk Improvement Project	2	Paving (Continual and Final)	5/22/2024	10/7/2024	8	2	0	138	99	0	10	12	3	1	**4**	1	3	**4**

4_09	Collection	X-082	North Trunk Improvement Project	3	Architectural Coating (Striping)	5/22/2024	10/14/2024	4	2	0	145	104	0	6	8	2	1	**3**	1	2	**3**
4_10	Collection	X-082	North Trunk Improvement Project	4	Testing	10/15/2024	4/14/2025	6	0	0	181	130	0	6	6	2	0	**2**	0	2	**2**
4_100	Collection	X-061	Imperial Highway Relief Interceptor Rehabilitation	5	Pipeline Lining	10/22/2037	12/19/2037	8	4	0	58	41	0	12	16	3	1	**4**	1	3	**4**
4_101	Collection	X-061	Imperial Highway Relief Interceptor Rehabilitation	6	Manhole Rehabilitation	12/20/2037	1/18/2038	6	4	0	29	22	0	10	14	3	1	**4**	1	3	**4**
4_102	Collection	X-026	College Ave. Force Main Rehabilitation	1	Pipeline Installation	11/3/2027	1/3/2028	14	2	102	61	45	3	19	27	5	2	**7**	2	5	**7**
4_103	Collection	X-026	College Ave. Force Main Rehabilitation	2	Paving (Continual and Final)	11/3/2037	2/2/2038	8	2	0	91	66	0	10	12	3	1	**4**	1	3	**4**
4_104	Collection	X-026	College Ave. Force Main Rehabilitation	3	Architectural Coating (Striping)	11/3/2037	2/9/2038	4	2	0	98	71	0	6	8	2	1	**3**	1	2	**3**
4_105	Collection	X-026	College Ave. Force Main Rehabilitation	4	Testing	2/10/2038	3/5/2038	6	0	0	23	18	0	6	6	2	0	**2**	0	2	**2**
4_106	Collection	X-065	Tustin-Orange Interceptor Sewer at Reach 17 Rehabilitation	1	Pipeline Installation	12/3/2031	2/2/2032	14	2	102	61	45	3	19	27	5	2	**7**	2	5	**7**
4_107	Collection	X-065	Tustin-Orange Interceptor Sewer at Reach 17 Rehabilitation	2	Paving (Continual and Final)	12/3/2031	3/3/2032	8	2	0	91	66	0	10	12	3	1	**4**	1	3	**4**
4_108	Collection	X-065	Tustin-Orange Interceptor Sewer at Reach 17 Rehabilitation	3	Architectural Coating (Striping)	12/3/2031	2/9/2032	4	2	0	68	71	0	6	8	2	1	**3**	1	2	**3**
4_109	Collection	X-065	Tustin-Orange Interceptor Sewer at Reach 17 Rehabilitation	4	Testing	2/10/2032	3/4/2032	6	0	0	23	18	0	6	6	2	0	**2**	0	2	**2**
4_11	Collection	X-060	Newhope Placentia Chemical Dosing Station	1	Demolition (Pump Station)	7/1/2024	9/30/2024	8	2	8	91	66	1	11	15	3	1	**4**	1	3	**4**
4_110	Collection	X-068	North Trunk Rehabilitation	1	Pipeline Installation	6/3/2037	8/3/2037	14	2	102	61	45	3	19	27	5	2	**7**	2	5	**7**
4_111	Collection	X-068	North Trunk Rehabilitation	2	Paving (Continual and Final)	6/3/2037	9/2/2037	8	2	0	91	66	0	10	12	3	1	**4**	1	3	**4**
4_112	Collection	X-068	North Trunk Rehabilitation	3	Architectural Coating (Striping)	6/3/2037	9/9/2037	4	2	0	98	71	0	6	8	2	1	**3**	1	2	**3**
4_113	Collection	X-068	North Trunk Rehabilitation	4	Testing	9/10/2037	10/3/2037	6	0	0	23	18	0	6	6	2	0	**2**	0	2	**2**
4_114	Collection	X-084	Tustin Avenue Sewer Relief	1	Pipeline Installation	5/3/2033	7/3/2033	14	2	102	61	45	3	19	27	5	2	**7**	2	5	**7**

4_115	Collection	X-084	Tustin Avenue Sewer Relief	2	Paving (Continual and Final)	5/3/2033	8/2/2033	8	2	0	91	66	0	10	12	3	1	**4**	1	3	**4**
4_116	Collection	X-084	Tustin Avenue Sewer Relief	3	Architectural Coating (Striping)	5/3/2033	8/9/2033	4	2	0	98	71	0	6	8	2	1	**3**	1	2	**3**
4_117	Collection	X-084	Tustin Avenue Sewer Relief	4	Testing	8/10/2033	9/2/2033	6	0	0	23	18	0	6	6	2	0	**2**	0	2	**2**
4_118	Collection	X-023	Lido Pump Station Rehabilitation	1	Demolition	6/24/2031	8/23/2031	10	2	4	60	10	1	13	17	4	1	**5**	1	4	**5**
4_119	Collection	X-023	Lido Pump Station Rehabilitation	2	Building Construction	8/24/2031	12/24/2031	14	2	0	122	22	0	16	18	4	1	**5**	1	4	**5**
4_12	Collection	X-060	Newhope Placentia Chemical Dosing Station	2	Site Preparation	10/1/2024	10/30/2024	16	2	0	29	22	0	18	20	5	1	**6**	1	5	**6**
4_120	Collection	X-023	Lido Pump Station Rehabilitation	3	Pipeline Lining	12/25/2031	3/22/2032	10	4	0	88	66	0	14	18	4	1	**5**	1	4	**5**
4_121	Collection	X-023	Lido Pump Station Rehabilitation	4	Testing	3/23/2032	5/23/2032	6	0	0	61	41	0	6	6	2	0	**2**	0	2	**2**
4_122	Collection	X-022	15th Street Pump Station Rehabilitation	1	Demolition	10/24/2036	12/23/2036	10	2	4	60	10	1	13	17	4	1	**5**	1	4	**5**
4_123	Collection	X-022	15th Street Pump Station Rehabilitation	2	Building Construction	12/24/2036	4/25/2037	14	2	0	122	22	0	16	18	4	1	**5**	1	4	**5**
4_124	Collection	X-022	15th Street Pump Station Rehabilitation	3	Pipeline Lining	4/26/2037	7/23/2037	10	4	0	88	66	0	14	18	4	1	**5**	1	4	**5**
4_125	Collection	X-022	15th Street Pump Station Rehabilitation	4	Testing	7/24/2037	9/23/2037	6	0	0	61	41	0	6	6	2	0	**2**	0	2	**2**
4_126	Collection	11-34	Slater Avenue Pump Station Rehabilitation	1	Demolition	5/24/2031	7/23/2031	10	2	4	60	10	1	13	17	4	1	**5**	1	4	**5**
4_127	Collection	11-34	Slater Avenue Pump Station Rehabilitation	2	Building Construction	7/24/2031	11/23/2031	14	2	0	122	22	0	16	18	4	1	**5**	1	4	**5**
4_128	Collection	11-34	Slater Avenue Pump Station Rehabilitation	3	Pipeline Lining	11/24/2031	2/20/2032	10	4	0	88	66	0	14	18	4	1	**5**	1	4	**5**
4_129	Collection	11-34	Slater Avenue Pump Station Rehabilitation	4	Testing	2/21/2032	4/22/2032	6	0	0	61	41	0	6	6	2	0	**2**	0	2	**2**
4_13	Collection	X-060	Newhope Placentia Chemical Dosing Station	3	Building Construction (chemical dosing station)	11/1/2024	11/30/2024	38	2	0	29	21	0	40	42	10	1	**11**	1	10	**11**
4_130	Collection	7-64	Main Street Pump Station Rehabilitation	1	Demolition	9/24/2031	11/23/2031	10	2	4	60	10	1	13	17	4	1	**5**	1	4	**5**
4_131	Collection	7-64	Main Street Pump Station Rehabilitation	2	Building Construction	11/24/2031	3/25/2032	14	2	0	122	22	0	16	18	4	1	**5**	1	4	**5**
4_132	Collection	7-64	Main Street Pump Station Rehabilitation	3	Pipeline Lining	3/26/2032	6/22/2032	10	4	0	88	66	0	14	18	4	1	**5**	1	4	**5**
4_133	Collection	7-64	Main Street Pump Station Rehabilitation	4	Testing	6/23/2032	8/23/2032	6	0	0	61	41	0	6	6	2	0	**2**	0	2	**2**

4_134	Collection	X-041	A Street Pump Station Rehabilitation	1	Demolition	10/24/2036	12/23/2036	10	2	4	60	10	1	13	17	4	1	**5**	1	4	**5**
4_135	Collection	X-041	A Street Pump Station Rehabilitation	2	Building Construction	12/24/2036	4/25/2037	14	2	0	122	22	0	16	18	4	1	**5**	1	4	**5**
4_136	Collection	X-041	A Street Pump Station Rehabilitation	3	Pipeline Lining	4/26/2037	7/23/2037	10	4	0	88	66	0	14	18	4	1	**5**	1	4	**5**
4_137	Collection	X-041	A Street Pump Station Rehabilitation	4	Testing	7/24/2037	9/23/2037	6	0	0	61	41	0	6	6	2	0	**2**	0	2	**2**
4_138	Collection	5-66	Crystal Cove Pumping Station Upgrade and Rehabilitation	1	Demolition	1/24/2037	3/25/2037	10	2	4	60	10	1	13	17	4	1	**5**	1	4	**5**
4_139	Collection	5-66	Crystal Cove Pumping Station Upgrade and Rehabilitation	2	Building Construction	3/26/2037	7/26/2037	14	2	0	122	22	0	16	18	4	1	**5**	1	4	**5**
4_14	Collection	X-060	Newhope Placentia Chemical Dosing Station	4	Architectural Coating	12/1/2024	12/31/2024	6	2	0	30	22	0	8	10	2	1	**3**	1	2	**3**
4_140	Collection	5-66	Crystal Cove Pumping Station Upgrade and Rehabilitation	3	Pipeline Lining	1/1/2025	3/30/2025	10	4	0	88	66	0	14	18	4	1	**5**	1	4	**5**
4_141	Collection	5-66	Crystal Cove Pumping Station Upgrade and Rehabilitation	4	Testing	3/31/2025	5/31/2025	6	0	0	61	41	0	6	6	2	0	**2**	0	2	**2**
4_142	Collection	X-024	Rocky Point Pump Station Rehabilitation	1	Demolition	10/1/2036	11/30/2036	10	2	4	60	43	1	13	17	4	1	**5**	1	4	**5**
4_143	Collection	X-024	Rocky Point Pump Station Rehabilitation	2	Structural Rehabilitation	12/1/2036	12/31/2036	14	2	0	30	23	0	16	18	4	1	**5**	1	4	**5**
4_144	Collection	X-024	Rocky Point Pump Station Rehabilitation	3	Building Construction	1/1/2037	4/30/2037	24	2	0	119	86	0	26	28	7	1	**8**	1	7	**8**
4_145	Collection	X-024	Rocky Point Pump Station Rehabilitation	4	Testing	5/1/2037	10/31/2037	6	0	0	183	131	0	6	6	2	0	**2**	0	2	**2**
4_146	Collection	X-025	Bitter Point Pump Station Rehabilitation	1	Demolition	2/1/2037	4/2/2037	10	2	4	60	43	1	13	17	4	1	**5**	1	4	**5**
4_147	Collection	X-025	Bitter Point Pump Station Rehabilitation	2	Structural Rehabilitation	4/3/2037	5/3/2037	14	2	0	30	23	0	16	18	4	1	**5**	1	4	**5**
4_148	Collection	X-025	Bitter Point Pump Station Rehabilitation	3	Building Construction	5/4/2037	8/31/2037	24	2	0	119	86	0	26	28	7	1	**8**	1	7	**8**
4_149	Collection	X-025	Bitter Point Pump Station Rehabilitation	4	Testing	9/1/2037	3/3/2038	6	0	0	183	131	0	6	6	2	0	**2**	0	2	**2**
4_15	Collection	X-060	Newhope Placentia Chemical Dosing Station	5	Testing	12/1/2024	12/31/2024	6	0	0	30	22	0	6	6	2	0	**2**	0	2	**2**
4_16	Collection	11-33	Edinger Pumping Station Replacement	1	Demolition	11/2/2026	3/1/2028	14	2	12	485	130	1	17	21	5	1	**6**	1	5	**6**
4_17	Collection	11-33	Edinger Pumping Station Replacement	2	Structural Rehabilitation	5/2/2027	7/1/2027	14	2	0	60	44	0	16	18	4	1	**5**	1	4	**5**
4_18	Collection	11-33	Edinger Pumping Station Replacement	3	Building Construction	7/2/2027	3/1/2028	26	2	0	243	174	0	28	30	7	1	**8**	1	7	**8**
4_19	Collection	11-33	Edinger Pumping Station Replacement	4	Testing	3/2/2028	9/1/2028	6	0	0	183	132	0	6	6	2	0	**2**	0	2	**2**

4_20	Collection	X-063	South Santa Ana River Interceptor Connector Rehabilitation	1	Pipeline Installation	6/20/2029	8/19/2029	16	2	64	60	43	2	20	26	5	1	**6**	1	5	**6**
4_21	Collection	X-063	South Santa Ana River Interceptor Connector Rehabilitation	2	Paving (Continual and Final)	6/20/2029	9/19/2029	8	2	0	91	66	0	10	12	3	1	**4**	1	3	**4**
4_22	Collection	X-063	South Santa Ana River Interceptor Connector Rehabilitation	3	Architecural Coating (Striping)	6/20/2029	9/26/2029	4	2	0	98	71	0	6	8	2	1	**3**	1	2	**3**
4_23	Collection	X-063	South Santa Ana River Interceptor Connector Rehabilitation	4	Testing	9/27/2029	12/7/2029	6	0	0	71	52	0	6	6	2	0	**2**	0	2	**2**
4_24	Collection	X-063	South Santa Ana River Interceptor Connector Rehabilitation	5	Pipeline Lining	9/27/2029	10/26/2029	8	4	0	29	22	0	12	16	3	1	**4**	1	3	**4**
4_25	Collection	X-063	South Santa Ana River Interceptor Connector Rehabilitation	6	Manhole Rehabilitation	10/27/2029	11/16/2029	6	4	0	20	15	0	10	14	3	1	**4**	1	3	**4**
4_26	Collection	2-73	Yorba Linda Pump Station Abandonment	1	Demolition	8/1/2024	1/31/2025	16	2	44	183	132	1	19	23	5	1	**6**	1	5	**6**
4_27	Collection	2-73	Yorba Linda Pump Station Abandonment	2	Site Preparation	2/1/2025	4/30/2025	10	2	0	88	63	0	12	14	3	1	**4**	1	3	**4**
4_28	Collection	2-73	Yorba Linda Pump Station Abandonment	3	Paving	5/1/2025	5/14/2025	6	2	0	13	10	0	8	10	2	1	**3**	1	2	**3**
4_29	Collection	3-67	Seal Beach Pump Station Replacement	1	Site Preparation	6/6/2033	7/2/2033	8	2	0	26	21	0	10	12	3	1	**4**	1	3	**4**
4_30	Collection	3-67	Seal Beach Pump Station Replacement	2	Building Construction	7/3/2033	10/2/2033	26	2	0	91	65	0	28	30	7	1	**8**	1	7	**8**
4_31	Collection	3-67	Seal Beach Pump Station Replacement	3	Architectural Coating	10/3/2033	10/14/2033	4	2	0	11	10	0	6	8	2	1	**3**	1	2	**3**
4_32	Collection	3-67	Seal Beach Pump Station Replacement	4	Demolition	10/15/2033	12/14/2033	10	2	22	60	43	1	13	17	4	1	**5**	1	4	**5**
4_33	Collection	3-67	Seal Beach Pump Station Replacement	5	Testing	10/15/2033	1/14/2034	6	0	0	91	65	0	6	6	2	0	**2**	0	2	**2**
4_34	Collection	3-67	Seal Beach Pump Station Replacement	6	Paving	12/15/2033	12/28/2033	4	0	0	13	10	0	4	4	1	0	**1**	0	1	**1**
4_35	Collection	2-49	Taft Branch Sewer Improvements	1	Pipeline Installation and Manhole Replacement	2/1/2028	6/30/2028	16	2	276	150	109	3	21	29	6	2	**8**	2	6	**8**
4_36	Collection	2-49	Taft Branch Sewer Improvements	2	Paving (Continual and Final)	2/1/2028	9/14/2028	8	2	0	226	164	0	10	12	3	1	**4**	1	3	**4**
4_37	Collection	2-49	Taft Branch Sewer Improvements	3	Architectural Coating (Striping)	2/1/2028	9/20/2028	4	2	0	232	167	0	6	8	2	1	**3**	1	2	**3**
4_38	Collection	2-49	Taft Branch Sewer Improvements	4	Testing	8/1/2028	9/29/2028	6	0	0	59	44	0	6	6	2	0	**2**	0	2	**2**

4_39	Collection	X-083	Greenville-Sullivan Sewer Relief Project	1	Pipeline Installation	5/1/2025	12/31/2025	16	2	536	244	175	4	22	32	6	2	**8**	2	6	**8**
4_40	Collection	X-083	Greenville-Sullivan Sewer Relief Project	2	Paving (Continual and Final)	5/1/2025	4/30/2026	8	2	0	364	261	0	10	12	3	1	**4**	1	3	**4**
4_41	Collection	X-083	Greenville-Sullivan Sewer Relief Project	3	Architechural Coating (Striping)	5/1/2025	5/7/2026	4	2	0	371	266	0	6	8	2	1	**3**	1	2	**3**
4_42	Collection	X-083	Greenville-Sullivan Sewer Relief Project	4	Testing	5/6/2026	11/9/2026	6	0	0	187	132	0	6	6	2	0	**2**	0	2	**2**
4_43	Collection	X-086	Santa Ana River Sewer Relief	1	Pipeline Installation	9/7/2034	4/6/2035	14	2	600	211	152	4	20	30	5	2	**7**	2	5	**7**
4_44	Collection	X-086	Santa Ana River Sewer Relief	2	Paving (Continual and Final)	9/7/2034	7/6/2035	8	2	0	302	217	0	10	12	3	1	**4**	1	3	**4**
4_45	Collection	X-086	Santa Ana River Sewer Relief	3	Architecural Coating (Striping)	9/7/2034	7/13/2035	4	2	0	309	222	0	6	8	2	1	**3**	1	2	**3**
4_46	Collection	X-086	Santa Ana River Sewer Relief	4	Testing	7/15/2035	10/14/2035	6	2	0	91	65	0	8	10	2	1	**3**	1	2	**3**
4_47	Collection	X-078	Air Jumper Additions and Rehabilitation	1	Structural Rehabilitation	5/1/2023	5/2/2023	10	2	0	1	2	0	12	14	3	1	**4**	1	3	**4**
4_48	Collection	X-078	Air Jumper Additions and Rehabilitation	2	Testing	5/3/2023	5/4/2023	6	0	0	1	1	0	6	6	2	0	**2**	0	2	**2**
4_49	Collection	X-066	Tustin-Orange Interceptor Sewer at Reach 18 Rehabilitation	1	Pipeline Installation	7/3/2034	9/2/2034	14	2	102	61	45	3	19	27	5	2	**7**	2	5	**7**
4_50	Collection	X-066	Tustin-Orange Interceptor Sewer at Reach 18 Rehabilitation	2	Paving (Continual and Final)	7/3/2034	10/2/2034	8	2	0	91	66	0	10	12	3	1	**4**	1	3	**4**
4_51	Collection	X-066	Tustin-Orange Interceptor Sewer at Reach 18 Rehabilitation	3	Architectural Coating (Striping)	7/3/2034	10/9/2034	4	2	0	98	71	0	6	8	2	1	**3**	1	2	**3**
4_52	Collection	X-066	Tustin-Orange Interceptor Sewer at Reach 18 Rehabilitation	4	Testing	10/10/2034	11/2/2034	6	0	0	23	18	0	6	6	2	0	**2**	0	2	**2**
4_53	Collection	3-68	Los Alamitos Sub-Trunk Extension	1	Pipeline Installation	3/30/2034	6/29/2034	16	2	164	91	66	3	21	29	6	2	**8**	2	6	**8**
4_54	Collection	3-68	Los Alamitos Sub-Trunk Extension	2	Paving (Continual and Final)	3/30/2034	8/15/2034	8	2	0	138	99	0	10	12	3	1	**4**	1	3	**4**
4_55	Collection	3-68	Los Alamitos Sub-Trunk Extension	3	Architectural Coating (Striping)	3/30/2034	8/22/2034	4	2	0	145	104	0	6	8	2	1	**3**	1	2	**3**
4_56	Collection	3-68	Los Alamitos Sub-Trunk Extension	4	Testing	8/23/2034	9/5/2034	6	2	0	13	10	0	8	10	2	1	**3**	1	2	**3**

4_57	Collection	3-68	Los Alamitos Sub-Trunk Extension	5	Demolition	8/23/2034	10/22/2034	10	2	16	60	43	1	13	17	4	1	**5**	1	4	**5**
4_58	Collection	3-68	Los Alamitos Sub-Trunk Extension	6	Paving (Pump Station)	10/23/2034	11/3/2034	8	2	0	11	10	0	10	12	3	1	**4**	1	3	**4**
4_59	Collection	7-65	Gisler-Red Hill Interceptor Rehabilitation	1	Pipeline Lining	9/1/2022	9/30/2022	16	4	0	29	22	0	20	24	5	1	**6**	1	5	**6**
4_60	Collection	7-65	Gisler-Red Hill Interceptor Rehabilitation	2	Manhole Rehabilitation	10/1/2022	10/31/2022	14	4	0	30	21	0	18	22	5	1	**6**	1	5	**6**
4_61	Collection	7-65	Gisler-Red Hill Interceptor Rehabilitation	3	Testing	11/1/2022	11/30/2022	6	0	0	29	22	0	6	6	2	0	**2**	0	2	**2**
4_62	Collection	X-071	Edinger / Springdale Trunk Sewer Rehabilitation	1	Pipeline Installation	10/1/2030	12/31/2030	16	2	104	91	66	2	20	26	5	1	**6**	1	5	**6**
4_63	Collection	X-071	Edinger / Springdale Trunk Sewer Rehabilitation	2	Paving (Continual and Final)	10/1/2030	2/14/2031	8	2	0	136	99	0	10	12	3	1	**4**	1	3	**4**
4_64	Collection	X-071	Edinger / Springdale Trunk Sewer Rehabilitation	3	Architectural Coating (Striping)	10/1/2030	2/21/2031	4	2	0	143	104	0	6	8	2	1	**3**	1	2	**3**
4_65	Collection	X-071	Edinger / Springdale Trunk Sewer Rehabilitation	4	Testing	2/22/2031	8/21/2031	6	0	0	180	129	0	6	6	2	0	**2**	0	2	**2**
4_66	Collection	X-071	Edinger / Springdale Trunk Sewer Rehabilitation	5	Pipeline Lining	2/22/2031	4/21/2031	8	4	0	58	41	0	12	16	3	1	**4**	1	3	**4**
4_67	Collection	X-071	Edinger / Springdale Trunk Sewer Rehabilitation	6	Manhole Rehabilitation	4/22/2031	5/21/2031	6	4	0	29	22	0	10	14	3	1	**4**	1	3	**4**
4_68	Collection	7-67	Main Street Pump Station Replacement and Force Main Rehabilitation	1	Demolition	8/24/2022	10/23/2022	10	2	4	60	10	1	13	17	4	1	**5**	1	4	**5**
4_69	Collection	7-67	Main Street Pump Station Replacement and Force Main Rehabilitation	2	Building Construction	10/24/2022	2/23/2023	14	2	0	122	22	0	16	18	4	1	**5**	1	4	**5**
4_70	Collection	7-67	Main Street Pump Station Replacement and Force Main Rehabilitation	3	Pipeline Lining	2/24/2023	5/23/2023	10	4	0	88	66	0	14	18	4	1	**5**	1	4	**5**
4_71	Collection	7-67	Main Street Pump Station Replacement and Force Main Rehabilitation	4	Testing	5/24/2023	7/24/2023	6	0	0	61	41	0	6	6	2	0	**2**	0	2	**2**
4_72	Collection	7-63	MacArthur Pump Station Rehabilitation	1	Demolition (Pump Station)	11/1/2031	4/30/2032	14	2	54	181	130	1	17	21	5	1	**6**	1	5	**6**
4_73	Collection	7-63	MacArthur Pump Station Rehabilitation	2	Pipeline Installation	12/1/2031	3/31/2032	14	2	56	121	88	1	17	21	5	1	**6**	1	5	**6**
4_74	Collection	7-63	MacArthur Pump Station Rehabilitation	3	Paving (Continual and Final)	12/1/2031	5/31/2032	8	2	0	182	131	0	10	12	3	1	**4**	1	3	**4**
4_75	Collection	7-63	MacArthur Pump Station Rehabilitation	4	Architectural Coating (Striping)	12/1/2031	6/7/2032	4	2	0	189	136	0	6	8	2	1	**3**	1	2	**3**
4_76	Collection	7-63	MacArthur Pump Station Rehabilitation	5	Testing	6/8/2032	6/21/2032	6	0	0	13	10	0	6	6	2	0	**2**	0	2	**2**

4_77	Collection	X-040	College Avenue Pump Station Replacement	1	Demolition	10/1/2036	11/30/2036	10	2	4	60	43	1	13	17	4	1	**5**	1	4	**5**
4_78	Collection	X-040	College Avenue Pump Station Replacement	2	Structural Rehabilitation	12/1/2036	12/31/2036	14	2	0	30	23	0	16	18	4	1	**5**	1	4	**5**
4_79	Collection	X-040	College Avenue Pump Station Replacement	3	Building Construction	1/1/2037	4/30/2037	24	2	0	119	86	0	26	28	7	1	**8**	1	7	**8**
4_80	Collection	X-040	College Avenue Pump Station Replacement	4	Testing	5/1/2037	10/31/2037	6	0	0	183	131	0	6	6	2	0	**2**	0	2	**2**
4_81	Collection	7-66	Sunflower and Red Hill Interceptor Rehab/Repair	1	Pipeline Lining	3/1/2021	3/30/2021	16	4	0	29	22	0	20	24	5	1	**6**	1	5	**6**
4_82	Collection	7-66	Sunflower and Red Hill Interceptor Rehab/Repair	2	Manhole Rehabilitation	4/1/2021	5/1/2021	14	4	0	30	21	0	18	22	5	1	**6**	1	5	**6**
4_83	Collection	7-66	Sunflower and Red Hill Interceptor Rehab/Repair	3	Testing	5/1/2021	5/30/2021	6	0	0	29	22	0	6	6	2	0	**2**	0	2	**2**
4_84	Collection	7-68	MacArthur Dual Force Main Improvements	1	Pipeline Installation	12/1/2022	3/2/2023	16	2	104	91	66	2	20	26	5	1	**6**	1	5	**6**
4_85	Collection	7-68	MacArthur Dual Force Main Improvements	2	Paving (Continual and Final)	12/1/2022	4/16/2023	8	2	0	136	99	0	10	12	3	1	**4**	1	3	**4**
4_86	Collection	7-68	MacArthur Dual Force Main Improvements	3	Architectural Coating (Striping)	12/1/2022	4/23/2023	4	2	0	143	104	0	6	8	2	1	**3**	1	2	**3**
4_87	Collection	7-68	MacArthur Dual Force Main Improvements	4	Testing	4/22/2023	10/19/2023	6	0	0	180	129	0	6	6	2	0	**2**	0	2	**2**
4_88	Collection	7-68	MacArthur Dual Force Main Improvements	5	Pipeline Lining	4/22/2023	6/19/2023	8	4	0	58	41	0	12	16	3	1	**4**	1	3	**4**
4_89	Collection	7-68	MacArthur Dual Force Main Improvements	6	Manhole Rehabilitation	6/22/2023	7/21/2023	6	4	0	29	22	0	10	14	3	1	**4**	1	3	**4**
4_90	Collection	X-067 (X-085)	Hoover-Western Sub-Trunks Sewer Rehabilitation	1	Pipeline Installation	5/1/2034	7/31/2034	16	2	104	91	66	2	20	26	5	1	**6**	1	5	**6**
4_91	Collection	X-067 (X-085)	Hoover-Western Sub-Trunks Sewer Rehabilitation	2	Paving (Continual and Final)	5/1/2034	9/14/2034	8	2	0	136	99	0	10	12	3	1	**4**	1	3	**4**
4_92	Collection	X-067 (X-085)	Hoover-Western Sub-Trunks Sewer Rehabilitation	3	Architectural Coating (Striping)	5/1/2034	9/21/2034	4	2	0	143	104	0	6	8	2	1	**3**	1	2	**3**
4_93	Collection	X-067 (X-085)	Hoover-Western Sub-Trunks Sewer Rehabilitation	4	Testing	9/22/2034	3/21/2035	6	0	0	180	129	0	6	6	2	0	**2**	0	2	**2**
4_94	Collection	X-067 (X-085)	Hoover-Western Sub-Trunks Sewer Rehabilitation	5	Pipeline Lining	9/22/2034	11/19/2034	8	4	0	58	41	0	12	16	3	1	**4**	1	3	**4**

4_95	Collection	X-067 (X-085)	Hoover-Western Sub-Trunks Sewer Rehabilitation	6	Manhole Rehabilitation	11/22/2034	12/21/2034	6	4	0	29	22	0	10	14	3	1	**4**	1	3	**4**
4_96	Collection	X-061	Imperial Highway Relief Interceptor Rehabilitation	1	Pipeline Installation	12/1/2036	3/2/2037	16	2	104	91	66	2	20	26	5	1	**6**	1	5	**6**
4_97	Collection	X-061	Imperial Highway Relief Interceptor Rehabilitation	2	Paving (Continual and Final)	12/1/2036	4/16/2037	8	2	0	136	99	0	10	12	3	1	**4**	1	3	**4**
4_98	Collection	X-061	Imperial Highway Relief Interceptor Rehabilitation	3	Architectural Coating (Striping)	12/1/2036	4/23/2037	4	2	0	143	104	0	6	8	2	1	**3**	1	2	**3**
4_99	Collection	X-061	Imperial Highway Relief Interceptor Rehabilitation	4	Testing	4/24/2037	10/21/2037	6	0	0	180	129	0	6	6	2	0	**2**	0	2	**2**

Appendix I-2

Raw Traffic Data

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC
Wed, Feb 26, 20	NORTH & SOUTH:	Brookhurst	LOCATION #:	1
	EAST & WEST:	Banning-OCSD North Access	CONTROL:	SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND Banning-OCSD North Access			WESTBOUND Banning-OCSD North Access				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	1	62	2	5	96	9	29	0	2	0	0	1	207	0	0	0	0	0
	7:15 AM	0	70	1	2	103	10	30	0	1	0	0	6	223	0	0	0	0	0
	7:30 AM	1	116	0	1	103	13	20	0	2	0	0	4	260	0	0	0	0	0
	7:45 AM	0	132	1	1	123	18	42	0	1	0	0	3	321	0	0	0	0	0
	8:00 AM	1	127	0	3	127	30	31	0	3	0	0	0	322	0	0	0	0	0
	8:15 AM	1	148	1	2	131	34	28	0	1	0	0	0	346	0	0	0	0	0
	8:30 AM	3	126	0	1	135	39	57	0	3	0	0	2	366	1	0	0	0	1
	8:45 AM	0	98	0	3	105	21	34	0	2	0	0	5	268	0	1	0	0	1
	VOLUMES	7	879	5	18	923	174	271	0	15	0	0	21	2,313	1	1	0	0	2
	APPROACH %	1%	99%	1%	2%	83%	16%	95%	0%	5%	0%	0%	100%						
	APP/DEPART	891	/	1,172	1,115	/	939	286	/	22	21	/	180	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	5	533	2	7	516	121	158	0	8	0	0	5	1,355					
	APPROACH %	1%	99%	0%	1%	80%	19%	95%	0%	5%	0%	0%	100%						
	PEAK HR FACTOR		0.900			0.920			0.692			0.417		0.926					
	APP/DEPART	540	/	696	644	/	525	166	/	9	5	/	125	0					
PM	4:00 PM	3	178	0	1	99	30	18	0	0	0	0	0	329	0	1	0	0	1
	4:15 PM	4	227	0	1	83	14	11	0	2	0	0	0	342	0	1	0	0	1
	4:30 PM	2	184	0	1	97	28	21	0	1	0	0	0	334	0	1	0	0	1
	4:45 PM	4	188	0	1	104	31	21	0	2	0	0	0	351	0	1	0	0	1
	5:00 PM	6	227	0	2	111	31	13	0	1	0	0	0	391	0	2	0	0	2
	5:15 PM	4	221	0	0	110	32	10	0	1	0	0	0	378	0	0	0	0	0
	5:30 PM	4	181	0	2	101	27	14	0	2	0	0	0	331	0	2	0	0	2
	5:45 PM	0	203	0	2	98	40	11	0	0	0	0	0	354	0	2	0	0	2
	VOLUMES	27	1,609	0	10	803	233	119	0	9	0	0	0	2,810	0	10	0	0	10
	APPROACH %	2%	98%	0%	1%	77%	22%	93%	0%	7%	0%	0%	0%						
	APP/DEPART	1,636	/	1,738	1,046	/	812	128	/	0	0	/	260	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	14	832	0	6	420	130	48	0	4	0	0	0	1,454					
	APPROACH %	2%	98%	0%	1%	76%	23%	92%	0%	8%	0%	0%	0%						
	PEAK HR FACTOR		0.908			0.965			0.565			0.000		0.930					
	APP/DEPART	846	/	886	556	/	424	52	/	0	0	/	144	0					

Brookhurst

NORTH SIDE

Banning-OCSD North Access WEST SIDE

EAST SIDE **Banning-OCSD North Access**

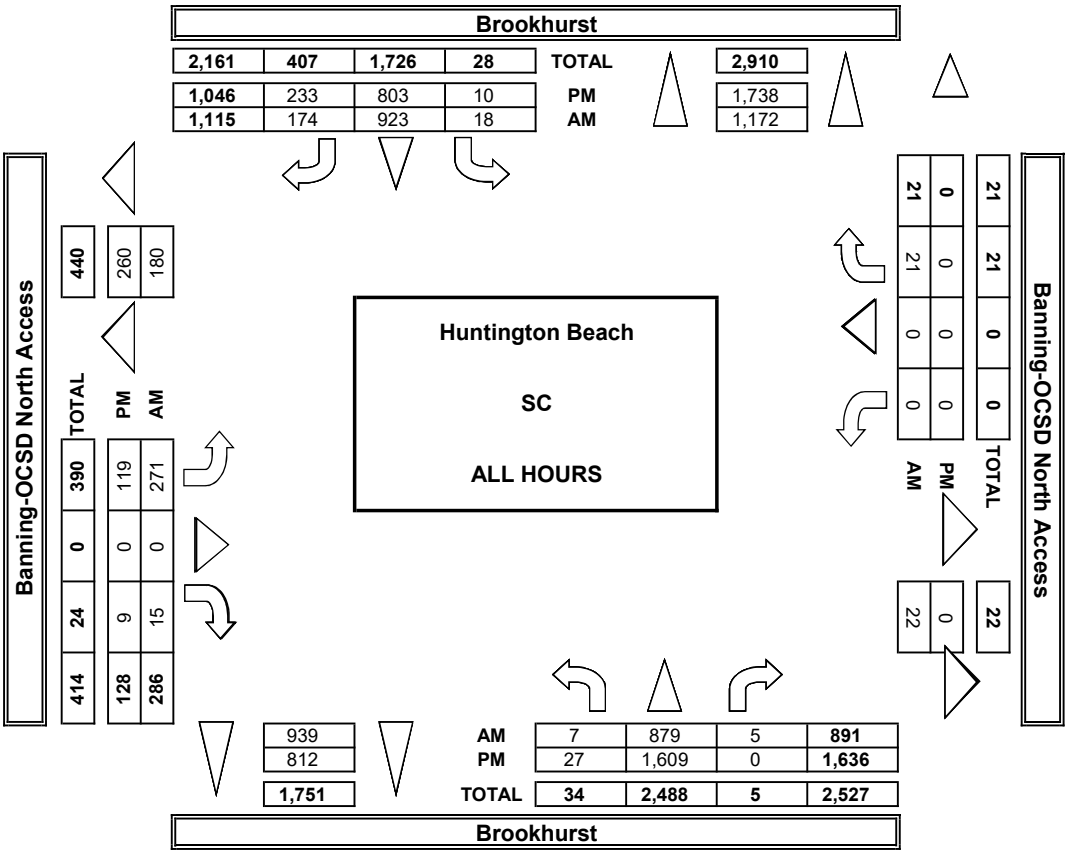
SOUTH SIDE

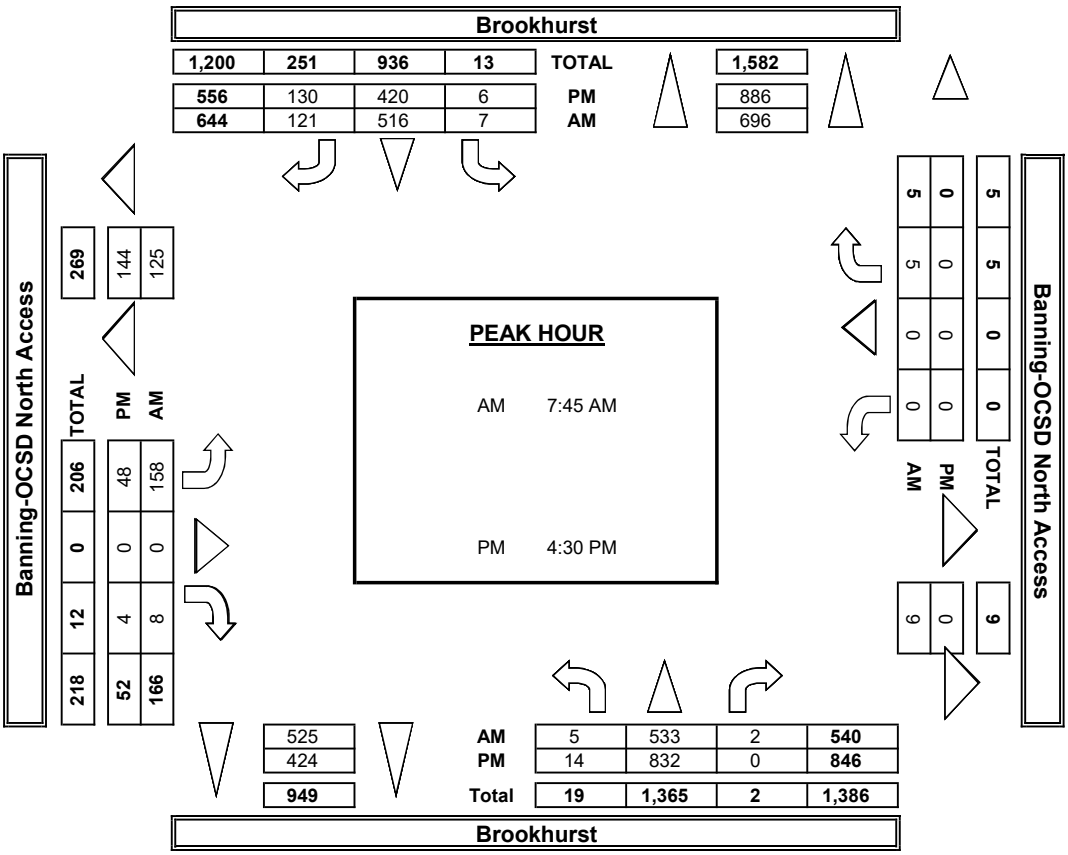
Brookhurst

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	1	2	0	3	0	0	0	0	0	0	1	2	0	3
	7:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	7:45 AM	0	0	3	1	4	0	0	2	1	3	0	0	1	0	1
	8:00 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	8:15 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0
	8:30 AM	0	0	1	1	2	0	0	1	1	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	1	8	4	13	0	0	5	4	9	0	1	3	0	4
PM	4:00 PM	2	0	2	4	8	2	0	2	3	7	0	0	0	1	1
	4:15 PM	1	0	0	3	4	1	0	0	1	2	0	0	0	2	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	2	1	3	0	0	2	0	2	0	0	0	1	1
	5:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	5:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2
	5:30 PM	0	0	2	2	4	0	0	2	0	2	0	0	0	2	2
	5:45 PM	0	0	1	2	3	0	0	0	0	0	0	0	1	2	3
	TOTAL	3	0	9	13	25	3	0	6	4	13	0	0	3	9	12

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC
2/26/20	NORTH & SOUTH:	Brookhurst	LOCATION #:	1
WEDNESDAY	EAST & WEST:	Banning-OCSD North Access	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S ▼	
										OTHER			

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND Banning-OCSD North Access			WESTBOUND Banning-OCSD North Access				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	66	3	7	98	10	29	0	2	0	0	2	217					0
	7:15 AM	0	73	1	2	106	10	31	0	1	0	0	12	235					0
	7:30 AM	1	122	0	1	110	13	20	0	2	0	0	8	276					0
	7:45 AM	0	137	1	2	125	19	43	0	1	0	0	5	331					0
	8:00 AM	1	130	0	4	132	30	32	0	3	0	0	0	331					0
	8:15 AM	1	152	1	3	135	35	30	0	1	0	0	0	357					0
	8:30 AM	3	129	0	2	141	39	57	0	3	0	0	3	376					0
	8:45 AM	0	102	0	4	108	23	36	0	2	0	0	10	284					0
	VOLUMES	7	908	6	24	953	179	276	0	15	0	0	38	2,405	0	0	0	0	0
	APPROACH %	1%	99%	1%	2%	82%	15%	95%	0%	5%	0%	0%	100%						
	APP/DEPART	921	/	1,221	1,156	/	968	291	/	30	38	/	186	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	5	547	2	10	533	123	161	0	8	0	0	7	1,394					
	APPROACH %	1%	99%	0%	2%	80%	18%	95%	0%	5%	0%	0%	100%						
	PEAK HR FACTOR		0.901			0.913			0.702			0.389		0.927					
	APP/DEPART	554	/	714	665	/	541	169	/	12	7	/	128	0					
PM	4:00 PM	3	180	0	1	100	30	19	0	0	0	0	0	332					0
	4:15 PM	4	230	0	1	85	15	12	0	2	0	0	0	348					0
	4:30 PM	2	187	0	1	97	28	22	0	1	0	0	0	338					0
	4:45 PM	4	192	0	1	105	32	23	0	2	0	0	0	358					0
	5:00 PM	6	232	0	2	111	33	13	0	1	0	0	0	397					0
	5:15 PM	4	223	0	0	111	32	10	0	1	0	0	0	381					0
	5:30 PM	4	184	0	2	102	28	14	0	2	0	0	0	335					0
	5:45 PM	0	205	0	2	98	40	11	0	0	0	0	0	356					0
	VOLUMES	27	1,632	0	10	807	237	123	0	9	0	0	0	2,844	0	0	0	0	0
	APPROACH %	2%	98%	0%	1%	77%	22%	93%	0%	7%	0%	0%	0%						
	APP/DEPART	1,659	/	1,754	1,054	/	816	132	/	10	0	/	264	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	16	834	0	4	423	125	68	0	5	0	0	0	1,474					
	APPROACH %	2%	98%	0%	1%	77%	23%	93%	0%	7%	0%	0%	0%						
	PEAK HR FACTOR		0.894			0.948			0.740			0.000		0.928					
	APP/DEPART	850	/	901	552	/	428	73	/	4	0	/	141	0					

Brookhurst

NORTH SIDE

Banning-OCSD North Access WEST SIDE

EAST SIDE **Banning-OCSD North Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC
2/26/20	NORTH & SOUTH:	Brookhurst	LOCATION #:	1
WEDNESDAY	EAST & WEST:	Banning-OCSD North Access	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND Banning-OCSD North Access			WESTBOUND Banning-OCSD North Access				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	59	1	2	94	8	29	0	2	0	0	0	196	0	0	0	0	0
	7:15 AM	0	65	1	2	99	10	29	0	1	0	0	0	207	0	0	0	0	0
	7:30 AM	1	110	0	1	97	13	20	0	2	0	0	0	244	0	0	0	0	0
	7:45 AM	0	127	1	0	119	17	41	0	1	0	0	1	307	0	0	0	0	0
	8:00 AM	1	122	0	2	121	30	30	0	3	0	0	0	309	0	0	0	0	0
	8:15 AM	1	143	1	1	127	33	26	0	1	0	0	0	333	0	0	0	0	0
	8:30 AM	3	124	0	0	130	39	57	0	3	0	0	1	357	1	0	0	0	1
	8:45 AM	0	92	0	2	99	17	31	0	2	0	0	1	244	0	1	0	0	1
	VOLUMES	7	842	4	10	886	167	263	0	15	0	0	3	2,197	1	1	0	0	2
	APPROACH %	1%	99%	0%	1%	83%	16%	95%	0%	5%	0%	0%	100%						
	APP/DEPART	853	/	1,109	1,063	/	902	278	/	13	3	/	173	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	4	516	2	3	497	119	154	0	8	0	0	2	1,306					
	APPROACH %	1%	99%	0%	0%	80%	19%	95%	0%	5%	0%	0%	100%						
	PEAK HR FACTOR		0.902			0.916			0.675			0.500		0.915					
	APP/DEPART	523	/	672	619	/	506	162	/	5	2	/	123	0					
PM	4:00 PM	3	175	0	1	97	30	17	0	0	0	0	0	323	0	1	0	0	1
	4:15 PM	4	222	0	1	81	13	10	0	2	0	0	0	333	0	1	0	0	1
	4:30 PM	2	178	0	1	97	28	19	0	1	0	0	0	326	0	1	0	0	1
	4:45 PM	4	183	0	1	103	30	19	0	2	0	0	0	342	0	1	0	0	1
	5:00 PM	6	222	0	2	111	29	13	0	1	0	0	0	384	0	2	0	0	2
	5:15 PM	4	217	0	0	109	32	10	0	1	0	0	0	373	0	0	0	0	0
	5:30 PM	4	177	0	2	100	26	14	0	2	0	0	0	325	0	2	0	0	2
	5:45 PM	0	199	0	2	98	40	11	0	0	0	0	0	350	0	2	0	0	2
	VOLUMES	27	1,573	0	10	796	228	113	0	9	0	0	0	2,756	0	10	0	0	10
	APPROACH %	2%	98%	0%	1%	77%	22%	93%	0%	7%	0%	0%	0%						
	APP/DEPART	1,600	/	1,696	1,034	/	805	122	/	0	0	/	255	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	14	815	0	0	418	127	48	0	4	0	0	0	1,432					
	APPROACH %	2%	98%	0%	0%	76%	23%	92%	0%	8%	0%	0%	0%						
	PEAK HR FACTOR		0.909			0.970			0.813			0.000		0.932					
	APP/DEPART	829	/	869	551	/	422	52	/	0	0	/	141	0					

Brookhurst

NORTH SIDE

Banning-OCSD North Access WEST SIDE

EAST SIDE **Banning-OCSD North Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC
2/26/20	NORTH & SOUTH:	Brookhurst	LOCATION #:	1
WEDNESDAY	EAST & WEST:	Banning-OCSD North Access	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND Banning-OCSD North Access			WESTBOUND Banning-OCSD North Access				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	2	1	0	0	0	0	0	0	1	5	0	0	0	0	0
	7:15 AM	0	5	0	0	3	0	1	0	0	0	0	2	11	0	0	0	0	0
	7:30 AM	0	2	0	0	3	0	0	0	0	0	0	1	6	0	0	0	0	0
	7:45 AM	0	2	0	1	4	1	1	0	0	0	0	1	10	0	0	0	0	0
	8:00 AM	0	5	0	0	5	0	1	0	0	0	0	0	11	0	0	0	0	0
	8:15 AM	0	3	0	1	2	0	1	0	0	0	0	0	7	0	0	0	0	0
	8:30 AM	0	1	0	0	2	0	0	0	0	0	0	1	4	0	0	0	0	0
	8:45 AM	0	5	0	0	6	4	3	0	0	0	0	1	19	0	0	0	0	0
	VOLUMES	0	24	0	4	26	5	7	0	0	0	0	7	73	0	0	0	0	0
	APPROACH %	0%	100%	0%	11%	74%	14%	100%	0%	0%	0%	0%	100%						
	APP/DEPART	24	/	38	35	/	26	7	/	4	7	/	5	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	14	0	1	15	4	5	0	0	0	0	2	41					
	APPROACH %	0%	100%	0%	5%	75%	20%	100%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.700			0.500			0.417			0.500		0.539					
	APP/DEPART	14	/	21	20	/	15	5	/	1	2	/	4	0					
PM	4:00 PM	0	3	0	0	2	0	1	0	0	0	0	0	6	0	0	0	0	0
	4:15 PM	0	4	0	0	1	1	1	0	0	0	0	0	7	0	0	0	0	0
	4:30 PM	0	6	0	0	0	0	2	0	0	0	0	0	8	0	0	0	0	0
	4:45 PM	0	4	0	0	1	0	1	0	0	0	0	0	6	0	0	0	0	0
	5:00 PM	0	3	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0
	5:15 PM	0	4	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0
	5:30 PM	0	3	0	0	1	1	0	0	0	0	0	0	5	0	0	0	0	0
	5:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
	VOLUMES	0	31	0	0	6	3	5	0	0	0	0	0	45	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	67%	33%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	31	/	36	9	/	6	5	/	0	0	/	3	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	17	0	0	4	1	5	0	0	0	0	0	27					
	APPROACH %	0%	100%	0%	0%	80%	20%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.708			0.625			0.625			0.000		0.844					
	APP/DEPART	17	/	22	5	/	4	5	/	0	0	/	1	0					

Brookhurst

NORTH SIDE

Banning-OCSD North Access WEST SIDE

EAST SIDE **Banning-OCSD North Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
2/26/20	LOCATION:	Huntington Beach	PROJECT #:	SC
WEDNESDAY	NORTH & SOUTH:	Brookhurst	LOCATION #:	1
	EAST & WEST:	Banning-OCSD North Access	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND Banning-OCSD North Access			WESTBOUND Banning-OCSD North Access				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	1	1	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	3	4	0	0	0	0	0
	7:30 AM	0	2	0	0	1	0	0	0	0	0	0	3	6	0	0	0	0	0
	7:45 AM	0	2	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0
	8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	2	0	0	1	0	1	0	0	0	0	0	4	0	0	0	0	0
	8:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	1	0	1	0	0	0	0	0	0	0	2	4	0	0	0	0	0
	VOLUMES	0	8	1	4	5	0	1	0	0	0	0	9	28	0	0	0	0	0
	APPROACH %	0%	89%	11%	44%	56%	0%	100%	0%	0%	0%	0%	100%						
	APP/DEPART	9	/	18	9	/	5	1	/	5	9	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	5	1	1	3	0	0	0	0	0	0	7	17					
	APPROACH %	0%	83%	17%	25%	75%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.750			0.500			0.000			0.583		0.708					
	APP/DEPART	6	/	12	4	/	3	0	/	2	7	/	0	0					
PM	4:00 PM	0	0	0	0	0	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	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	3	0	/	0	1	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	2	0	0	0	0	1	0	0	0	0	0	3					
	APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.000			0.250			0.000		0.750					
	APP/DEPART	2	/	3	0	/	0	1	/	0	0	/	0	0					

Brookhurst

NORTH SIDE

Banning-OCSD North Access WEST SIDE

EAST SIDE **Banning-OCSD North Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
2/26/20	LOCATION:	Huntington Beach	PROJECT #:	SC
WEDNESDAY	NORTH & SOUTH:	Brookhurst	LOCATION #:	1
	EAST & WEST:	Banning-OCSD North Access	CONTROL:	SIGNAL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND Banning-OCSD North Access			WESTBOUND Banning-OCSD North Access				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	7:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	VOLUMES	0	4	0	0	6	0	0	0	0	0	0	2	12	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	4	/	6	6	/	6	0	/	0	2	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	2	0	0	4	0	0	0	0	0	0	0	6					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.500			0.000			0.000		0.500					
	APP/DEPART	2	/	2	4	/	4	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	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	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	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	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.000			0.000			0.000		0.500					
	APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0					

Brookhurst

NORTH SIDE

Banning-OCSD North Access WEST SIDE

EAST SIDE **Banning-OCSD North Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC
2/26/20	NORTH & SOUTH:	Brookhurst	LOCATION #:	1
WEDNESDAY	EAST & WEST:	Banning-OCSD North Access	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM
PM
MD
OTHER
OTHER

◄ W ▲ N S ▼ E ►

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND Banning-OCSD North Access			WESTBOUND Banning-OCSD North Access				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	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	0	0	0	0	0
	7:30 AM	0	0	0	0	0	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	0	0	0	0	0
	8:00 AM	0	0	0	0	0	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	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	1	/	0	0	/	0	0	/	1	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	1	0	0	0	1	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.500					
	APP/DEPART	1	/	1	1	/	0	0	/	0	0	/	1	0					

Brookhurst

NORTH SIDE

Banning-OCSD North Access WEST SIDE

EAST SIDE **Banning-OCSD North Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC
2/26/20	NORTH & SOUTH:	Brookhurst	LOCATION #:	1
WEDNESDAY	EAST & WEST:	Banning-OCSD North Access	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND Banning-OCSD North Access			WESTBOUND Banning-OCSD North Access				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	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	0	0	0	0	0
	7:45 AM	0	0	0	0	0	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	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	1	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	2	/	0	0	/	0	0	/	2	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1	0	0	0	1	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.500					
	APP/DEPART	1	/	1	1	/	0	0	/	0	0	/	1	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	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	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	2	/	1	0	/	0	0	/	1	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	1	1	0	0	0	0	0	0	2					
	APPROACH %	0%	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.500			0.000			0.000		0.500					
	APP/DEPART	0	/	0	2	/	1	0	/	0	0	/	1	0					

Brookhurst

NORTH SIDE

Banning-OCSD WEST SIDE

EAST SIDE **Banning-OCSD North Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
Wed, Feb 26, 20	LOCATION:	Huntington Beach	PROJECT #:	SC
	NORTH & SOUTH:	Brookhurst	LOCATION #:	2
	EAST & WEST:	OCSD Center Access	CONTROL:	NO CONTROL

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND OCSD Center Access			WESTBOUND OCSD Center Access				U-TURNS				
	LANES:	NL X	NT 3	NR 0	SL 1	ST 3	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	66	0	5	82	0	0	0	0	0	0	3	156	0	0	0	0	0
	7:15 AM	0	71	0	5	92	0	0	0	0	2	0	5	175	0	0	0	0	0
	7:30 AM	0	102	4	5	112	0	0	0	0	1	0	3	227	0	0	0	0	0
	7:45 AM	0	141	0	4	118	0	0	0	0	1	0	2	266	0	0	0	0	0
	8:00 AM	0	114	0	2	132	0	0	0	0	0	0	3	251	0	0	0	0	0
	8:15 AM	0	146	0	5	117	0	0	0	0	0	0	10	278	0	0	0	0	0
	8:30 AM	0	125	0	9	140	0	0	0	0	1	0	1	276	0	1	0	0	1
	8:45 AM	0	99	0	5	113	0	0	0	0	0	0	2	219	0	0	0	0	0
	VOLUMES	0	864	4	40	906	0	0	0	0	5	0	29	1,848	0	1	0	0	1
	APPROACH %	0%	100%	0%	4%	96%	0%	0%	0%	0%	15%	0%	85%						
	APP/DEPART	868	/	894	946	/	911	0	/	43	34	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	526	0	20	507	0	0	0	0	2	0	16	1,071					
	APPROACH %	0%	100%	0%	4%	96%	0%	0%	0%	0%	11%	0%	89%						
	PEAK HR FACTOR		0.901			0.884			0.000			0.450		0.963					
	APP/DEPART	526	/	543	527	/	509	0	/	19	18	/	0	0					
PM	4:00 PM	1	177	0	3	99	0	0	0	0	2	0	10	292	1	0	0	0	1
	4:15 PM	0	210	1	0	74	0	0	0	0	1	0	15	301	0	0	0	0	0
	4:30 PM	0	151	0	0	106	0	0	0	0	11	0	44	312	0	0	0	0	0
	4:45 PM	0	193	0	2	97	0	0	0	0	1	0	5	298	0	0	0	0	0
	5:00 PM	0	227	0	2	114	0	0	0	0	0	0	3	346	0	1	0	0	1
	5:15 PM	0	221	0	1	105	0	0	0	0	0	0	1	328	0	1	0	0	1
	5:30 PM	0	187	0	3	109	0	0	0	0	2	0	3	304	0	0	0	0	0
	5:45 PM	0	190	0	1	100	0	0	0	0	0	0	1	292	0	0	0	0	0
	VOLUMES	1	1,556	1	12	804	0	0	0	0	17	0	82	2,473	1	2	0	0	3
	APPROACH %	0%	100%	0%	1%	99%	0%	0%	0%	0%	17%	0%	83%						
	APP/DEPART	1,558	/	1,640	816	/	822	0	/	11	99	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	792	0	5	422	0	0	0	0	12	0	53	1,284					
	APPROACH %	0%	100%	0%	1%	99%	0%	0%	0%	0%	18%	0%	82%						
	PEAK HR FACTOR		0.872			0.920			0.000			0.295		0.928					
	APP/DEPART	792	/	847	427	/	434	0	/	3	65	/	0	0					

Brookhurst

NORTH SIDE

OCSD Center Access WEST SIDE EAST SIDE **OCSD Center Access**

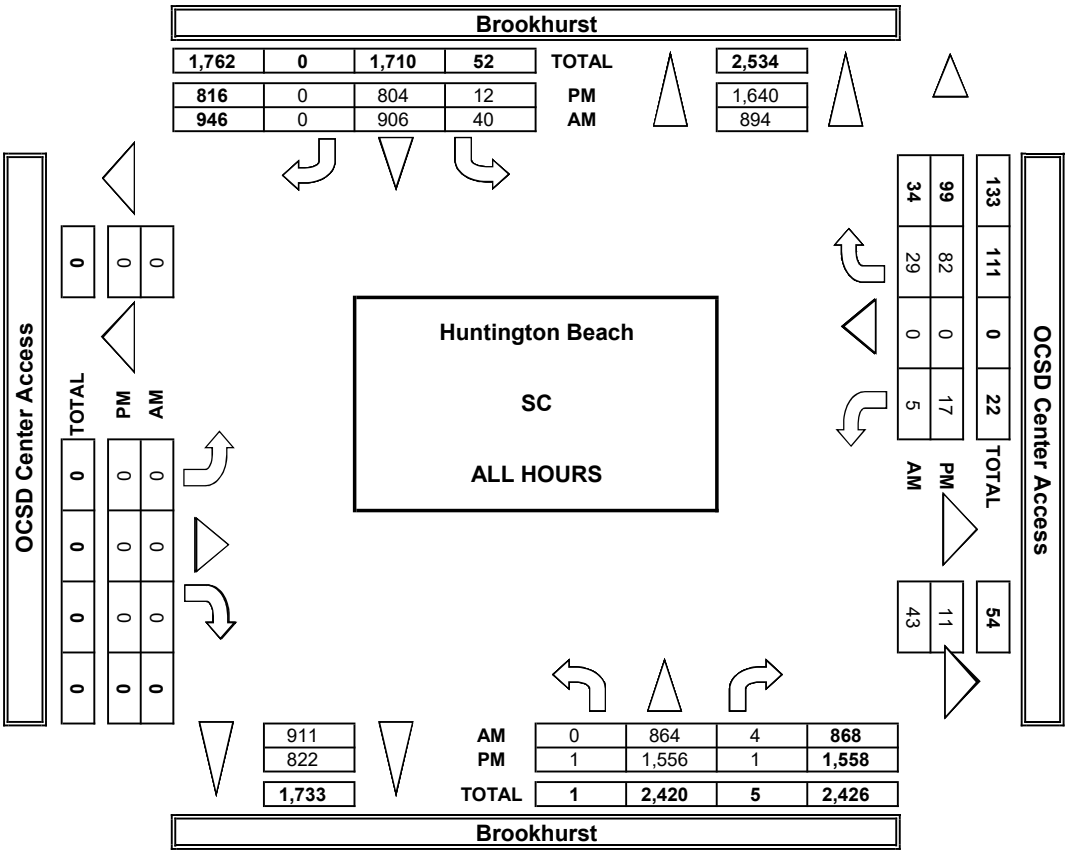
SOUTH SIDE

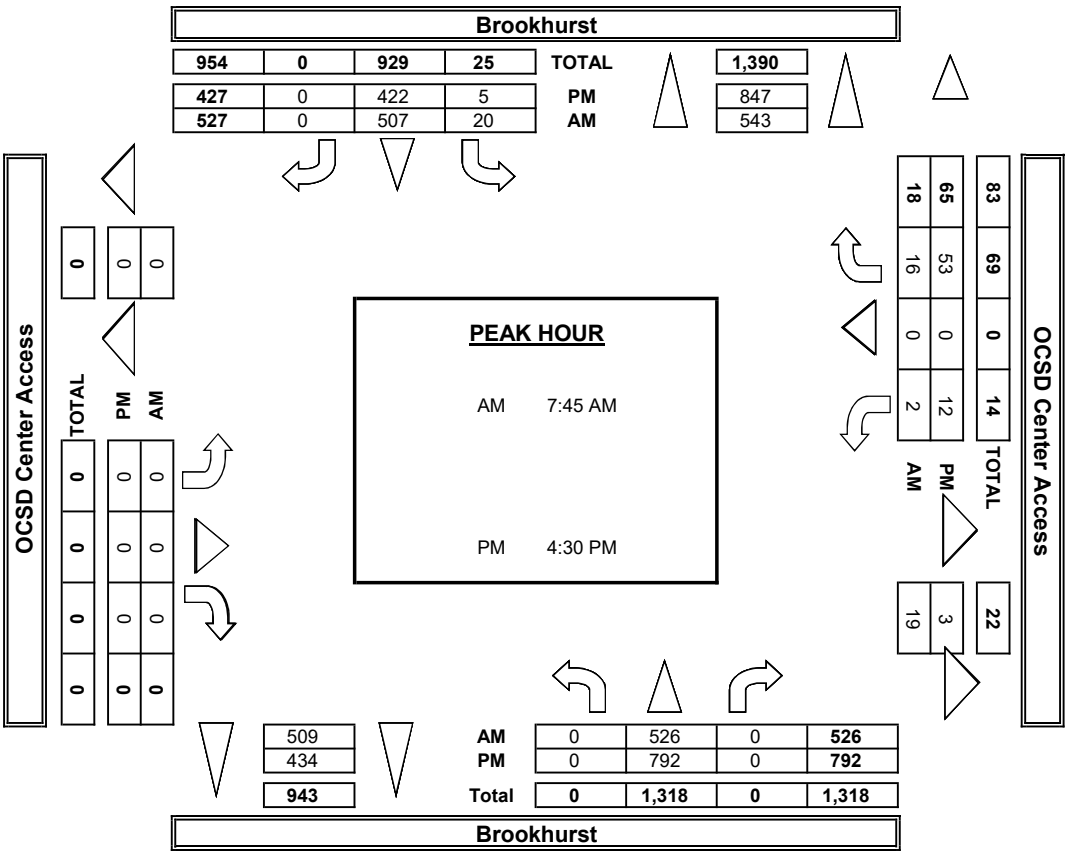
Brookhurst

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	7:15 AM	0	0	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	0	0
	7:45 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0
	8:30 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	6	0	6	0	0	5	0	5	0	0	1	0	1
PM	4:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	4:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	2	1	3	0	0	0	0	0	0	0	2	1	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	1	2	3	0	0	0	0	0	0	0	1	2	3
	TOTAL	0	0	3	7	10	0	0	0	0	0	0	0	3	7	10

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
2/26/20	LOCATION:	Huntington Beach	PROJECT #:	SC
WEDNESDAY	NORTH & SOUTH:	Brookhurst	LOCATION #:	2
	EAST & WEST:	OCSD Center Access	CONTROL:	NO CONTROL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S ▼	
										OTHER			

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND OCSD Center Access			WESTBOUND OCSD Center Access				U-TURNS				
	LANES:	NL X	NT 3	NR 0	SL 1	ST 3	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	67	0	6	83	0	0	0	0	0	0	7	162					0
	7:15 AM	0	73	0	6	94	0	0	0	0	3	0	6	181					0
	7:30 AM	0	108	5	10	114	0	0	0	0	2	0	3	241					0
	7:45 AM	0	144	0	5	119	0	0	0	0	2	0	4	274					0
	8:00 AM	0	116	0	4	135	0	0	0	0	0	0	4	258					0
	8:15 AM	0	149	0	5	121	0	0	0	0	0	0	13	288					0
	8:30 AM	0	127	0	15	140	0	0	0	0	2	0	2	285					0
	8:45 AM	0	102	0	6	116	0	0	0	0	0	0	3	226					0
	VOLUMES	0	886	5	56	920	0	0	0	0	8	0	40	1,913	0	0	0	0	0
	APPROACH %	0%	99%	1%	6%	94%	0%	0%	0%	0%	16%	0%	84%						
	APP/DEPART	891	/	925	976	/	928	0	/	61	47	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	536	0	29	515	0	0	0	0	3	0	22	1,104					
	APPROACH %	0%	100%	0%	5%	95%	0%	0%	0%	0%	12%	0%	88%						
	PEAK HR FACTOR		0.899			0.879			0.000			0.490		0.960					
	APP/DEPART	536	/	558	543	/	518	0	/	29	25	/	0	0					
PM	4:00 PM	1	179	0	3	100	0	0	0	0	2	0	11	295					0
	4:15 PM	0	213	2	0	76	0	0	0	0	1	0	16	306					0
	4:30 PM	0	154	0	0	106	0	0	0	0	12	0	45	316					0
	4:45 PM	0	197	0	2	98	0	0	0	0	1	0	5	303					0
	5:00 PM	0	230	0	2	114	0	0	0	0	0	0	5	351					0
	5:15 PM	0	223	0	1	106	0	0	0	0	0	0	1	331					0
	5:30 PM	0	190	0	3	110	0	0	0	0	2	0	3	307					0
	5:45 PM	0	192	0	1	100	0	0	0	0	0	0	1	294					0
	VOLUMES	1	1,576	2	12	808	0	0	0	0	18	0	86	2,501	0	0	0	0	0
	APPROACH %	0%	100%	0%	1%	99%	0%	0%	0%	0%	17%	0%	83%						
	APP/DEPART	1,578	/	1,661	820	/	826	0	/	14	103	/	1	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	803	0	5	423	0	0	0	0	13	0	56	1,299					
	APPROACH %	0%	100%	0%	1%	99%	0%	0%	0%	0%	18%	0%	82%						
	PEAK HR FACTOR		0.875			0.922			0.000			0.304		0.927					
	APP/DEPART	803	/	859	428	/	436	0	/	5	68	/	0	0					

Brookhurst

NORTH SIDE

OCSD Center Access WEST SIDE

EAST SIDE **OCSD Center Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC
2/26/20	NORTH & SOUTH:	Brookhurst	LOCATION #:	2
WEDNESDAY	EAST & WEST:	OCSD Center Access	CONTROL:	NO CONTROL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

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		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND OCSD Center Access			WESTBOUND OCSD Center Access				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	3	0	1	3	X	X	X	X	0	X	0						
AM	7:00 AM	0	65	0	4	81	0	0	0	0	0	0	0	150	0	0	0	0	0
	7:15 AM	0	67	0	4	89	0	0	0	0	1	0	4	165	0	0	0	0	0
	7:30 AM	0	96	3	2	109	0	0	0	0	0	0	3	213	0	0	0	0	0
	7:45 AM	0	138	0	2	116	0	0	0	0	0	0	0	256	0	0	0	0	0
	8:00 AM	0	110	0	1	127	0	0	0	0	0	0	2	240	0	0	0	0	0
	8:15 AM	0	144	0	5	113	0	0	0	0	0	0	6	268	0	0	0	0	0
	8:30 AM	0	124	0	5	140	0	0	0	0	0	0	0	269	0	1	0	0	1
	8:45 AM	0	94	0	4	108	0	0	0	0	0	0	1	207	0	0	0	0	0
	VOLUMES	0	838	3	27	883	0	0	0	0	1	0	16	1,768	0	1	0	0	1
	APPROACH %	0%	100%	0%	3%	97%	0%	0%	0%	0%	6%	0%	94%						
	APP/DEPART	841	/	855	910	/	884	0	/	29	17	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	516	0	12	496	0	0	0	0	0	0	8	1,033					
	APPROACH %	0%	100%	0%	2%	97%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.896			0.878			0.000			0.333		0.960					
	APP/DEPART	516	/	525	509	/	496	0	/	12	8	/	0	0					
PM	4:00 PM	1	174	0	3	97	0	0	0	0	2	0	9	286	1	0	0	0	1
	4:15 PM	0	206	0	0	72	0	0	0	0	1	0	14	293	0	0	0	0	0
	4:30 PM	0	146	0	0	106	0	0	0	0	10	0	43	305	0	0	0	0	0
	4:45 PM	0	188	0	2	96	0	0	0	0	1	0	5	292	0	0	0	0	0
	5:00 PM	0	223	0	2	114	0	0	0	0	0	0	2	341	0	1	0	0	1
	5:15 PM	0	217	0	1	104	0	0	0	0	0	0	1	323	0	1	0	0	1
	5:30 PM	0	183	0	3	108	0	0	0	0	2	0	3	299	0	0	0	0	0
	5:45 PM	0	186	0	1	100	0	0	0	0	0	0	1	288	0	0	0	0	0
	VOLUMES	1	1,523	0	12	797	0	0	0	0	16	0	78	2,427	1	2	0	0	3
	APPROACH %	0%	100%	0%	1%	99%	0%	0%	0%	0%	17%	0%	83%						
	APP/DEPART	1,524	/	1,603	809	/	814	0	/	10	94	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	774	0	3	420	0	0	0	0	11	0	51	1,261					
	APPROACH %	0%	100%	0%	1%	99%	0%	0%	0%	0%	18%	0%	82%						
	PEAK HR FACTOR		0.868			0.916			0.000			0.292		0.924					
	APP/DEPART	774	/	827	425	/	431	0	/	3	62	/	0	0					

Brookhurst

NORTH SIDE

OCSD Center Access WEST SIDE

EAST SIDE **OCSD Center Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
2/26/20	LOCATION:	Huntington Beach	PROJECT #:	SC
WEDNESDAY	NORTH & SOUTH:	Brookhurst	LOCATION #:	2
	EAST & WEST:	OCSD Center Access	CONTROL:	NO CONTROL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND OCSD Center Access			WESTBOUND OCSD Center Access				U-TURNS				
	LANES:	NL X	NT 3	NR 0	SL 1	ST 3	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	4	0	0	3	0	0	0	0	0	0	1	8	0	0	0	0	0
	7:30 AM	0	2	0	1	2	0	0	0	0	1	0	0	6	0	0	0	0	0
	7:45 AM	0	2	0	2	2	0	0	0	0	1	0	0	7	0	0	0	0	0
	8:00 AM	0	4	0	0	5	0	0	0	0	0	0	1	10	0	0	0	0	0
	8:15 AM	0	0	0	0	2	0	0	0	0	0	0	3	5	0	0	0	0	0
	8:30 AM	0	0	0	1	0	0	0	0	0	1	0	1	3	0	0	0	0	0
	8:45 AM	0	4	0	1	5	0	0	0	0	0	0	1	11	0	0	0	0	0
	VOLUMES	0	17	0	5	20	0	0	0	0	3	0	7	52	0	0	0	0	0
	APPROACH %	0%	100%	0%	20%	80%	0%	0%	0%	0%	30%	0%	70%						
	APP/DEPART	17	/	24	25	/	23	0	/	5	10	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	12	0	3	12	0	0	0	0	2	0	2	31					
	APPROACH %	0%	100%	0%	20%	80%	0%	0%	0%	0%	50%	0%	50%						
	PEAK HR FACTOR		0.750			0.750			0.000			1.000		0.775					
	APP/DEPART	12	/	14	15	/	14	0	/	3	4	/	0	0					
PM	4:00 PM	0	3	0	0	2	0	0	0	0	0	0	1	6	0	0	0	0	0
	4:15 PM	0	3	1	0	1	0	0	0	0	0	0	1	6	0	0	0	0	0
	4:30 PM	0	5	0	0	0	0	0	0	0	1	0	1	7	0	0	0	0	0
	4:45 PM	0	4	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0
	5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:15 PM	0	4	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0
	5:30 PM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
	VOLUMES	0	29	1	0	6	0	0	0	0	1	0	3	40	0	0	0	0	0
	APPROACH %	0%	97%	3%	0%	100%	0%	0%	0%	0%	25%	0%	75%						
	APP/DEPART	30	/	32	6	/	7	0	/	1	4	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	15	1	0	4	0	0	0	0	1	0	3	24					
	APPROACH %	0%	94%	6%	0%	100%	0%	0%	0%	0%	25%	0%	75%						
	PEAK HR FACTOR		0.800			0.500			0.000			0.500		0.857					
	APP/DEPART	16	/	18	4	/	5	0	/	1	4	/	0	0					

Brookhurst

NORTH SIDE

OCSD Center Access WEST SIDE

EAST SIDE **OCSD Center Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
2/26/20	LOCATION:	Huntington Beach	PROJECT #:	SC
WEDNESDAY	NORTH & SOUTH:	Brookhurst	LOCATION #:	2
	EAST & WEST:	OCSD Center Access	CONTROL:	NO CONTROL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND OCSD Center Access			WESTBOUND OCSD Center Access				U-TURNS				
	LANES:	NL X	NT 3	NR 0	SL 1	ST 3	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	1	0	0	0	0	0	0	0	2	3	0	0	0	0	0
	7:15 AM	0	0	0	1	0	0	0	0	0	1	0	0	2	0	0	0	0	0
	7:30 AM	0	2	1	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0
	8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	4	1	3	2	0	0	0	0	1	0	5	16	0	0	0	0	0
	APPROACH %	0%	80%	20%	60%	40%	0%	0%	0%	0%	17%	0%	83%						
	APP/DEPART	5	/	9	5	/	3	0	/	4	6	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	2	1	2	1	0	0	0	0	1	0	4	11					
	APPROACH %	0%	67%	33%	67%	33%	0%	0%	0%	0%	20%	0%	80%						
	PEAK HR FACTOR		0.250			0.750			0.000			0.625		0.688					
	APP/DEPART	3	/	6	3	/	2	0	/	3	5	/	0	0					
PM	4:00 PM	0	0	0	0	0	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	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.000			0.000			0.000		0.500					
	APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0					

Brookhurst

NORTH SIDE

OCSD Center Access WEST SIDE

EAST SIDE **OCSD Center Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC
2/26/20	NORTH & SOUTH:	Brookhurst	LOCATION #:	2
WEDNESDAY	EAST & WEST:	OCSD Center Access	CONTROL:	NO CONTROL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM
PM
MD
OTHER
OTHER

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		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND OCSD Center Access			WESTBOUND OCSD Center Access				U-TURNS				
	LANES:	NL X	NT 3	NR 0	SL 1	ST 3	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	1	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:30 AM	0	1	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	4	0	5	1	0	0	0	0	0	0	1	11	0	0	0	0	0
	APPROACH %	0%	100%	0%	83%	17%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	4	/	5	6	/	1	0	/	5	1	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	3	0	3	1	0	0	0	0	0	0	0	7					
	APPROACH %	0%	100%	0%	75%	25%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.750			0.500			0.000			0.000		0.583					
	APP/DEPART	3	/	3	4	/	1	0	/	3	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	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	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	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	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	1	/	2	0	/	0	0	/	0	1	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	1	2					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.250		0.500					
	APP/DEPART	1	/	2	0	/	0	0	/	0	1	/	0	0					

Brookhurst

NORTH SIDE

OCSD Center Access WEST SIDE

EAST SIDE **OCSD Center Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC
2/26/20	NORTH & SOUTH:	Brookhurst	LOCATION #:	2
WEDNESDAY	EAST & WEST:	OCSD Center Access	CONTROL:	NO CONTROL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

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		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND OCSD Center Access			WESTBOUND OCSD Center Access				U-TURNS				
	LANES:	NL X	NT 3	NR 0	SL 1	ST 3	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	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	0	0	0	0	0
	7:30 AM	0	0	0	0	0	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	0	0	0	0	0
	8:00 AM	0	0	0	0	0	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	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					

Brookhurst

NORTH SIDE

OCSD Center Access WEST SIDE

EAST SIDE **OCSD Center Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

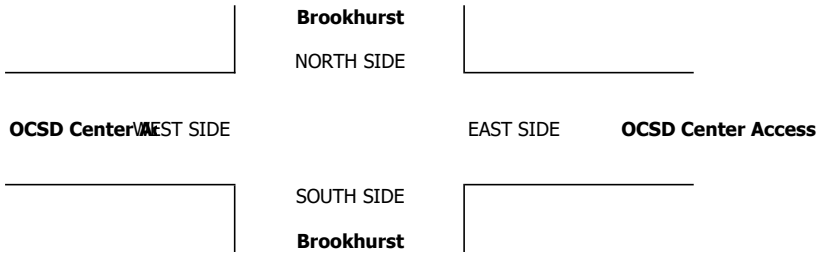
DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC
2/26/20	NORTH & SOUTH:	Brookhurst	LOCATION #:	2
WEDNESDAY	EAST & WEST:	OCSD Center Access	CONTROL:	NO CONTROL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND OCSD Center Access			WESTBOUND OCSD Center Access				U-TURNS				
	LANES:	NL X	NT 3	NR 0	SL 1	ST 3	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	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	0	0	0	0	0
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	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	0	0	0	0	0
	8:15 AM	0	0	0	0	0	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	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC
Wed, Feb 26, 20	NORTH & SOUTH:	Brookhurst	LOCATION #:	3
	EAST & WEST:	Bushard-OCSD South Access	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND Bushard-OCSD South Access			WESTBOUND Bushard-OCSD South Access				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	6	60	1	1	93	0	4	0	43	0	0	0	208	0	0	0	0	0
	7:15 AM	15	67	1	1	85	2	3	0	45	0	0	0	219	0	0	0	0	0
	7:30 AM	19	105	0	0	108	0	1	0	53	0	0	3	289	0	0	0	0	0
	7:45 AM	10	114	0	0	107	0	1	0	48	0	0	1	281	0	0	0	0	0
	8:00 AM	11	145	0	0	124	3	2	0	42	0	0	1	328	0	0	0	0	0
	8:15 AM	17	116	0	1	112	1	1	0	48	0	0	2	298	1	0	0	0	1
	8:30 AM	21	135	0	2	118	2	2	0	60	1	0	0	341	0	1	0	0	1
	8:45 AM	11	85	0	2	104	0	5	1	43	0	0	5	256	0	1	0	0	1
	VOLUMES	110	827	2	7	851	8	19	1	382	1	0	12	2,220	1	2	0	0	3
	APPROACH %	12%	88%	0%	1%	98%	1%	5%	0%	95%	8%	0%	92%						
	APP/DEPART	939	/	860	866	/	1,235	402	/	8	13	/	117	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	59	510	0	3	461	6	6	0	198	1	0	4	1,248					
	APPROACH %	10%	90%	0%	1%	98%	1%	3%	0%	97%	20%	0%	80%						
	PEAK HR FACTOR		0.912			0.925			0.823			0.625		0.915					
	APP/DEPART	569	/	521	470	/	661	204	/	2	5	/	64	0					
PM	4:00 PM	56	176	0	2	92	5	2	0	26	0	0	0	359	0	2	0	0	2
	4:15 PM	53	205	0	0	75	3	4	0	23	0	0	0	363	0	0	0	0	0
	4:30 PM	62	151	0	0	103	5	2	0	16	0	0	0	339	0	0	0	0	0
	4:45 PM	49	185	0	1	95	5	3	0	18	0	0	0	356	0	1	0	0	1
	5:00 PM	65	222	0	2	106	5	3	0	24	0	0	0	427	0	2	0	0	2
	5:15 PM	60	222	0	1	101	2	3	0	22	0	0	0	411	0	1	0	0	1
	5:30 PM	48	180	0	0	103	7	2	0	26	0	0	0	366	0	0	0	0	0
	5:45 PM	57	193	0	0	91	8	1	0	15	0	0	0	365	0	0	0	0	0
	VOLUMES	450	1,534	0	6	766	40	20	0	170	0	0	0	2,986	0	6	0	0	6
	APPROACH %	23%	77%	0%	1%	94%	5%	11%	0%	89%	0%	0%	0%						
	APP/DEPART	1,984	/	1,560	812	/	936	190	/	0	0	/	490	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	230	817	0	3	401	22	9	0	87	0	0	0	1,569					
	APPROACH %	22%	78%	0%	1%	94%	5%	9%	0%	91%	0%	0%	0%						
	PEAK HR FACTOR		0.912			0.942			0.857			0.000		0.919					
	APP/DEPART	1,047	/	829	426	/	488	96	/	0	0	/	252	0					

Brookhurst

NORTH SIDE

Bushard-OCSD South Access WEST SIDE

EAST SIDE **Bushard-OCSD South Access**

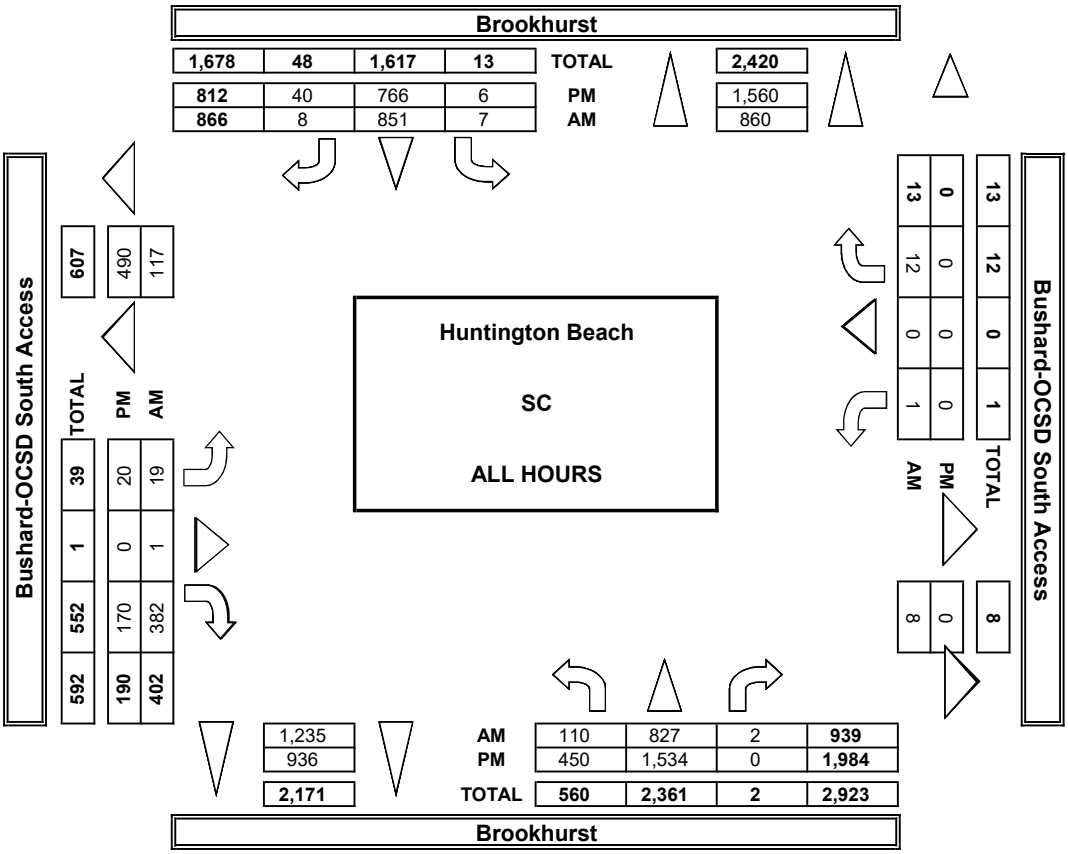
SOUTH SIDE

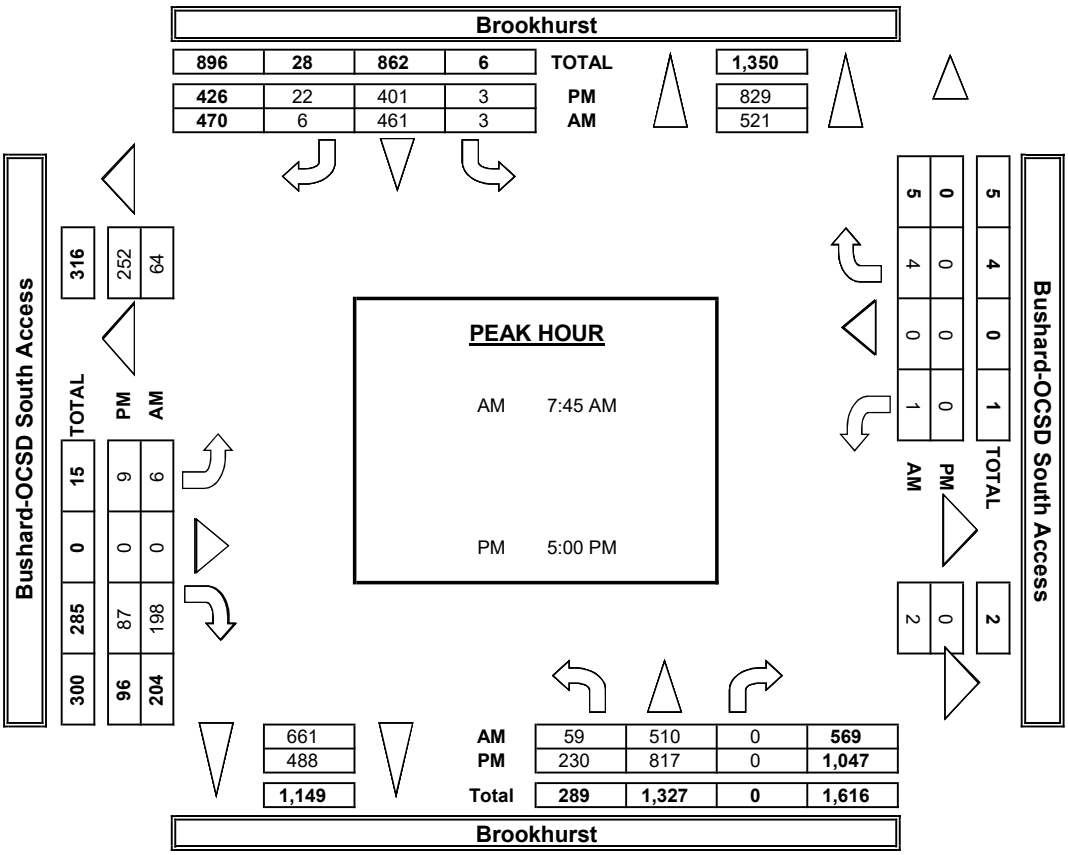
Brookhurst

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	7	0	3	0	10	7	0	3	0	10	0	0	0	0	0
	7:15 AM	2	0	2	0	4	2	0	2	0	4	0	0	0	0	0
	7:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	7:45 AM	2	0	2	1	5	2	0	2	0	4	0	0	0	1	1
	8:00 AM	1	0	1	0	2	1	0	1	0	2	0	0	0	0	0
	8:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	8:30 AM	0	0	3	4	7	0	0	3	2	5	0	0	0	2	2
	8:45 AM	3	0	6	9	18	3	0	5	3	11	0	0	1	6	7
	TOTAL	15	0	17	16	48	15	0	16	7	38	0	0	1	9	10
PM	4:00 PM	0	0	1	6	7	0	0	1	5	6	0	0	0	1	1
	4:15 PM	1	0	2	3	6	1	0	2	1	4	0	0	0	2	2
	4:30 PM	0	0	0	4	4	0	0	0	2	2	0	0	0	2	2
	4:45 PM	1	0	0	3	4	1	0	0	1	2	0	0	0	2	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	2	0	1	4	7	1	0	1	1	3	1	0	0	3	4
	5:30 PM	1	0	1	4	6	1	0	1	4	6	0	0	0	0	0
	5:45 PM	2	0	2	4	8	1	0	1	0	2	1	0	1	4	6
	TOTAL	7	0	7	28	42	5	0	6	14	25	2	0	1	14	17

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
2/26/20	LOCATION:	Huntington Beach	PROJECT #:	SC
WEDNESDAY	NORTH & SOUTH:	Brookhurst	LOCATION #:	3
	EAST & WEST:	Bushard-OCSD South Access	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S ▼	
										OTHER			

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND Bushard-OCSD South Access			WESTBOUND Bushard-OCSD South Access				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	6	60	1	1	94	0	5	0	44	0	0	0	210					0
	7:15 AM	15	69	1	2	87	2	4	0	46	0	0	0	224					0
	7:30 AM	20	110	0	0	111	0	1	0	54	0	0	8	303					0
	7:45 AM	10	115	0	0	109	0	1	0	49	0	0	2	284					0
	8:00 AM	11	147	0	0	126	3	2	0	43	0	0	2	333					0
	8:15 AM	17	117	0	3	114	1	1	0	51	0	0	4	308					0
	8:30 AM	22	137	0	3	118	2	2	0	61	2	0	0	346					0
	8:45 AM	12	87	0	2	106	0	5	2	44	0	0	7	263					0
	VOLUMES	113	840	2	10	864	8	20	2	390	2	0	21	2,269	0	0	0	0	0
	APPROACH %	12%	88%	0%	1%	98%	1%	5%	0%	95%	7%	0%	93%						
	APP/DEPART	954	/	881	882	/	1,255	411	/	14	23	/	121	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	60	515	0	6	467	6	6	0	203	2	0	7	1,270					
	APPROACH %	10%	90%	0%	1%	98%	1%	3%	0%	97%	18%	0%	82%						
	PEAK HR FACTOR		0.904			0.926			0.827			0.531		0.918					
	APP/DEPART	575	/	528	478	/	671	209	/	6	9	/	66	0					
PM	4:00 PM	57	178	0	2	93	5	2	0	26	0	0	0	362					0
	4:15 PM	53	208	0	0	77	3	5	0	23	0	0	0	368					0
	4:30 PM	63	154	0	0	104	5	2	0	16	0	0	0	343					0
	4:45 PM	50	189	0	1	95	5	3	0	18	0	0	0	361					0
	5:00 PM	66	225	0	2	106	5	3	0	25	0	0	0	431					0
	5:15 PM	61	224	0	1	102	2	3	0	23	0	0	0	415					0
	5:30 PM	49	183	0	0	104	7	2	0	26	0	0	0	370					0
	5:45 PM	58	195	0	0	91	8	1	0	15	0	0	0	368					0
	VOLUMES	455	1,554	0	6	770	40	21	0	171	0	0	0	3,016	0	0	0	0	0
	APPROACH %	23%	77%	0%	1%	94%	5%	11%	0%	89%	0%	0%	0%						
	APP/DEPART	2,008	/	1,574	816	/	941	192	/	6	0	/	495	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	233	826	0	3	402	22	9	0	88	0	0	0	1,583					
	APPROACH %	22%	78%	0%	1%	94%	5%	9%	0%	91%	0%	0%	0%						
	PEAK HR FACTOR		0.913			0.945			0.866			0.000		0.919					
	APP/DEPART	1,059	/	835	427	/	490	97	/	3	0	/	255	0					

Brookhurst

NORTH SIDE

Bushard-OCSD South Access WEST SIDE

EAST SIDE **Bushard-OCSD South Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC
2/26/20	NORTH & SOUTH:	Brookhurst	LOCATION #:	3
WEDNESDAY	EAST & WEST:	Bushard-OCSD South Access	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND Bushard-OCSD South Access			WESTBOUND Bushard-OCSD South Access				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	6	60	1	1	92	0	3	0	42	0	0	0	205	0	0	0	0	0
	7:15 AM	15	64	1	0	82	2	2	0	44	0	0	0	210	0	0	0	0	0
	7:30 AM	18	100	0	0	104	0	1	0	51	0	0	0	274	0	0	0	0	0
	7:45 AM	10	113	0	0	104	0	1	0	47	0	0	0	275	0	0	0	0	0
	8:00 AM	11	142	0	0	120	3	2	0	41	0	0	0	319	0	0	0	0	0
	8:15 AM	17	115	0	0	109	1	1	0	44	0	0	1	288	1	0	0	0	1
	8:30 AM	19	134	0	1	118	2	2	0	58	0	0	0	334	0	1	0	0	1
	8:45 AM	10	83	0	2	100	0	5	0	41	0	0	2	243	0	1	0	0	1
	VOLUMES	106	811	2	4	829	8	17	0	368	0	0	3	2,148	1	2	0	0	3
	APPROACH %	12%	88%	0%	0%	99%	1%	4%	0%	96%	0%	0%	100%						
	APP/DEPART	919	/	833	841	/	1,198	385	/	4	3	/	113	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	56	504	0	0	451	6	6	0	190	0	0	1	1,216					
	APPROACH %	10%	90%	0%	0%	98%	1%	3%	0%	97%	0%	0%	100%						
	PEAK HR FACTOR		0.917			0.931			0.817			0.250		0.910					
	APP/DEPART	561	/	512	458	/	642	196	/	0	1	/	62	0					
PM	4:00 PM	55	173	0	2	90	5	2	0	26	0	0	0	353	0	2	0	0	2
	4:15 PM	53	201	0	0	73	3	3	0	23	0	0	0	356	0	0	0	0	0
	4:30 PM	60	146	0	0	102	5	2	0	16	0	0	0	331	0	0	0	0	0
	4:45 PM	48	180	0	1	95	5	3	0	18	0	0	0	350	0	1	0	0	1
	5:00 PM	64	218	0	2	106	5	3	0	23	0	0	0	421	0	2	0	0	2
	5:15 PM	58	218	0	1	100	2	3	0	21	0	0	0	403	0	1	0	0	1
	5:30 PM	47	176	0	0	102	7	2	0	26	0	0	0	360	0	0	0	0	0
	5:45 PM	56	189	0	0	91	8	1	0	15	0	0	0	360	0	0	0	0	0
	VOLUMES	441	1,501	0	6	759	40	19	0	168	0	0	0	2,934	0	6	0	0	6
	APPROACH %	23%	77%	0%	1%	94%	5%	10%	0%	90%	0%	0%	0%						
	APP/DEPART	1,942	/	1,526	805	/	927	187	/	0	0	/	481	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	225	801	0	0	399	22	9	0	85	0	0	0	1,544					
	APPROACH %	22%	78%	0%	0%	94%	5%	10%	0%	90%	0%	0%	0%						
	PEAK HR FACTOR		0.910			0.938			0.839			0.000		0.917					
	APP/DEPART	1,026	/	813	424	/	484	94	/	0	0	/	247	0					

Brookhurst

NORTH SIDE

Bushard-OCSD South Access WEST SIDE

EAST SIDE **Bushard-OCSD South Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 2/26/20 WEDNESDAY	LOCATION:	Huntington Beach	PROJECT #:	SC
	NORTH & SOUTH:	Brookhurst	LOCATION #:	3
	EAST & WEST:	Bushard-OCSD South Access	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM / PM / MD / OTHER / OTHER	◄ W	▲ N / S ▼	E ►

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND Bushard-OCSD South Access			WESTBOUND Bushard-OCSD South Access				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	1	0	1	0	1	0	0	0	3	0	0	0	0	0
	7:15 AM	0	3	0	1	2	0	1	0	1	0	0	0	8	0	0	0	0	0
	7:30 AM	0	1	0	0	3	0	0	0	2	0	0	1	7	0	0	0	0	0
	7:45 AM	0	1	0	0	3	0	0	0	1	0	0	1	6	0	0	0	0	0
	8:00 AM	0	3	0	0	4	0	0	0	1	0	0	1	9	0	0	0	0	0
	8:15 AM	0	0	0	0	2	0	0	0	3	0	0	0	5	0	0	0	0	0
	8:30 AM	2	0	0	1	0	0	0	0	2	1	0	0	6	0	0	0	0	0
	8:45 AM	1	1	0	0	4	0	0	1	2	0	0	3	12	0	0	0	0	0
	VOLUMES	3	9	0	2	19	0	2	1	13	1	0	6	56	0	0	0	0	0
	APPROACH %	25%	75%	0%	10%	90%	0%	13%	6%	81%	14%	0%	86%						
	APP/DEPART	12	/	17	21	/	33	16	/	3	7	/	3	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	3	4	0	1	10	0	0	1	8	1	0	4	32					
	APPROACH %	43%	57%	0%	9%	91%	0%	0%	11%	89%	20%	0%	80%						
	PEAK HR FACTOR		0.583			0.688			0.750			0.417		0.667					
	APP/DEPART	7	/	8	11	/	19	9	/	2	5	/	3	0					
PM	4:00 PM	1	3	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	0
	4:15 PM	0	3	0	0	1	0	1	0	0	0	0	0	5	0	0	0	0	0
	4:30 PM	2	5	0	0	1	0	0	0	0	0	0	0	8	0	0	0	0	0
	4:45 PM	1	4	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0
	5:00 PM	1	3	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	0
	5:15 PM	2	4	0	0	1	0	0	0	1	0	0	0	8	0	0	0	0	0
	5:30 PM	1	3	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0
	5:45 PM	1	4	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0
	VOLUMES	9	29	0	0	6	0	1	0	2	0	0	0	47	0	0	0	0	0
	APPROACH %	24%	76%	0%	0%	100%	0%	33%	0%	67%	0%	0%	0%						
	APP/DEPART	38	/	30	6	/	8	3	/	0	0	/	9	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	6	16	0	0	2	0	0	0	2	0	0	0	26					
	APPROACH %	27%	73%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.786			0.500			0.500			0.000		0.813					
	APP/DEPART	22	/	16	2	/	4	2	/	0	0	/	6	0					

Brookhurst

NORTH SIDE

Bushard-OCSD South Access WEST SIDE

EAST SIDE **Bushard-OCSD South Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC
2/26/20	NORTH & SOUTH:	Brookhurst	LOCATION #:	3
WEDNESDAY	EAST & WEST:	Bushard-OCSD South Access	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND Bushard-OCSD South Access			WESTBOUND Bushard-OCSD South Access				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	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	0	0	1	0	0	0	0	0
	7:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	7:45 AM	0	0	0	0	0	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	0	0	0	0	0
	8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	5	0	0	3	0	0	0	0	0	0	0	8	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	5	/	5	3	/	3	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	4	0	0	2	0	0	0	0	0	0	0	6					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.333			0.500			0.000			0.000		0.375					
	APP/DEPART	4	/	4	2	/	2	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	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	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.000			0.000			0.000		0.500					
	APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0					

Brookhurst

NORTH SIDE

Bushard-OCSD South Access WEST SIDE

EAST SIDE **Bushard-OCSD South Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 2/26/20 WEDNESDAY	LOCATION:	Huntington Beach	PROJECT #:	SC
	NORTH & SOUTH:	Brookhurst	LOCATION #:	3
	EAST & WEST:	Bushard-OCSD South Access	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND Bushard-OCSD South Access			WESTBOUND Bushard-OCSD South Access				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	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	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	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	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	1	0	0	0	0	0	0	0	3	5	0	0	0	0	0
	APPROACH %	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	1	/	4	1	/	0	0	/	1	3	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	1	0	0	0	0	0	0	0	3	4					
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.375		0.500					
	APP/DEPART	0	/	3	1	/	0	0	/	1	3	/	0	0					
PM	4:00 PM	0	0	0	0	0	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	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					

Brookhurst

NORTH SIDE

Bushard-OCSD South Access WEST SIDE

EAST SIDE **Bushard-OCSD South Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC
2/26/20	NORTH & SOUTH:	Brookhurst	LOCATION #:	3
WEDNESDAY	EAST & WEST:	Bushard-OCSD South Access	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND Bushard-OCSD South Access			WESTBOUND Bushard-OCSD South Access				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	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	0	0	0	0	0
	7:30 AM	0	0	0	0	0	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	0	0	0	0	0
	8:00 AM	0	0	0	0	0	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	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					

Brookhurst

NORTH SIDE

Bushard-OCSD South Access WEST SIDE

EAST SIDE **Bushard-OCSD South Access**

SOUTH SIDE

Brookhurst

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Huntington Beach	PROJECT #:	SC
2/26/20	NORTH & SOUTH:	Brookhurst	LOCATION #:	3
WEDNESDAY	EAST & WEST:	Bushard-OCSD South Access	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Brookhurst			SOUTHBOUND Brookhurst			EASTBOUND Bushard-OCSD South Access			WESTBOUND Bushard-OCSD South Access				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	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	0	0	0	0	0
	7:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	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	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	1	1	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0
	APPROACH %	50%	50%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	2	/	1	0	/	1	1	/	0	0	/	1	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	1	0	0	0	0	0	0	1	0	0	0	3					
	APPROACH %	50%	50%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.250			0.000		0.375					
	APP/DEPART	2	/	1	0	/	1	1	/	0	0	/	1	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	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	0	0	0	0	0
	5:00 PM	0	0	0	0	0	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	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					

Brookhurst

NORTH SIDE

Bushard-OCSD WEST SIDE

EAST SIDE **Bushard-OCSD South Access**

SOUTH SIDE

Brookhurst

Appendix I-3

Level of Service and Queuing Worksheets

OCSD Plant 2 Projects
2021
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Brookhurst St/Banning Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.283
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Brookhurst St						Banning Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	5	549	0	0	538	123	161	0	8	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	549	0	0	538	123	161	0	8	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	549	0	0	538	123	161	0	8	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	549	0	0	538	123	161	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	549	0	0	538	123	161	0	8	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	549	0	0	538	123	161	0	8	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.44	0.56	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	5100	0	0	4151	949	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.13	0.13	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

OCSD Plant 2 Projects
2021
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Brookhurst St/Bushard St - OCSD South Access

Cycle (sec):	90	Critical Vol./Cap.(X):	0.304
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Brookhurst St						Bushard St - OCSD South Access					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	60	518	0	9	469	6	6	0	204	2	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	518	0	9	469	6	6	0	204	2	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	518	0	9	469	6	6	0	204	2	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	518	0	9	469	6	6	0	204	2	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	518	0	9	469	6	6	0	204	2	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	518	0	9	469	6	6	0	204	2	0	7
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.00	0.00	1.00	0.22	0.00	0.78
Final Sat.:	1700	5100	0	1700	5100	1700	1700	0	1700	378	0	1322
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.00	0.01	0.09	0.00	0.00	0.00	0.12	0.00	0.00	0.01
Crit Moves:	****				****				****	****		

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	22	539	0	29	520
Future Vol, veh/h	3	22	539	0	29	520
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	185	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	23	561	0	30	542

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	843	286	0	0	566	0
Stage 1	566	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Critical Hdwy	5.7	7.1	-	-	5.3	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.8	3.9	-	-	3.1	-
Pot Cap-1 Maneuver	377	611	-	-	638	-
Stage 1	446	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	357	608	-	-	635	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	444	-	-	-	-	-
Stage 2	657	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	561	635	-
HCM Lane V/C Ratio	-	-	0.046	0.048	-
HCM Control Delay (s)	-	-	11.7	11	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	711	2	10	661
Future Vol, veh/h	0	7	711	2	10	661
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	765	2	11	711

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	384	0	0	767	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	5.3	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	3.1	-
Pot Cap-1 Maneuver	0	529	-	-	513	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	529	-	-	513	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	529	513	-
HCM Lane V/C Ratio	-	-	0.014	0.021	-
HCM Control Delay (s)	-	-	11.9	12.2	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0	0.1	-

OCSD Plant 2 Projects
2021
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Brookhurst St/Banning Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.260
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Brookhurst St						Banning Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	16	841	0	0	425	125	68	0	5	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	841	0	0	425	125	68	0	5	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	841	0	0	425	125	68	0	5	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	841	0	0	425	125	68	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	841	0	0	425	125	68	0	5	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	841	0	0	425	125	68	0	5	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.32	0.68	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	5100	0	0	3941	1159	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.00	0.00	0.11	0.11	0.04	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					

OCSD Plant 2 Projects
2021
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Brookhurst St/Bushard St - OCSD South Access

Cycle (sec):	90	Critical Vol./Cap.(X):	0.324
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Brookhurst St						Bushard St - OCSD South Access					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 1	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	234	830	0	3	404	22	9	0	88	0	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	830	0	3	404	22	9	0	88	0	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	830	0	3	404	22	9	0	88	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	830	0	3	404	22	9	0	88	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	830	0	3	404	22	9	0	88	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	830	0	3	404	22	9	0	88	0	0	3
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1700	5100	0	1700	5100	1700	1700	0	1700	0	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.00	0.00	0.08	0.01	0.01	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****				****	****		

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	56	810	0	5	425
Future Vol, veh/h	13	56	810	0	5	425
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	185	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	60	871	0	5	457

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1064	436	0	0	871	0
Stage 1	871	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	5.7	7.1	-	-	5.3	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.8	3.9	-	-	3.1	-
Pot Cap-1 Maneuver	293	490	-	-	458	-
Stage 1	293	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	290	490	-	-	458	-
Mov Cap-2 Maneuver	290	-	-	-	-	-
Stage 1	293	-	-	-	-	-
Stage 2	751	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	434	458	-
HCM Lane V/C Ratio	-	-	0.171	0.012	-
HCM Control Delay (s)	-	-	15	13	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	909	0	4	550
Future Vol, veh/h	0	0	909	0	4	550
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	977	0	4	591

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	489	0	0	977	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	5.3	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	3.1	-
Pot Cap-1 Maneuver	0	453	-	-	408	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	453	-	-	408	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	408	-
HCM Lane V/C Ratio	-	-	-	0.011	-
HCM Control Delay (s)	-	-	0	13.9	-
HCM Lane LOS	-	-	A	B	-
HCM 95th %tile Q(veh)	-	-	-	0	-

OCSD Plant 2 Projects
2021 + Construction
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Brookhurst St/Banning Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.285
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Brookhurst St						Banning Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	5	549	0	0	535	123	161	0	8	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	549	0	0	535	123	161	0	8	0	0	0
Added Vol:	0	2	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	551	0	0	550	123	161	0	8	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	551	0	0	550	123	161	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	551	0	0	550	123	161	0	8	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	551	0	0	550	123	161	0	8	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.45	0.55	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	5100	0	0	4168	932	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.13	0.13	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

OCSD Plant 2 Projects
2021 + Construction
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Brookhurst St/Bushard St - OCSD South Access

Cycle (sec):	90	Critical Vol./Cap.(X):	0.304
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Brookhurst St						Bushard St - OCSD South Access					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	60	518	0	6	469	6	6	0	204	2	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	518	0	6	469	6	6	0	204	2	0	7
Added Vol:	0	0	2	15	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	518	2	21	469	6	6	0	204	2	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	518	2	21	469	6	6	0	204	2	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	518	2	21	469	6	6	0	204	2	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	518	2	21	469	6	6	0	204	2	0	9
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.18	0.00	0.82
Final Sat.:	1700	5080	20	1700	5100	1700	1700	0	1700	309	0	1391
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.01	0.09	0.00	0.00	0.00	0.12	0.00	0.00	0.01
Crit Moves:	****				****				****	****		

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	22	541	0	29	532
Future Vol, veh/h	3	22	541	0	29	532
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	185	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	23	564	0	30	554

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	851	287	0	0	569	0
Stage 1	569	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	5.7	7.1	-	-	5.3	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.8	3.9	-	-	3.1	-
Pot Cap-1 Maneuver	373	610	-	-	636	-
Stage 1	444	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	354	607	-	-	633	-
Mov Cap-2 Maneuver	354	-	-	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	653	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	559	633	-
HCM Lane V/C Ratio	-	-	0.047	0.048	-
HCM Control Delay (s)	-	-	11.8	11	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	713	2	10	673
Future Vol, veh/h	0	7	713	2	10	673
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	767	2	11	724

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	385	0	0	769	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	5.3	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	3.1	-
Pot Cap-1 Maneuver	0	528	-	-	512	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	528	-	-	512	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	528	512	-
HCM Lane V/C Ratio	-	-	0.014	0.021	-
HCM Control Delay (s)	-	-	11.9	12.2	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0	0.1	-

OCSD Plant 2 Projects
2021 + Construction
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Brookhurst St/Banning Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.263
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Brookhurst St						Banning Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	16	838	0	0	425	125	68	0	5	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	838	0	0	425	125	68	0	5	0	0	0
Added Vol:	0	15	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	853	0	0	427	125	68	0	5	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	853	0	0	427	125	68	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	853	0	0	427	125	68	0	5	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	853	0	0	427	125	68	0	5	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.32	0.68	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	5100	0	0	3945	1155	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.00	0.00	0.11	0.11	0.04	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					

OCSD Plant 2 Projects
2021 + Construction
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Brookhurst St/Bushard St - OCSD South Access

Cycle (sec):	90	Critical Vol./Cap.(X):	0.325
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Brookhurst St						Bushard St - OCSD South Access					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	234	830	0	3	404	22	9	0	88	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	830	0	3	404	22	9	0	88	0	0	0
Added Vol:	0	0	0	2	0	0	0	0	0	2	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	830	0	5	404	22	9	0	88	2	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	830	0	5	404	22	9	0	88	2	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	830	0	5	404	22	9	0	88	2	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	830	0	5	404	22	9	0	88	2	0	15
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.00	0.00	1.00	0.12	0.00	0.88
Final Sat.:	1700	5100	0	1700	5100	1700	1700	0	1700	200	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.00	0.00	0.08	0.01	0.01	0.00	0.05	0.00	0.00	0.01
Crit Moves:	****				****				****	****		

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	56	822	0	5	427
Future Vol, veh/h	13	56	822	0	5	427
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	185	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	60	884	0	5	459

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1078	442	0	0	884	0
Stage 1	884	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	5.7	7.1	-	-	5.3	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.8	3.9	-	-	3.1	-
Pot Cap-1 Maneuver	288	486	-	-	451	-
Stage 1	288	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	285	486	-	-	451	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	288	-	-	-	-	-
Stage 2	750	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.1	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	429	451	-
HCM Lane V/C Ratio	-	-	0.173	0.012	-
HCM Control Delay (s)	-	-	15.1	13.1	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	921	0	4	552
Future Vol, veh/h	0	0	921	0	4	552
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	990	0	4	594

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	495	0	0	990	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	5.3	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	3.1	-
Pot Cap-1 Maneuver	0	449	-	-	402	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	449	-	-	402	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	402	-
HCM Lane V/C Ratio	-	-	-	0.011	-
HCM Control Delay (s)	-	-	0	14.1	-
HCM Lane LOS	-	-	A	B	-
HCM 95th %tile Q(veh)	-	-	-	0	-

OCSD Plant 2 Projects
Existing 2020
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Brookhurst St/Banning Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.282
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Brookhurst St						Banning Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	5	547	0	0	533	123	161	0	8	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	547	0	0	533	123	161	0	8	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	547	0	0	533	123	161	0	8	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	547	0	0	533	123	161	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	547	0	0	533	123	161	0	8	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	547	0	0	533	123	161	0	8	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.44	0.56	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	5100	0	0	4144	956	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.13	0.13	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

OCSD Plant 2 Projects
Existing 2020
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Brookhurst St/Bushard St - OCSD South Access

Cycle (sec):	90	Critical Vol./Cap.(X):	0.303
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Brookhurst St						Bushard St - OCSD South Access					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	60	515	0	6	467	6	6	0	203	2	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	515	0	6	467	6	6	0	203	2	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	515	0	6	467	6	6	0	203	2	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	515	0	6	467	6	6	0	203	2	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	515	0	6	467	6	6	0	203	2	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	515	0	6	467	6	6	0	203	2	0	7
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.00	0.00	1.00	0.22	0.00	0.78
Final Sat.:	1700	5100	0	1700	5100	1700	1700	0	1700	378	0	1322
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.00	0.00	0.09	0.00	0.00	0.00	0.12	0.00	0.00	0.01
Crit Moves:	****				****				****	****		

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	22	536	0	29	515
Future Vol, veh/h	3	22	536	0	29	515
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	185	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	23	558	0	30	536

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	837	284	0	0	563	0
Stage 1	563	-	-	-	-	-
Stage 2	274	-	-	-	-	-
Critical Hdwy	5.7	7.1	-	-	5.3	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.8	3.9	-	-	3.1	-
Pot Cap-1 Maneuver	379	612	-	-	640	-
Stage 1	448	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	359	609	-	-	637	-
Mov Cap-2 Maneuver	359	-	-	-	-	-
Stage 1	446	-	-	-	-	-
Stage 2	659	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	562	637	-
HCM Lane V/C Ratio	-	-	0.046	0.047	-
HCM Control Delay (s)	-	-	11.7	10.9	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	707	2	10	655
Future Vol, veh/h	0	7	707	2	10	655
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	760	2	11	704

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	381	0	0	762	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	5.3	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	3.1	-
Pot Cap-1 Maneuver	0	531	-	-	516	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	531	-	-	516	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	531	516	-
HCM Lane V/C Ratio	-	-	0.014	0.021	-
HCM Control Delay (s)	-	-	11.9	12.1	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0	0.1	-

OCSD Plant 2 Projects
Existing 2020
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Brookhurst St/Banning Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.259
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Brookhurst St						Banning Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	16	834	0	0	423	125	68	0	5	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	834	0	0	423	125	68	0	5	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	834	0	0	423	125	68	0	5	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	834	0	0	423	125	68	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	834	0	0	423	125	68	0	5	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	834	0	0	423	125	68	0	5	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.32	0.68	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	5100	0	0	3937	1163	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.00	0.00	0.11	0.11	0.04	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					

OCSD Plant 2 Projects
Existing 2020
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Brookhurst St/Bushard St - OCSD South Access

Cycle (sec):	90	Critical Vol./Cap.(X):	0.323
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Brookhurst St						Bushard St - OCSD South Access					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	233	826	0	3	402	22	9	0	88	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	826	0	3	402	22	9	0	88	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	826	0	3	402	22	9	0	88	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	826	0	3	402	22	9	0	88	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	826	0	3	402	22	9	0	88	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	826	0	3	402	22	9	0	88	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1700	5100	0	1700	5100	1700	1700	0	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.00	0.00	0.08	0.01	0.01	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****				****			

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	56	803	0	5	423
Future Vol, veh/h	13	56	803	0	5	423
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	185	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	60	863	0	5	455

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1055	432	0	0	863	0
Stage 1	863	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Critical Hdwy	5.7	7.1	-	-	5.3	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.8	3.9	-	-	3.1	-
Pot Cap-1 Maneuver	296	493	-	-	462	-
Stage 1	297	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	293	493	-	-	462	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	297	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	437	462	-
HCM Lane V/C Ratio	-	-	0.17	0.012	-
HCM Control Delay (s)	-	-	14.9	12.9	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	901	0	4	548
Future Vol, veh/h	0	0	901	0	4	548
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	969	0	4	589

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	485	0	0	969	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	5.3	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	3.1	-
Pot Cap-1 Maneuver	0	456	-	-	411	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	456	-	-	411	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	411	-
HCM Lane V/C Ratio	-	-	-	0.01	-
HCM Control Delay (s)	-	-	0	13.9	-
HCM Lane LOS	-	-	A	B	-
HCM 95th %tile Q(veh)	-	-	-	0	-

OCSD Plant 2 Projects
Existing 2020 O+M, Adjusted Geometrics
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Brookhurst St/Banning Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.301
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Brookhurst St						Banning Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	10	784	0	8	418	125	68	1	5	13	6	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	784	0	8	418	125	68	1	5	13	6	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	784	0	8	418	125	68	1	5	13	6	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	784	0	8	418	125	68	1	5	13	6	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	784	0	8	418	125	68	1	5	13	6	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	784	0	8	418	125	68	1	5	13	6	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.31	0.69	1.00	1.00	1.00	1.00	0.11	0.89
Final Sat.:	1600	4800	0	1600	3695	1105	1600	1600	1600	1600	171	1429
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.00	0.01	0.11	0.11	0.04	0.00	0.00	0.01	0.04	0.03
Crit Moves:		****		****			****				****	

OCSD Plant 2 Projects
Existing 2020 O+M, Adjusted Geometrics
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Brookhurst St/Bushard St - OCSD South Access

Cycle (sec):	90	Critical Vol./Cap.(X):	0.340
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Brookhurst St						Bushard St - OCSD South Access					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	233	826	0	3	402	22	9	0	88	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	826	0	3	402	22	9	0	88	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	826	0	3	402	22	9	0	88	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	826	0	3	402	22	9	0	88	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	826	0	3	402	22	9	0	88	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	826	0	3	402	22	9	0	88	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1600	4800	0	1600	4800	1600	1600	0	1600	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.00	0.00	0.08	0.01	0.01	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			

OCSD Plant 2 Projects
Existing 2020 O+M, Adjusted Geometrics
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Brookhurst St/Banning Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.306
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Brookhurst St						Banning Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	3	527	2	35	504	123	161	4	8	3	3	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	527	2	35	504	123	161	4	8	3	3	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	527	2	35	504	123	161	4	8	3	3	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	527	2	35	504	123	161	4	8	3	3	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	527	2	35	504	123	161	4	8	3	3	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	527	2	35	504	123	161	4	8	3	3	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.41	0.59	1.00	1.00	1.00	1.00	0.10	0.90
Final Sat.:	1600	4782	18	1600	3858	942	1600	1600	1600	1600	166	1434
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.02	0.13	0.13	0.10	0.00	0.01	0.00	0.02	0.02
Crit Moves:		****		****			****				****	

OCSD Plant 2 Projects
Existing 2020 O+M, Adjusted Geometrics
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Brookhurst St/Bushard St - OCSD South Access

Cycle (sec):	90	Critical Vol./Cap.(X):	0.318
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Brookhurst St						Bushard St - OCSD South Access					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	60	515	0	6	467	6	6	0	203	2	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	515	0	6	467	6	6	0	203	2	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	515	0	6	467	6	6	0	203	2	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	515	0	6	467	6	6	0	203	2	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	515	0	6	467	6	6	0	203	2	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	515	0	6	467	6	6	0	203	2	0	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.00	0.00	1.00	0.22	0.00	0.78
Final Sat.:	1600	4800	0	1600	4800	1600	1600	0	1600	356	0	1244
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.00	0.00	0.10	0.00	0.00	0.00	0.13	0.00	0.00	0.01
Crit Moves:	****				****				****	****		

OCSD Plant 2 Projects
2022
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Brookhurst St/Banning Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.286
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Brookhurst St						Banning Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	5	556	0	0	552	124	162	0	8	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	556	0	0	552	124	162	0	8	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	556	0	0	552	124	162	0	8	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	556	0	0	552	124	162	0	8	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	556	0	0	552	124	162	0	8	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	556	0	0	552	124	162	0	8	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.45	0.55	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	5100	0	0	4164	936	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.13	0.13	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

OCSD Plant 2 Projects
2022
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Brookhurst St/Bushard St - OCSD South Access

Cycle (sec):	90	Critical Vol./Cap.(X):	0.306
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Brookhurst St						Bushard St - OCSD South Access					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	61	521	1	13	471	6	6	0	205	2	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	521	1	13	471	6	6	0	205	2	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	521	1	13	471	6	6	0	205	2	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	521	1	13	471	6	6	0	205	2	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	521	1	13	471	6	6	0	205	2	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	521	1	13	471	6	6	0	205	2	0	9
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.18	0.00	0.82
Final Sat.:	1700	5090	10	1700	5100	1700	1700	0	1700	309	0	1391
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.01	0.09	0.00	0.00	0.00	0.12	0.00	0.00	0.01
Crit Moves:	****				****				****	****		

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	24	543	1	36	527
Future Vol, veh/h	3	24	543	1	36	527
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	185	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	25	566	1	38	549

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	868	289	0	0	572	0
Stage 1	572	-	-	-	-	-
Stage 2	296	-	-	-	-	-
Critical Hdwy	5.7	7.1	-	-	5.3	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.8	3.9	-	-	3.1	-
Pot Cap-1 Maneuver	366	608	-	-	634	-
Stage 1	442	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	342	605	-	-	631	-
Mov Cap-2 Maneuver	342	-	-	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	634	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	557	631	-
HCM Lane V/C Ratio	-	-	0.05	0.059	-
HCM Control Delay (s)	-	-	11.8	11.1	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	718	2	10	676
Future Vol, veh/h	0	7	718	2	10	676
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	772	2	11	727

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	387	0	0	774	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	5.3	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	3.1	-
Pot Cap-1 Maneuver	0	527	-	-	509	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	527	-	-	509	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	527	509	-
HCM Lane V/C Ratio	-	-	0.014	0.021	-
HCM Control Delay (s)	-	-	11.9	12.2	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0	0.1	-

OCSD Plant 2 Projects
2022
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Brookhurst St/Banning Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.261
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Street Name:	Brookhurst St						Banning Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	16	842	0	0	427	126	68	0	5	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	842	0	0	427	126	68	0	5	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	842	0	0	427	126	68	0	5	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	842	0	0	427	126	68	0	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	842	0	0	427	126	68	0	5	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	842	0	0	427	126	68	0	5	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.32	0.68	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	5100	0	0	3938	1162	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.00	0.00	0.11	0.11	0.04	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					

OCSD Plant 2 Projects
2022
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Brookhurst St/Bushard St - OCSD South Access

Cycle (sec):	90	Critical Vol./Cap.(X):	0.326
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Brookhurst St						Bushard St - OCSD South Access					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	235	834	0	3	406	22	9	0	89	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	834	0	3	406	22	9	0	89	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	834	0	3	406	22	9	0	89	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	834	0	3	406	22	9	0	89	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	834	0	3	406	22	9	0	89	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	834	0	3	406	22	9	0	89	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1700	5100	0	1700	5100	1700	1700	0	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.00	0.00	0.08	0.01	0.01	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****				****			

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	63	818	0	7	429
Future Vol, veh/h	14	63	818	0	7	429
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	185	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	68	880	0	8	461

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1080	440	0	0	880	0
Stage 1	880	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Critical Hdwy	5.7	7.1	-	-	5.3	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.8	3.9	-	-	3.1	-
Pot Cap-1 Maneuver	287	487	-	-	453	-
Stage 1	290	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	282	487	-	-	453	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	290	-	-	-	-	-
Stage 2	739	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	430	453	-
HCM Lane V/C Ratio	-	-	0.193	0.017	-
HCM Control Delay (s)	-	-	15.4	13.1	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	924	0	4	557
Future Vol, veh/h	0	0	924	0	4	557
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	994	0	4	599

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	497	0	0	994	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	5.3	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	3.1	-
Pot Cap-1 Maneuver	0	448	-	-	400	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	448	-	-	400	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	400	-
HCM Lane V/C Ratio	-	-	-	0.011	-
HCM Control Delay (s)	-	-	0	14.1	-
HCM Lane LOS	-	-	A	B	-
HCM 95th %tile Q(veh)	-	-	-	0	-

OCSD Plant 2 Projects
2022 O+M, Adjusted Geometrics
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Brookhurst St/Banning Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.309
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Brookhurst St						Banning Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	3	537	2	35	523	124	162	4	8	3	3	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	537	2	35	523	124	162	4	8	3	3	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	537	2	35	523	124	162	4	8	3	3	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	537	2	35	523	124	162	4	8	3	3	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	537	2	35	523	124	162	4	8	3	3	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	537	2	35	523	124	162	4	8	3	3	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.43	0.57	1.00	1.00	1.00	1.00	0.10	0.90
Final Sat.:	1600	4782	18	1600	3880	920	1600	1600	1600	1600	166	1434
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.02	0.13	0.13	0.10	0.00	0.01	0.00	0.02	0.02
Crit Moves:		****		****			****				****	

OCSD Plant 2 Projects
2022 O+M, Adjusted Geometrics
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Brookhurst St/Bushard St - OCSD South Access

Cycle (sec):	90	Critical Vol./Cap.(X):	0.321
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Brookhurst St						Bushard St - OCSD South Access					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	61	521	1	13	471	6	6	0	205	2	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	521	1	13	471	6	6	0	205	2	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	521	1	13	471	6	6	0	205	2	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	521	1	13	471	6	6	0	205	2	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	521	1	13	471	6	6	0	205	2	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	521	1	13	471	6	6	0	205	2	0	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.18	0.00	0.82
Final Sat.:	1600	4791	9	1600	4800	1600	1600	0	1600	291	0	1309
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.01	0.10	0.00	0.00	0.00	0.13	0.00	0.00	0.01
Crit Moves:	****				****				****	****		

OCSD Plant 2 Projects
2022 O+M, Adjusted Geometrics
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Brookhurst St/Banning Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.306
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Street Name:	Brookhurst St						Banning Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	11	806	0	8	426	126	68	1	5	13	6	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	806	0	8	426	126	68	1	5	13	6	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	806	0	8	426	126	68	1	5	13	6	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	806	0	8	426	126	68	1	5	13	6	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	806	0	8	426	126	68	1	5	13	6	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	806	0	8	426	126	68	1	5	13	6	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.32	0.68	1.00	1.00	1.00	1.00	0.11	0.89
Final Sat.:	1600	4800	0	1600	3704	1096	1600	1600	1600	1600	171	1429
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.00	0.01	0.11	0.12	0.04	0.00	0.00	0.01	0.04	0.03
Crit Moves:		****		****			****				****	

OCSD Plant 2 Projects
2022 O+M, Adjusted Geometrics
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Brookhurst St/Bushard St - OCSD South Access

Cycle (sec):	90	Critical Vol./Cap.(X):	0.343
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Brookhurst St						Bushard St - OCSD South Access					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	235	834	0	5	407	22	9	0	89	1	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	834	0	5	407	22	9	0	89	1	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	834	0	5	407	22	9	0	89	1	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	834	0	5	407	22	9	0	89	1	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	834	0	5	407	22	9	0	89	1	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	834	0	5	407	22	9	0	89	1	0	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	3.00	1.00	1.00	0.00	1.00	0.12	0.00	0.88
Final Sat.:	1600	4800	0	1600	4800	1600	1600	0	1600	200	0	1400
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.00	0.00	0.08	0.01	0.01	0.00	0.06	0.00	0.00	0.01
Crit Moves:	****				****				****	****		

Intersection: 1: Brookhurst St & Banning Ave

Movement	EB	EB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	T	TR
Maximum Queue (ft)	172	24	29	71	96	66	96	76	62
Average Queue (ft)	66	4	4	18	28	15	43	16	20
95th Queue (ft)	128	18	18	51	73	49	84	51	48
Link Distance (ft)		797		1333	1333	1333	86	86	86
Upstream Blk Time (%)							0	0	0
Queuing Penalty (veh)							1	0	0
Storage Bay Dist (ft)	400		215						
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: Brookhurst St & OCSD Center Access

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	42	42
Average Queue (ft)	18	9
95th Queue (ft)	41	33
Link Distance (ft)	127	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		185
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Brookhurst St & Bushard St/OCSD South Access

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	T	TR	L	T	T	T	R
Maximum Queue (ft)	24	70	30	76	107	63	30	38	78	90	85	30
Average Queue (ft)	3	41	5	30	42	15	3	9	37	40	19	4
95th Queue (ft)	15	67	24	61	84	43	16	29	64	79	58	19
Link Distance (ft)	208	208	203		697	697	697		1126	1126	1126	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				250				225				215
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Brookhurst St & OCSD North Access

Movement	WB	NB	SB	SB
Directions Served	R	T	L	T
Maximum Queue (ft)	31	4	33	18
Average Queue (ft)	5	0	4	1
95th Queue (ft)	24	3	22	8
Link Distance (ft)	159	86		482
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			240	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 1

Intersection: 1: Brookhurst St & Banning Ave

Movement	EB	EB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	T	TR
Maximum Queue (ft)	80	23	42	56	82	68	80	49	57
Average Queue (ft)	26	3	11	13	24	16	27	7	21
95th Queue (ft)	63	16	33	42	64	51	65	31	50
Link Distance (ft)		797		1333	1333	1333	86	86	86
Upstream Blk Time (%)							0	0	0
Queuing Penalty (veh)							0	0	0
Storage Bay Dist (ft)	400		215						
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: Brookhurst St & OCSD Center Access

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	77	22
Average Queue (ft)	32	2
95th Queue (ft)	59	13
Link Distance (ft)	127	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		185
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Brookhurst St & Bushard St/OCSD South Access

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	T	TR	L	T	T	T	R
Maximum Queue (ft)	29	58	35	120	88	62	28	20	78	77	63	34
Average Queue (ft)	6	27	13	64	27	17	6	2	38	42	18	9
95th Queue (ft)	23	48	37	103	69	48	24	11	66	75	50	32
Link Distance (ft)	208	208	203		697	697	697		1126	1126	1126	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				250				225				215
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Brookhurst St & OCSD North Access

Movement	SB	SB
Directions Served	L	T
Maximum Queue (ft)	22	6
Average Queue (ft)	1	0
95th Queue (ft)	10	5
Link Distance (ft)		482
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	240	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Brookhurst St & Banning Ave/OCSD North Access

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	TR	L	T	T
Maximum Queue (ft)	110	17	22	24	46	0	29	51	28	73	93	32
Average Queue (ft)	50	1	6	2	16	0	5	8	2	22	32	8
95th Queue (ft)	97	8	21	14	41	0	21	31	16	54	69	28
Link Distance (ft)		788		194	194		1316	1316	1316		498	498
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400		150			215				350		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Brookhurst St & Banning Ave/OCSD North Access

Movement	SB
Directions Served	TR
Maximum Queue (ft)	38
Average Queue (ft)	9
95th Queue (ft)	23
Link Distance (ft)	498
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Brookhurst St & OCSD Center Access

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: Brookhurst St & Bushard St/OCSD South Access

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	T	TR	L	T	T	T	R
Maximum Queue (ft)	29	85	34	64	90	54	27	25	81	91	68	29
Average Queue (ft)	5	40	6	28	34	14	2	4	35	37	18	2
95th Queue (ft)	21	67	27	58	73	39	14	17	66	74	52	12
Link Distance (ft)	208	208	203		697	697	697		1133	1133	1133	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				250				225				215
Storage Blk Time (%)												
Queuing Penalty (veh)												

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Brookhurst St & Banning Ave/OCSD North Access

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	TR	L	T	T
Maximum Queue (ft)	60	2	23	47	59	14	22	52	17	31	65	24
Average Queue (ft)	14	0	3	11	27	1	2	4	1	5	17	3
95th Queue (ft)	43	2	16	37	53	8	10	23	8	18	45	16
Link Distance (ft)		788		193	193		1316	1316	1316		560	560
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400		150			215				350		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Brookhurst St & Banning Ave/OCSD North Access

Movement	SB
Directions Served	TR
Maximum Queue (ft)	33
Average Queue (ft)	5
95th Queue (ft)	17
Link Distance (ft)	560
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Brookhurst St & OCSD Center Access

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: Brookhurst St & Bushard St/OCSD South Access

Movement	EB	EB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	LT	R	L	T	T	TR	L	T	T	T	R
Maximum Queue (ft)	28	51	130	88	71	35	16	72	86	61	35
Average Queue (ft)	6	26	64	25	15	5	2	38	40	17	8
95th Queue (ft)	23	43	107	67	51	22	11	65	73	49	30
Link Distance (ft)	208	208		697	697	697		1131	1131	1131	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)			250				225				215
Storage Blk Time (%)											
Queuing Penalty (veh)											

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Brookhurst St & Banning Ave/OCSD North Access

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	R	L	TR	T	T	TR	L	T	T	TR
Maximum Queue (ft)	122	15	23	30	48	48	50	34	57	85	46	42
Average Queue (ft)	46	1	5	2	20	8	10	2	23	33	10	11
95th Queue (ft)	95	8	21	14	43	28	35	17	51	73	32	27
Link Distance (ft)		788		194	194	1316	1316	1316		498	498	498
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400		150						350			
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 2: Brookhurst St & OCSD Center Access

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: Brookhurst St & Bushard St/OCSD South Access

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	T	TR	L	T	T	T	R
Maximum Queue (ft)	33	84	34	59	89	49	26	38	75	88	77	29
Average Queue (ft)	3	40	6	27	38	14	3	9	36	41	18	2
95th Queue (ft)	18	67	26	53	73	40	16	28	64	79	56	14
Link Distance (ft)	208	208	203		697	697	697		1133	1133	1133	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				250				225				215
Storage Blk Time (%)												
Queuing Penalty (veh)												

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Brookhurst St & Banning Ave/OCSD North Access

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	TR	L	T	T
Maximum Queue (ft)	93	8	22	43	63	16	53	66	33	24	81	32
Average Queue (ft)	18	1	3	11	30	1	3	5	2	4	23	4
95th Queue (ft)	57	5	15	36	56	7	22	30	14	17	56	17
Link Distance (ft)		788		193	193		1316	1316	1316		560	560
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400		150			215				350		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Brookhurst St & Banning Ave/OCSD North Access

Movement	SB
Directions Served	TR
Maximum Queue (ft)	30
Average Queue (ft)	6
95th Queue (ft)	19
Link Distance (ft)	560
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Brookhurst St & OCSD Center Access

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: Brookhurst St & Bushard St/OCSD South Access

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	T	TR	L	T	T	T	R
Maximum Queue (ft)	28	55	30	124	84	68	36	21	80	93	60	30
Average Queue (ft)	6	27	7	65	27	18	6	3	40	43	17	9
95th Queue (ft)	23	47	28	108	72	52	24	14	69	78	46	31
Link Distance (ft)	208	208	203		697	697	697		1131	1131	1131	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				250				225				215
Storage Blk Time (%)												
Queuing Penalty (veh)												

Network Summary

Network wide Queuing Penalty: 0