# APPENDIX B

## EXISTING TRAFFIC COUNT DATA

*APPENDIX B-I*

# INTERSECTION COUNTS

# INTERSECTION TURNING MOVEMENT COUNTS

T816

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

| DATE: | | | | |
|---|---|---|---|---|
| Tue, May 23, 17 | LOCATION: | Anaheim | PROJECT #: | SC1360 |
| | NORTH & SOUTH: | Euclid | LOCATION #: | 2 |
| | EAST & WEST: | I-5 Ramps | CONTROL: | SIGNAL |

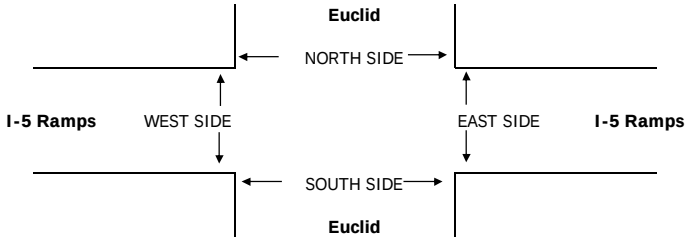
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

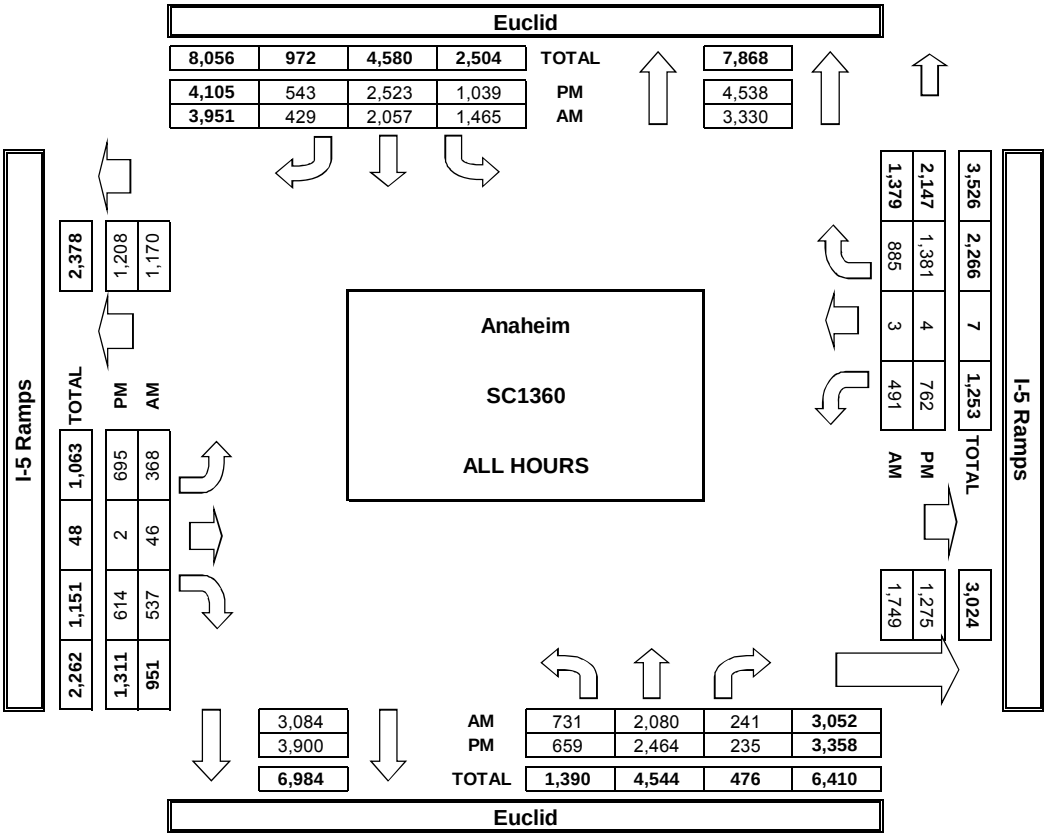
| | | NORTHBOUND Euclid | | | SOUTHBOUND Euclid | | | EASTBOUND I-5 Ramps | | | WESTBOUND I-5 Ramps | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 2 | NT 4 | NR 1 | SL 2 | ST 3 | SR 1 | EL 1.3 | ET 0.3 | ER 1.3 | WL 1.3 | WT 0.3 | WR 1.3 | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| AM | 7:00 AM | 101 | 205 | 26 | 240 | 252 | 65 | 23 | 8 | 49 | 49 | 0 | 85 | 1,103 | 0 | 0 | 1 | 0 | 1 |
| | 7:15 AM | 95 | 219 | 26 | 206 | 273 | 59 | 26 | 11 | 72 | 65 | 0 | 105 | 1,157 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 109 | 305 | 25 | 229 | 314 | 78 | 58 | 9 | 70 | 72 | 0 | 105 | 1,374 | 0 | 0 | 1 | 0 | 1 |
| | 7:45 AM | 108 | 287 | 32 | 167 | 296 | 55 | 59 | 6 | 85 | 77 | 0 | 122 | 1,294 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 97 | 316 | 32 | 174 | 240 | 38 | 37 | 4 | 64 | 55 | 2 | 120 | 1,179 | 0 | 1 | 1 | 0 | 2 |
| | 8:15 AM | 82 | 248 | 34 | 166 | 235 | 48 | 52 | 5 | 69 | 63 | 0 | 123 | 1,125 | 0 | 2 | 1 | 0 | 3 |
| | 8:30 AM | 69 | 255 | 42 | 145 | 225 | 45 | 44 | 2 | 54 | 56 | 0 | 102 | 1,039 | 0 | 1 | 3 | 0 | 4 |
| | 8:45 AM | 70 | 245 | 24 | 138 | 222 | 41 | 69 | 1 | 74 | 54 | 1 | 123 | 1,062 | 0 | 0 | 0 | 1 | 1 |
| | VOLUMES | 731 | 2,080 | 241 | 1,465 | 2,057 | 429 | 368 | 46 | 537 | 491 | 3 | 885 | 9,333 | 0 | 4 | 7 | 1 | 12 |
| | APPROACH % | 24% | 68% | 8% | 37% | 52% | 11% | 39% | 5% | 56% | 36% | 0% | 64% | | | | | | |
| | APP/DEPART | 3,052 | / | 3,330 | 3,951 | / | 3,084 | 951 | / | 1,749 | 1,379 | / | 1,170 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 409 | 1,127 | 115 | 776 | 1,123 | 230 | 180 | 30 | 291 | 269 | 2 | 452 | 5,004 | | | | | |
| | APPROACH % | 25% | 68% | 7% | 36% | 53% | 11% | 36% | 6% | 58% | 37% | 0% | 63% | | | | | | |
| | PEAK HR FACTOR | | 0.928 | | | 0.857 | | | 0.835 | | | 0.908 | | 0.910 | | | | | |
| | APP/DEPART | 1,651 | / | 1,758 | 2,129 | / | 1,683 | 501 | / | 920 | 723 | / | 643 | 0 | | | | | |
| PM | 4:00 PM | 82 | 330 | 33 | 115 | 328 | 74 | 80 | 0 | 66 | 68 | 0 | 160 | 1,336 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 68 | 293 | 35 | 133 | 288 | 77 | 82 | 1 | 52 | 83 | 2 | 161 | 1,275 | 0 | 1 | 1 | 0 | 2 |
| | 4:30 PM | 95 | 350 | 29 | 120 | 292 | 68 | 82 | 1 | 55 | 82 | 1 | 170 | 1,345 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 82 | 275 | 17 | 120 | 296 | 57 | 98 | 0 | 77 | 110 | 0 | 195 | 1,327 | 0 | 0 | 1 | 0 | 1 |
| | 5:00 PM | 101 | 312 | 35 | 121 | 339 | 70 | 89 | 0 | 99 | 71 | 0 | 160 | 1,397 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 89 | 309 | 22 | 151 | 337 | 59 | 93 | 0 | 84 | 115 | 0 | 194 | 1,453 | 1 | 0 | 0 | 0 | 1 |
| | 5:30 PM | 83 | 310 | 34 | 149 | 316 | 65 | 83 | 0 | 91 | 117 | 1 | 158 | 1,407 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 59 | 285 | 30 | 130 | 327 | 73 | 88 | 0 | 90 | 116 | 0 | 183 | 1,381 | 0 | 0 | 1 | 0 | 1 |
| | VOLUMES | 659 | 2,464 | 235 | 1,039 | 2,523 | 543 | 695 | 2 | 614 | 762 | 4 | 1,381 | 10,921 | 1 | 1 | 3 | 0 | 5 |
| | APPROACH % | 20% | 73% | 7% | 25% | 61% | 13% | 53% | 0% | 47% | 35% | 0% | 64% | | | | | | |
| | APP/DEPART | 3,358 | / | 4,538 | 4,105 | / | 3,900 | 1,311 | / | 1,275 | 2,147 | / | 1,208 | 0 | | | | | |
| | BEGIN PEAK HR | | 5:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 332 | 1,216 | 121 | 551 | 1,319 | 267 | 353 | 0 | 364 | 419 | 1 | 695 | 5,638 | | | | | |
| | APPROACH % | 20% | 73% | 7% | 26% | 62% | 12% | 49% | 0% | 51% | 38% | 0% | 62% | | | | | | |
| | PEAK HR FACTOR | | 0.931 | | | 0.977 | | | 0.953 | | | 0.902 | | 0.970 | | | | | |
| | APP/DEPART | 1,669 | / | 2,263 | 2,137 | / | 2,103 | 717 | / | 672 | 1,115 | / | 600 | 0 | | | | | |

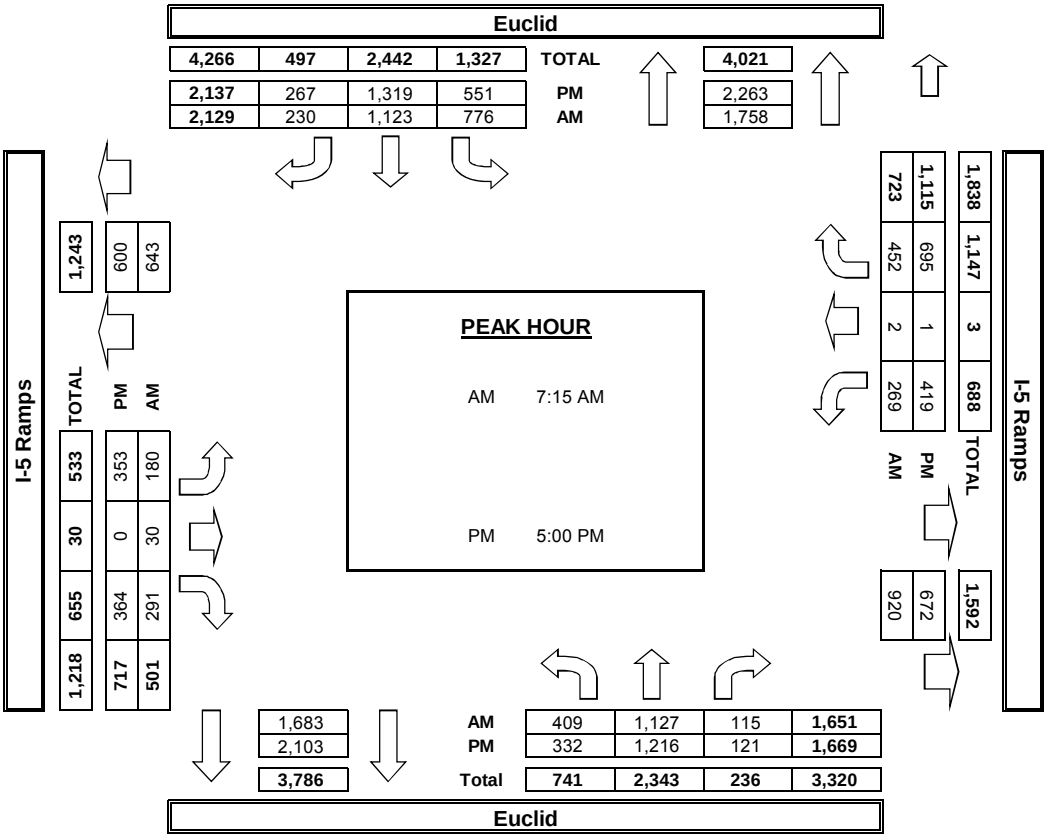



| | | PEDESTRIAN + BIKE CROSSINGS | | | | | PEDESTRIAN CROSSINGS | | | | | BICYCLE CROSSINGS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | NS | SS | ES | WS | TOTAL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 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 | 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 |
| | 8:15 AM | 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 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 4:00 PM | 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 |
| | 4:30 PM | 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 |
| | 5:00 PM | 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 |
| | 5:30 PM | 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 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**AimTD LLC**

TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

T816

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

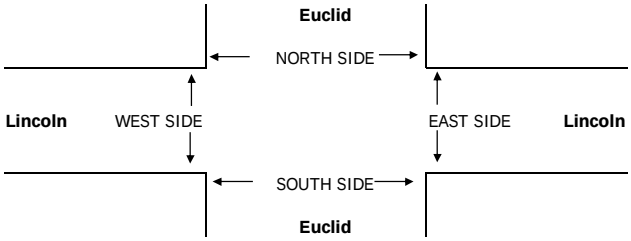
| DATE: | | | | |
|---|---|---|---|---|
| Tue, May 23, 17 | LOCATION: | Anaheim | PROJECT #: | SC1360 |
| | NORTH & SOUTH: | Euclid | LOCATION #: | 3 |
| | EAST & WEST: | Lincoln | CONTROL: | SIGNAL |

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N / ◄ W / E ► / S ▼

☑ Add U-Turns to Left Turns

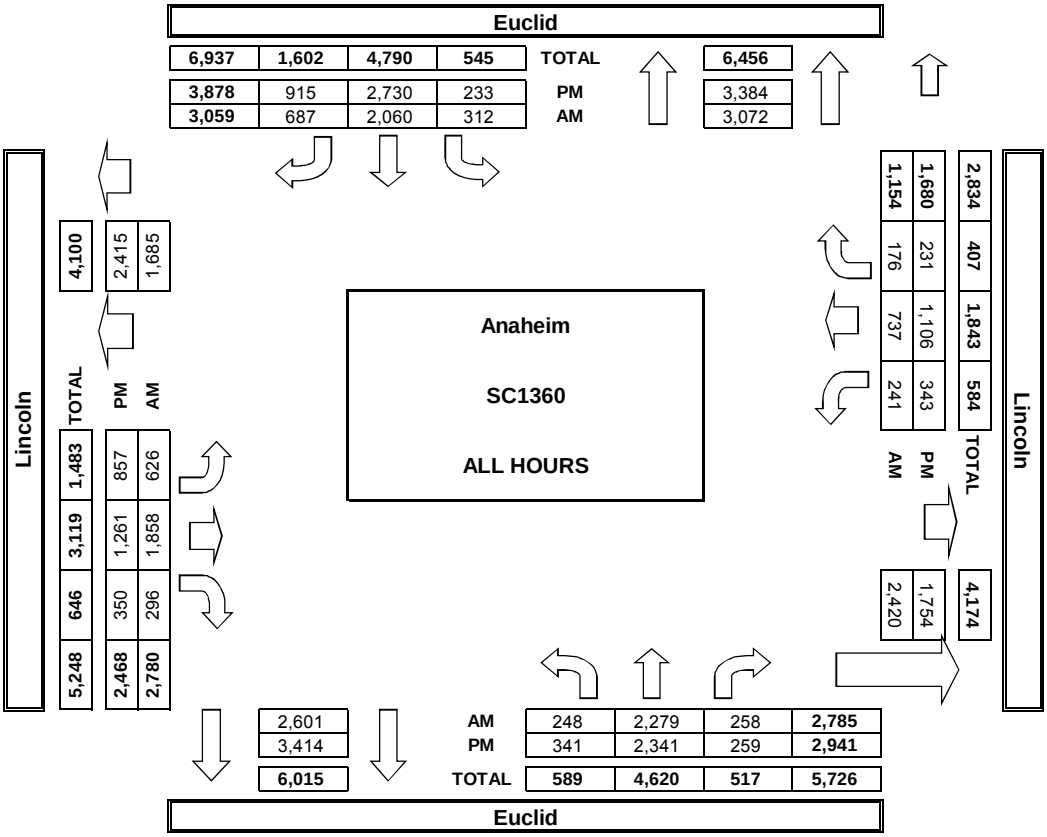
| | | NORTHBOUND Euclid | | | SOUTHBOUND Euclid | | | EASTBOUND Lincoln | | | WESTBOUND Lincoln | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 2 | NT 3 | NR 0 | SL 2 | ST 3 | SR 1 | EL 2 | ET 3 | ER 0 | WL 2 | WT 3 | WR 0 | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| AM | 7:00 AM | 26 | 270 | 32 | 38 | 257 | 56 | 42 | 226 | 35 | 15 | 57 | 22 | 1,076 | 1 | 1 | 1 | 0 | 3 |
| | 7:15 AM | 37 | 274 | 34 | 39 | 276 | 96 | 61 | 278 | 34 | 25 | 119 | 17 | 1,290 | 0 | 0 | 1 | 1 | 2 |
| | 7:30 AM | 29 | 326 | 22 | 43 | 274 | 103 | 86 | 265 | 37 | 31 | 132 | 19 | 1,367 | 0 | 1 | 1 | 1 | 3 |
| | 7:45 AM | 25 | 306 | 31 | 74 | 288 | 101 | 111 | 301 | 42 | 40 | 114 | 23 | 1,456 | 1 | 2 | 3 | 0 | 6 |
| | 8:00 AM | 27 | 325 | 32 | 35 | 249 | 90 | 83 | 221 | 41 | 31 | 91 | 28 | 1,253 | 2 | 1 | 3 | 1 | 7 |
| | 8:15 AM | 25 | 250 | 39 | 35 | 230 | 92 | 81 | 215 | 37 | 33 | 78 | 30 | 1,145 | 1 | 5 | 1 | 1 | 8 |
| | 8:30 AM | 36 | 282 | 30 | 22 | 255 | 67 | 78 | 188 | 30 | 32 | 71 | 16 | 1,107 | 1 | 1 | 6 | 0 | 8 |
| | 8:45 AM | 43 | 246 | 38 | 26 | 231 | 82 | 84 | 164 | 40 | 34 | 75 | 21 | 1,084 | 2 | 1 | 5 | 0 | 8 |
| | VOLUMES | 248 | 2,279 | 258 | 312 | 2,060 | 687 | 626 | 1,858 | 296 | 241 | 737 | 176 | 9,778 | 8 | 12 | 21 | 4 | 45 |
| | APPROACH % | 9% | 82% | 9% | 10% | 67% | 22% | 23% | 67% | 11% | 21% | 64% | 15% | | | | | | |
| | APP/DEPART | 2,785 | / | 3,072 | 3,059 | / | 2,601 | 2,780 | / | 2,420 | 1,154 | / | 1,685 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 118 | 1,231 | 119 | 191 | 1,087 | 390 | 341 | 1,065 | 154 | 127 | 456 | 87 | 5,366 | | | | | |
| | APPROACH % | 8% | 84% | 8% | 11% | 65% | 23% | 22% | 68% | 10% | 19% | 68% | 13% | | | | | | |
| | PEAK HR FACTOR | | 0.956 | | | 0.901 | | | 0.859 | | | 0.920 | | 0.921 | | | | | |
| | APP/DEPART | 1,468 | / | 1,655 | 1,668 | / | 1,368 | 1,560 | / | 1,374 | 670 | / | 969 | 0 | | | | | |
| PM | 4:00 PM | 44 | 296 | 32 | 35 | 346 | 90 | 90 | 156 | 35 | 37 | 90 | 30 | 1,281 | 2 | 3 | 8 | 5 | 18 |
| | 4:15 PM | 39 | 287 | 39 | 38 | 293 | 92 | 108 | 169 | 48 | 35 | 137 | 29 | 1,314 | 0 | 2 | 8 | 3 | 13 |
| | 4:30 PM | 50 | 316 | 24 | 20 | 299 | 99 | 117 | 181 | 50 | 40 | 135 | 45 | 1,376 | 1 | 2 | 11 | 4 | 18 |
| | 4:45 PM | 32 | 277 | 24 | 24 | 331 | 103 | 122 | 142 | 44 | 46 | 149 | 24 | 1,318 | 1 | 1 | 7 | 4 | 13 |
| | 5:00 PM | 38 | 283 | 30 | 34 | 365 | 138 | 105 | 161 | 43 | 46 | 134 | 34 | 1,411 | 0 | 2 | 7 | 0 | 9 |
| | 5:15 PM | 42 | 291 | 41 | 29 | 357 | 122 | 125 | 164 | 44 | 50 | 161 | 24 | 1,450 | 2 | 1 | 5 | 3 | 11 |
| | 5:30 PM | 55 | 290 | 31 | 27 | 375 | 134 | 86 | 137 | 46 | 45 | 149 | 28 | 1,403 | 2 | 4 | 9 | 0 | 15 |
| | 5:45 PM | 41 | 301 | 38 | 26 | 364 | 137 | 104 | 151 | 40 | 44 | 151 | 17 | 1,414 | 3 | 4 | 9 | 1 | 17 |
| | VOLUMES | 341 | 2,341 | 259 | 233 | 2,730 | 915 | 857 | 1,261 | 350 | 343 | 1,106 | 231 | 10,967 | 11 | 19 | 64 | 20 | 114 |
| | APPROACH % | 12% | 80% | 9% | 6% | 70% | 24% | 35% | 51% | 14% | 20% | 66% | 14% | | | | | | |
| | APP/DEPART | 2,941 | / | 3,384 | 3,878 | / | 3,414 | 2,468 | / | 1,754 | 1,680 | / | 2,415 | 0 | | | | | |
| | BEGIN PEAK HR | | 5:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 176 | 1,165 | 140 | 116 | 1,461 | 531 | 420 | 613 | 173 | 185 | 595 | 103 | 5,678 | | | | | |
| | APPROACH % | 12% | 79% | 9% | 6% | 69% | 25% | 35% | 51% | 14% | 21% | 67% | 12% | | | | | | |
| | PEAK HR FACTOR | | 0.974 | | | 0.981 | | | 0.905 | | | 0.939 | | 0.979 | | | | | |
| | APP/DEPART | 1,481 | / | 1,669 | 2,108 | / | 1,822 | 1,206 | / | 862 | 883 | / | 1,325 | 0 | | | | | |

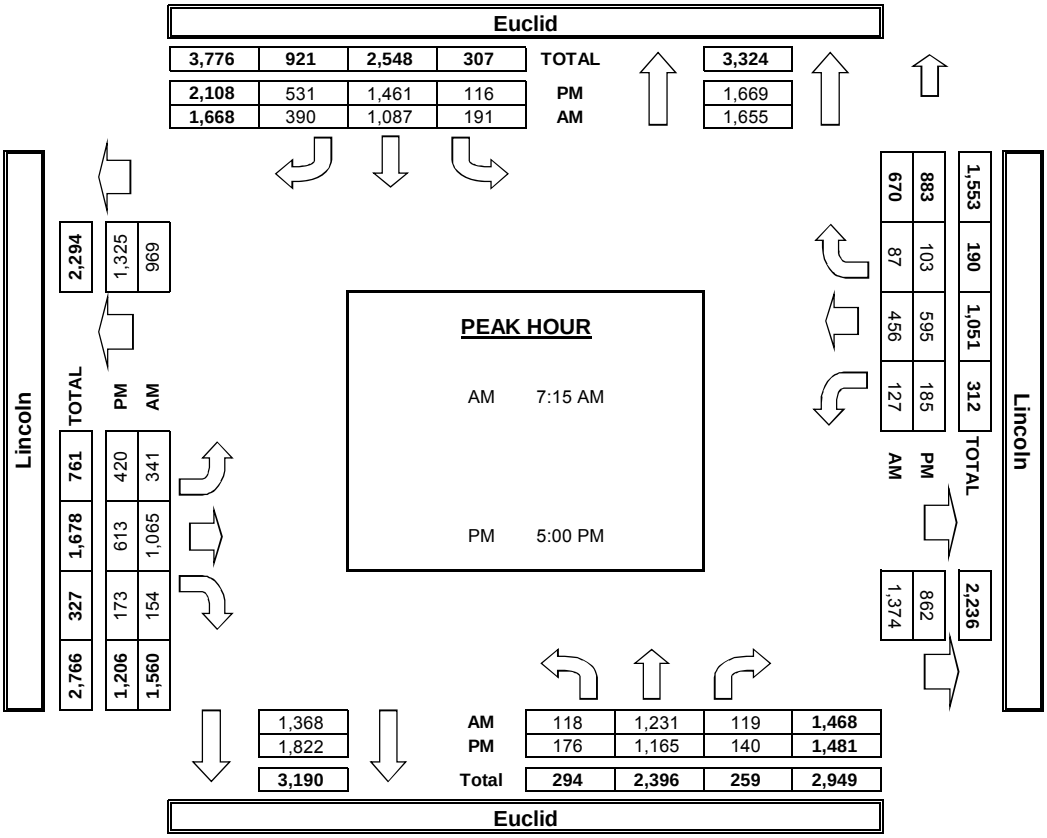



| | | PEDESTRIAN + BIKE CROSSINGS | | | | | PEDESTRIAN CROSSINGS | | | | | BICYCLE CROSSINGS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | NS | SS | ES | WS | TOTAL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 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 | 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 |
| | 8:15 AM | 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 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 4:00 PM | 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 |
| | 4:30 PM | 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 |
| | 5:00 PM | 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 |
| | 5:30 PM | 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 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**AimTD LLC**

TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

T816

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

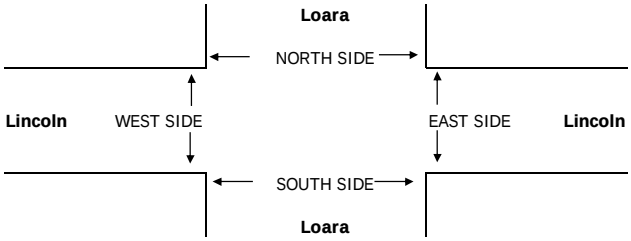
| DATE: | | | | |
|---|---|---|---|---|
| Tue, May 23, 17 | LOCATION: | Anaheim | PROJECT #: | SC1360 |
| | NORTH & SOUTH: | Loara | LOCATION #: | 5 |
| | EAST & WEST: | Lincoln | CONTROL: | SIGNAL |

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N / ◄ W / E ► / S ▼

☑ Add U-Turns to Left Turns

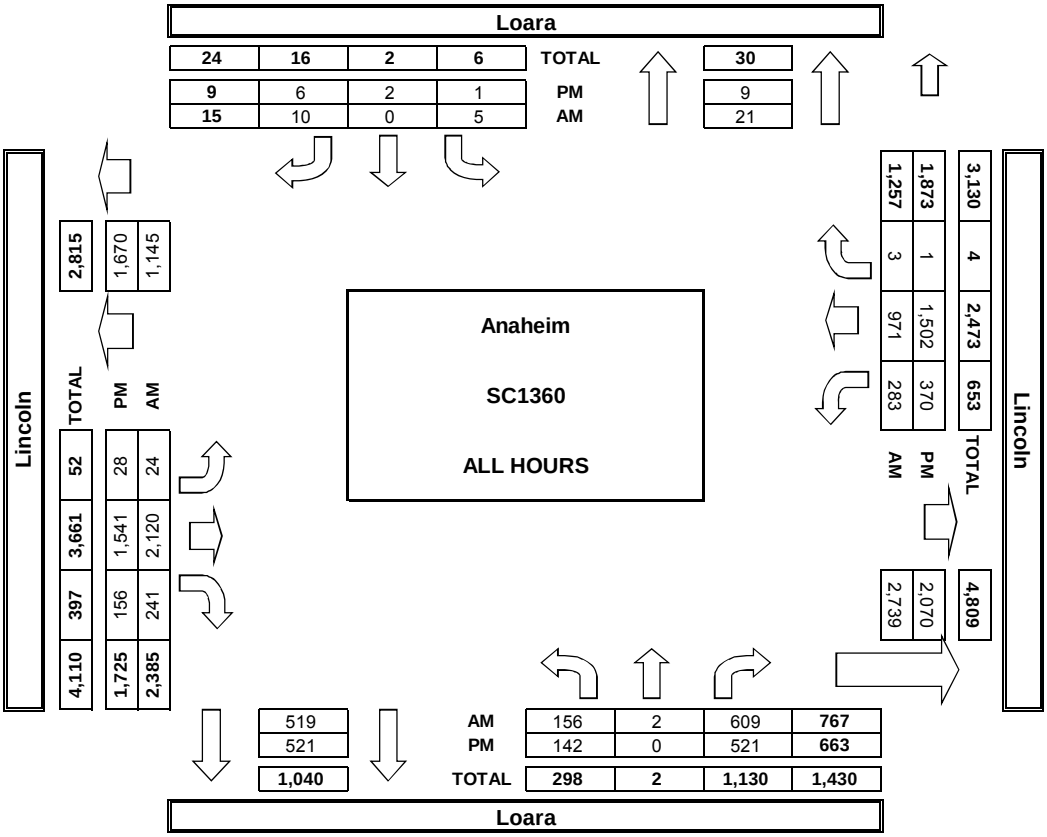
| | | NORTHBOUND Loara | | | SOUTHBOUND Loara | | | EASTBOUND Lincoln | | | WESTBOUND Lincoln | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 1 | NT 0.5 | NR 0.5 | SL 0 | ST 1 | SR 0 | EL 1 | ET 2 | ER 1 | WL 1 | WT 2 | WR 0 | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| AM | 7:00 AM | 15 | 0 | 65 | 0 | 0 | 0 | 0 | 310 | 16 | 30 | 87 | 0 | 523 | 0 | 0 | 0 | 1 | 1 |
| | 7:15 AM | 17 | 0 | 76 | 0 | 0 | 0 | 2 | 358 | 21 | 20 | 139 | 1 | 634 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 29 | 0 | 75 | 1 | 0 | 1 | 1 | 321 | 30 | 27 | 154 | 0 | 639 | 0 | 0 | 1 | 1 | 2 |
| | 7:45 AM | 20 | 0 | 79 | 1 | 0 | 0 | 3 | 310 | 45 | 35 | 161 | 2 | 656 | 0 | 0 | 2 | 0 | 2 |
| | 8:00 AM | 25 | 1 | 90 | 0 | 0 | 2 | 1 | 227 | 38 | 52 | 129 | 0 | 565 | 0 | 0 | 0 | 1 | 1 |
| | 8:15 AM | 19 | 0 | 71 | 1 | 0 | 2 | 4 | 229 | 43 | 45 | 102 | 0 | 516 | 0 | 0 | 3 | 0 | 3 |
| | 8:30 AM | 16 | 0 | 83 | 0 | 0 | 3 | 7 | 198 | 28 | 40 | 90 | 0 | 465 | 0 | 0 | 1 | 0 | 1 |
| | 8:45 AM | 15 | 1 | 70 | 2 | 0 | 2 | 6 | 167 | 20 | 34 | 109 | 0 | 426 | 0 | 0 | 1 | 2 | 3 |
| | VOLUMES | 156 | 2 | 609 | 5 | 0 | 10 | 24 | 2,120 | 241 | 283 | 971 | 3 | 4,424 | 0 | 0 | 8 | 5 | 13 |
| | APPROACH % | 20% | 0% | 79% | 33% | 0% | 67% | 1% | 89% | 10% | 23% | 77% | 0% | | | | | | |
| | APP/DEPART | 767 | / | 21 | 15 | / | 519 | 2,385 | / | 2,739 | 1,257 | / | 1,145 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 91 | 1 | 320 | 2 | 0 | 3 | 7 | 1,216 | 134 | 134 | 583 | 3 | 2,494 | | | | | |
| | APPROACH % | 22% | 0% | 78% | 40% | 0% | 60% | 1% | 90% | 10% | 19% | 81% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.888 | | | 0.625 | | | 0.890 | | | 0.909 | | 0.950 | | | | | |
| | APP/DEPART | 412 | / | 8 | 5 | / | 266 | 1,357 | / | 1,540 | 720 | / | 680 | 0 | | | | | |
| PM | 4:00 PM | 14 | 0 | 72 | 0 | 1 | 1 | 6 | 197 | 19 | 37 | 173 | 0 | 520 | 0 | 0 | 4 | 1 | 5 |
| | 4:15 PM | 15 | 0 | 72 | 0 | 0 | 0 | 0 | 189 | 18 | 50 | 176 | 0 | 520 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 20 | 0 | 79 | 0 | 0 | 0 | 3 | 187 | 21 | 35 | 177 | 0 | 522 | 0 | 0 | 2 | 1 | 3 |
| | 4:45 PM | 15 | 0 | 70 | 0 | 0 | 3 | 3 | 202 | 19 | 48 | 180 | 0 | 540 | 0 | 0 | 2 | 1 | 3 |
| | 5:00 PM | 23 | 0 | 52 | 0 | 0 | 1 | 3 | 185 | 17 | 55 | 186 | 1 | 523 | 0 | 0 | 2 | 3 | 5 |
| | 5:15 PM | 18 | 0 | 66 | 0 | 1 | 1 | 7 | 199 | 23 | 47 | 213 | 0 | 575 | 0 | 0 | 5 | 1 | 6 |
| | 5:30 PM | 20 | 0 | 57 | 0 | 0 | 0 | 1 | 190 | 20 | 51 | 189 | 0 | 528 | 0 | 0 | 1 | 0 | 1 |
| | 5:45 PM | 17 | 0 | 53 | 1 | 0 | 0 | 5 | 192 | 19 | 47 | 208 | 0 | 542 | 0 | 0 | 4 | 0 | 4 |
| | VOLUMES | 142 | 0 | 521 | 1 | 2 | 6 | 28 | 1,541 | 156 | 370 | 1,502 | 1 | 4,270 | 0 | 0 | 20 | 7 | 27 |
| | APPROACH % | 21% | 0% | 79% | 11% | 22% | 67% | 2% | 89% | 9% | 20% | 80% | 0% | | | | | | |
| | APP/DEPART | 663 | / | 9 | 9 | / | 521 | 1,725 | / | 2,070 | 1,873 | / | 1,670 | 0 | | | | | |
| | BEGIN PEAK HR | | 5:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 78 | 0 | 228 | 1 | 1 | 2 | 16 | 766 | 79 | 200 | 796 | 1 | 2,168 | | | | | |
| | APPROACH % | 25% | 0% | 75% | 25% | 25% | 50% | 2% | 89% | 9% | 20% | 80% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.911 | | | 0.500 | | | 0.940 | | | 0.959 | | 0.943 | | | | | |
| | APP/DEPART | 306 | / | 5 | 4 | / | 276 | 861 | / | 999 | 997 | / | 888 | 0 | | | | | |

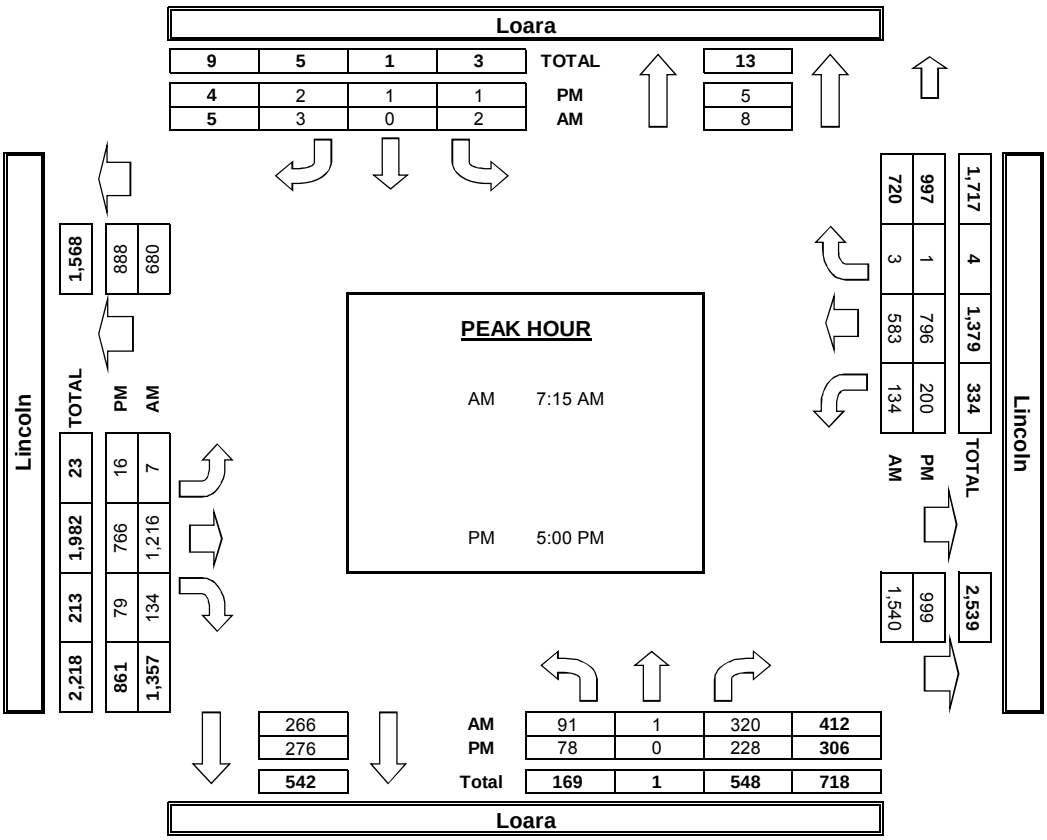



| | | PEDESTRIAN + BIKE CROSSINGS | | | | | PEDESTRIAN CROSSINGS | | | | | BICYCLE CROSSINGS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | NS | SS | ES | WS | TOTAL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 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 | 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 |
| | 8:15 AM | 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 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 4:00 PM | 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 |
| | 4:30 PM | 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 |
| | 5:00 PM | 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 |
| | 5:30 PM | 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 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**AimTD LLC**

TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

T816

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

| DATE: | LOCATION: | Anaheim | PROJECT #: | SC1360 |
|---|---|---|---|---|
| Tue, May 23, 17 | NORTH & SOUTH: | I-5 SB Ramps | LOCATION #: | 7 |
| | EAST & WEST: | Lincoln | CONTROL: | SIGNAL |

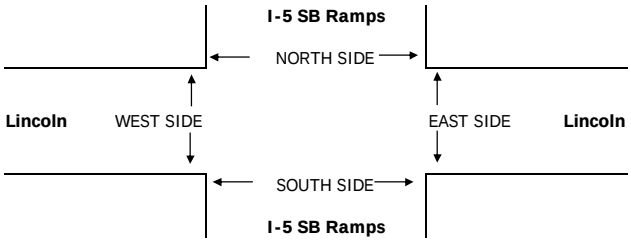
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

☐ Add U-Turns to Left Turns

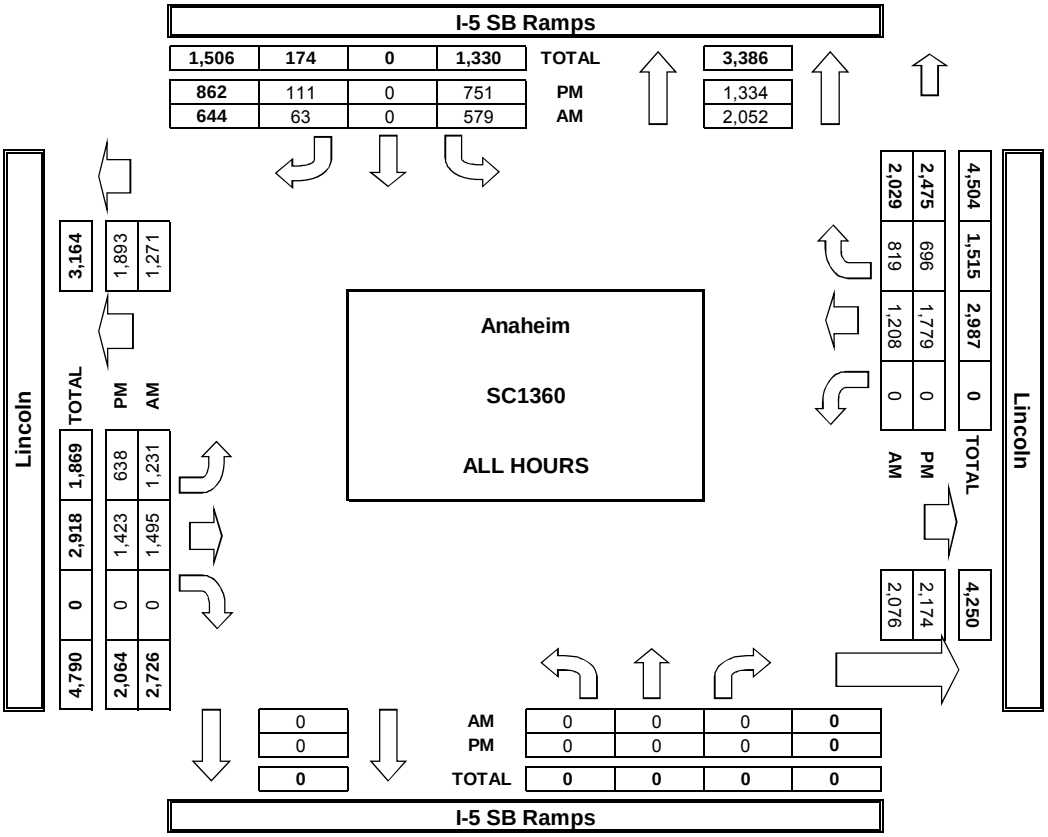
| | | NORTHBOUND I-5 SB Ramps | | | SOUTHBOUND I-5 SB Ramps | | | EASTBOUND Lincoln | | | WESTBOUND Lincoln | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB | TTL |
| | LANES: | X | X | X | 2 | X | 1 | 2 | 3 | X | X | 2 | 1 | | 0 | 0 | 0 | 0 | |
| AM | 7:00 AM | 0 | 0 | 0 | 50 | 0 | 5 | 167 | 181 | 0 | 0 | 94 | 106 | 603 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 61 | 0 | 5 | 173 | 196 | 0 | 0 | 168 | 114 | 717 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 79 | 0 | 10 | 168 | 210 | 0 | 0 | 183 | 113 | 763 | 0 | 0 | 0 | 1 | 1 |
| | 7:45 AM | 0 | 0 | 0 | 89 | 0 | 8 | 197 | 241 | 0 | 0 | 197 | 85 | 817 | 0 | 2 | 0 | 1 | 3 |
| | 8:00 AM | 0 | 0 | 0 | 94 | 0 | 11 | 146 | 217 | 0 | 0 | 139 | 117 | 724 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 82 | 0 | 10 | 162 | 157 | 0 | 0 | 132 | 95 | 638 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 61 | 0 | 7 | 126 | 150 | 0 | 0 | 143 | 101 | 588 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 63 | 0 | 7 | 92 | 143 | 0 | 0 | 152 | 88 | 545 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 579 | 0 | 63 | 1,231 | 1,495 | 0 | 0 | 1,208 | 819 | 5,399 | 0 | 2 | 0 | 2 | 4 |
| | APPROACH % | 0% | 0% | 0% | 90% | 0% | 10% | 45% | 55% | 0% | 0% | 60% | 40% | | | | | | |
| | APP/DEPART | 0 | / | 2,052 | 644 | / | 0 | 2,726 | / | 2,076 | 2,029 | / | 1,271 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 323 | 0 | 34 | 684 | 864 | 0 | 0 | 687 | 429 | 3,025 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 90% | 0% | 9% | 44% | 56% | 0% | 0% | 61% | 38% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.855 | | | 0.884 | | | 0.941 | | 0.922 | | | | | |
| | APP/DEPART | 0 | / | 1,115 | 359 | / | 0 | 1,548 | / | 1,189 | 1,118 | / | 721 | 0 | | | | | |
| PM | 4:00 PM | 0 | 0 | 0 | 112 | 0 | 17 | 83 | 174 | 0 | 0 | 168 | 87 | 641 | 0 | 0 | 1 | 0 | 1 |
| | 4:15 PM | 0 | 0 | 0 | 89 | 0 | 14 | 85 | 172 | 0 | 0 | 215 | 85 | 660 | 0 | 0 | 1 | 0 | 1 |
| | 4:30 PM | 0 | 0 | 0 | 77 | 0 | 19 | 84 | 216 | 0 | 0 | 229 | 77 | 702 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 79 | 0 | 7 | 81 | 167 | 0 | 0 | 225 | 86 | 645 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 104 | 0 | 11 | 100 | 187 | 0 | 0 | 240 | 90 | 732 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 87 | 0 | 13 | 59 | 185 | 0 | 0 | 228 | 90 | 662 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 97 | 0 | 11 | 78 | 158 | 0 | 0 | 231 | 97 | 672 | 0 | 0 | 1 | 0 | 1 |
| | 5:45 PM | 0 | 0 | 0 | 106 | 0 | 19 | 68 | 164 | 0 | 0 | 243 | 84 | 684 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 751 | 0 | 111 | 638 | 1,423 | 0 | 0 | 1,779 | 696 | 5,401 | 0 | 0 | 3 | 0 | 3 |
| | APPROACH % | 0% | 0% | 0% | 87% | 0% | 13% | 31% | 69% | 0% | 0% | 72% | 28% | | | | | | |
| | APP/DEPART | 0 | / | 1,334 | 862 | / | 0 | 2,064 | / | 2,174 | 2,475 | / | 1,893 | 0 | | | | | |
| | BEGIN PEAK HR | | 5:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 394 | 0 | 54 | 305 | 694 | 0 | 0 | 942 | 361 | 2,751 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 88% | 0% | 12% | 31% | 69% | 0% | 0% | 72% | 28% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.896 | | | 0.871 | | | 0.987 | | 0.940 | | | | | |
| | APP/DEPART | 0 | / | 666 | 448 | / | 0 | 1,000 | / | 1,088 | 1,303 | / | 997 | 0 | | | | | |

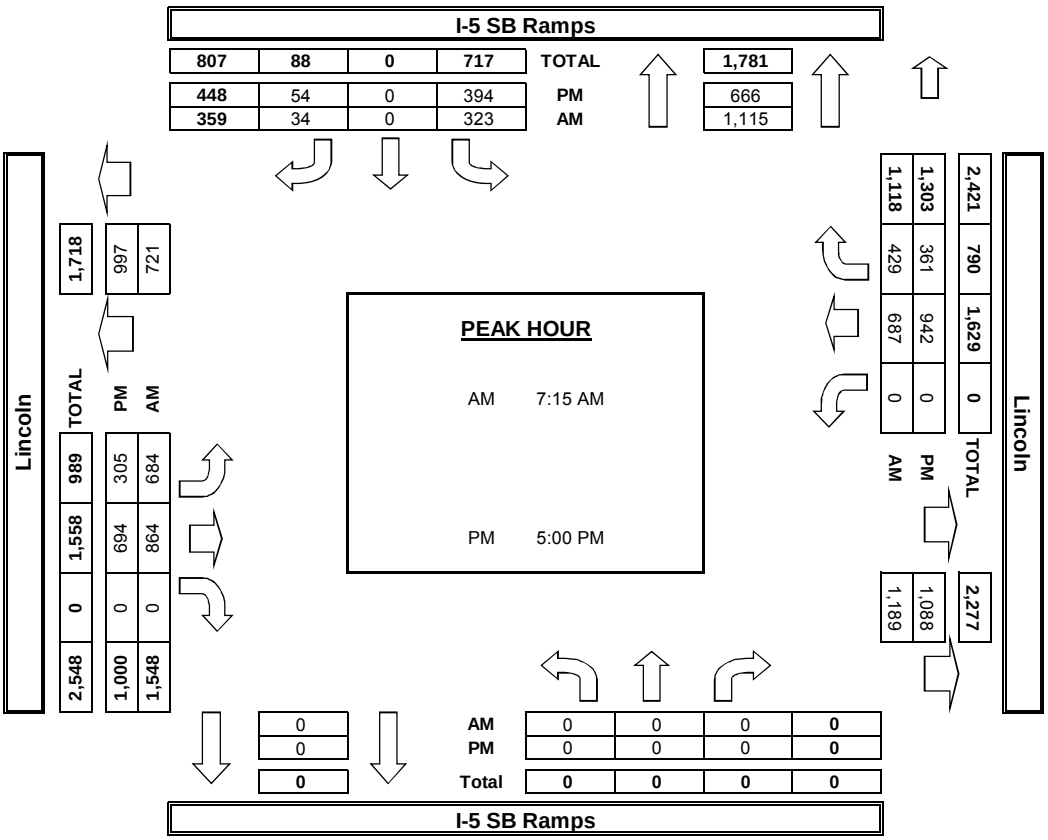



| | | PEDESTRIAN + BIKE CROSSINGS | | | | | PEDESTRIAN CROSSINGS | | | | | BICYCLE CROSSINGS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | NS | SS | ES | WS | TOTAL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 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 | 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 |
| | 8:15 AM | 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 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 4:00 PM | 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 |
| | 4:30 PM | 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 |
| | 5:00 PM | 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 |
| | 5:30 PM | 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 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**AimTD LLC**

TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

T816

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

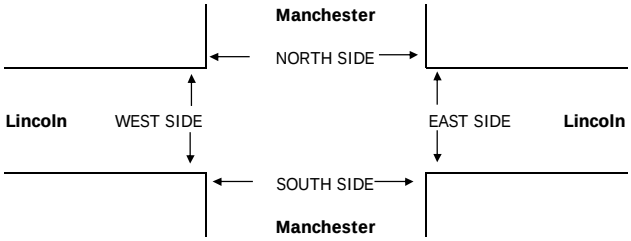
| DATE: | LOCATION: | Anaheim | PROJECT #: | SC1360 |
|---|---|---|---|---|
| Tue, May 23, 17 | NORTH & SOUTH: | Manchester | LOCATION #: | 8 |
| | EAST & WEST: | Lincoln | CONTROL: | SIGNAL |

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

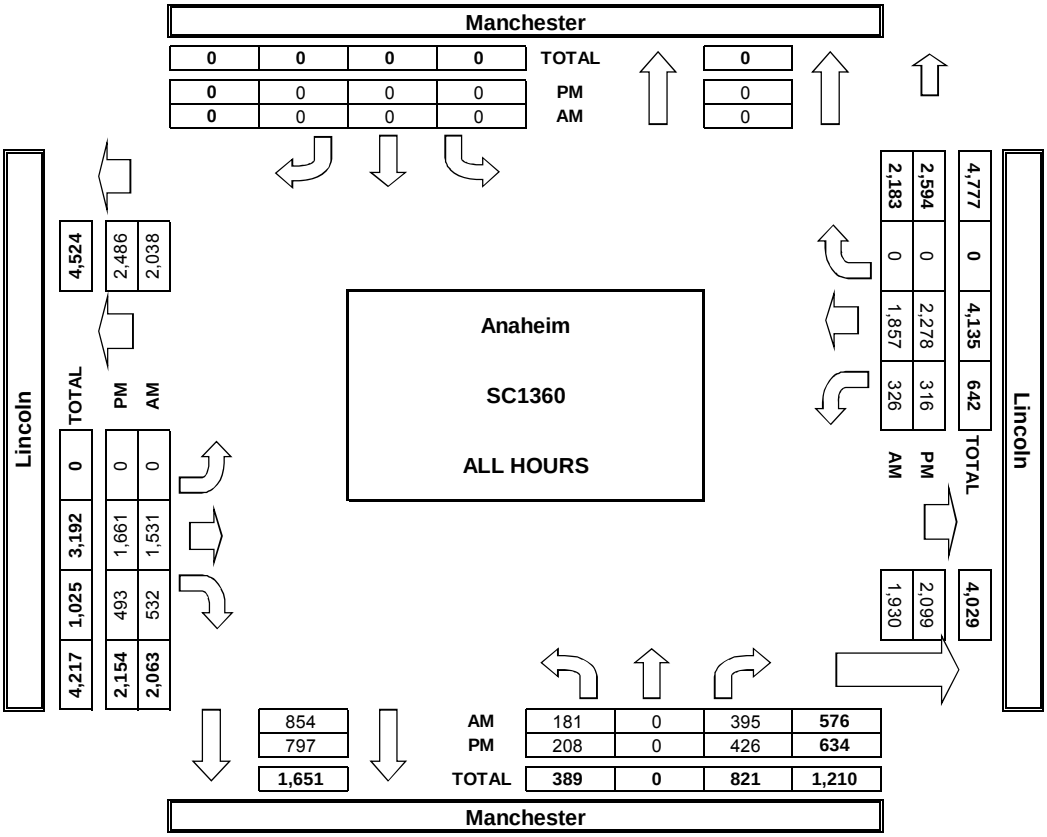
| | | NORTHBOUND Manchester | | | SOUTHBOUND Manchester | | | EASTBOUND Lincoln | | | WESTBOUND Lincoln | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 2 | NT X | NR 2 | SL X | ST X | SR X | EL X | ET 3 | ER 0 | WL 1 | WT 3 | WR X | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| AM | 7:00 AM | 12 | 0 | 40 | 0 | 0 | 0 | 0 | 174 | 55 | 29 | 214 | 0 | 524 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 14 | 0 | 42 | 0 | 0 | 0 | 0 | 188 | 81 | 39 | 256 | 0 | 620 | 0 | 0 | 0 | 1 | 1 |
| | 7:30 AM | 23 | 0 | 53 | 0 | 0 | 0 | 0 | 213 | 83 | 53 | 269 | 0 | 694 | 0 | 0 | 0 | 1 | 1 |
| | 7:45 AM | 28 | 0 | 62 | 0 | 0 | 0 | 0 | 252 | 89 | 58 | 267 | 0 | 756 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 31 | 0 | 71 | 0 | 0 | 0 | 0 | 206 | 77 | 47 | 222 | 0 | 654 | 0 | 0 | 0 | 1 | 1 |
| | 8:15 AM | 25 | 0 | 48 | 0 | 0 | 0 | 0 | 187 | 56 | 39 | 198 | 0 | 553 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 23 | 0 | 38 | 0 | 0 | 0 | 0 | 144 | 53 | 31 | 217 | 0 | 506 | 0 | 0 | 0 | 1 | 1 |
| | 8:45 AM | 25 | 0 | 41 | 0 | 0 | 0 | 0 | 167 | 38 | 30 | 214 | 0 | 515 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 181 | 0 | 395 | 0 | 0 | 0 | 0 | 1,531 | 532 | 326 | 1,857 | 0 | 4,822 | 0 | 0 | 0 | 4 | 4 |
| | APPROACH % | 31% | 0% | 69% | 0% | 0% | 0% | 0% | 74% | 26% | 15% | 85% | 0% | | | | | | |
| | APP/DEPART | 576 | / | 0 | 0 | / | 854 | 2,063 | / | 1,930 | 2,183 | / | 2,038 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 96 | 0 | 228 | 0 | 0 | 0 | 0 | 859 | 330 | 197 | 1,014 | 0 | 2,724 | | | | | |
| | APPROACH % | 30% | 0% | 70% | 0% | 0% | 0% | 0% | 72% | 28% | 16% | 84% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.794 | | | 0.000 | | | 0.872 | | | 0.932 | | 0.901 | | | | | |
| | APP/DEPART | 324 | / | 0 | 0 | / | 524 | 1,189 | / | 1,090 | 1,211 | / | 1,110 | 0 | | | | | |
| PM | 4:00 PM | 25 | 0 | 46 | 0 | 0 | 0 | 0 | 200 | 77 | 44 | 239 | 0 | 631 | 0 | 0 | 0 | 1 | 1 |
| | 4:15 PM | 24 | 0 | 47 | 0 | 0 | 0 | 0 | 215 | 56 | 43 | 268 | 0 | 653 | 0 | 0 | 0 | 1 | 1 |
| | 4:30 PM | 23 | 0 | 59 | 0 | 0 | 0 | 0 | 248 | 54 | 39 | 291 | 0 | 714 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 24 | 0 | 57 | 0 | 0 | 0 | 0 | 173 | 61 | 38 | 288 | 0 | 641 | 0 | 0 | 0 | 1 | 1 |
| | 5:00 PM | 30 | 0 | 56 | 0 | 0 | 0 | 0 | 200 | 71 | 35 | 318 | 0 | 710 | 0 | 0 | 0 | 1 | 1 |
| | 5:15 PM | 20 | 0 | 45 | 0 | 0 | 0 | 0 | 222 | 59 | 48 | 267 | 0 | 661 | 0 | 0 | 0 | 5 | 5 |
| | 5:30 PM | 34 | 0 | 56 | 0 | 0 | 0 | 0 | 197 | 54 | 35 | 310 | 0 | 686 | 0 | 0 | 0 | 1 | 1 |
| | 5:45 PM | 28 | 0 | 60 | 0 | 0 | 0 | 0 | 206 | 61 | 34 | 297 | 0 | 686 | 0 | 0 | 0 | 2 | 2 |
| | VOLUMES | 208 | 0 | 426 | 0 | 0 | 0 | 0 | 1,661 | 493 | 316 | 2,278 | 0 | 5,382 | 0 | 0 | 0 | 12 | 12 |
| | APPROACH % | 33% | 0% | 67% | 0% | 0% | 0% | 0% | 77% | 23% | 12% | 88% | 0% | | | | | | |
| | APP/DEPART | 634 | / | 0 | 0 | / | 797 | 2,154 | / | 2,099 | 2,594 | / | 2,486 | 0 | | | | | |
| | BEGIN PEAK HR | | 5:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 112 | 0 | 217 | 0 | 0 | 0 | 0 | 825 | 245 | 152 | 1,192 | 0 | 2,743 | | | | | |
| | APPROACH % | 34% | 0% | 66% | 0% | 0% | 0% | 0% | 77% | 23% | 11% | 89% | 0% | | | | | | |
| | PEAK HR FACTOR | | 0.914 | | | 0.000 | | | 0.952 | | | 0.952 | | 0.966 | | | | | |
| | APP/DEPART | 329 | / | 0 | 0 | / | 388 | 1,070 | / | 1,051 | 1,344 | / | 1,304 | 0 | | | | | |

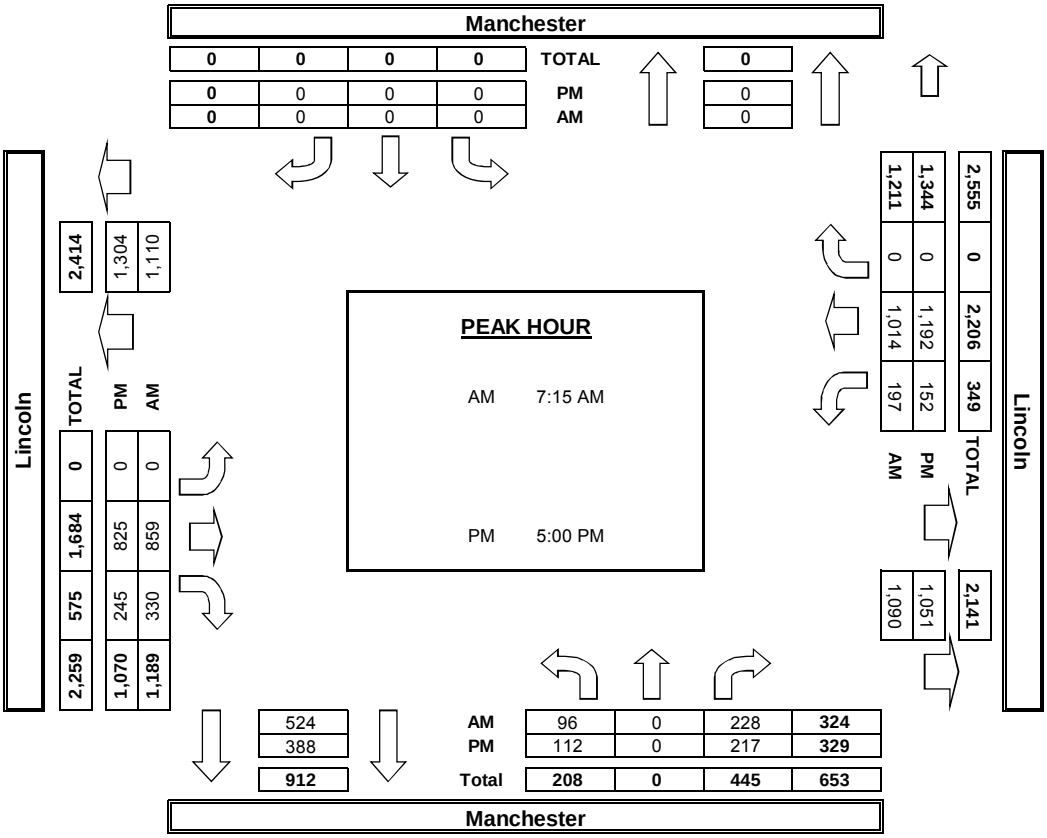



| | | PEDESTRIAN + BIKE CROSSINGS | | | | | PEDESTRIAN CROSSINGS | | | | | BICYCLE CROSSINGS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | NS | SS | ES | WS | TOTAL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 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 | 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 |
| | 8:15 AM | 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 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 4:00 PM | 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 |
| | 4:30 PM | 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 |
| | 5:00 PM | 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 |
| | 5:30 PM | 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 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**AimTD LLC**

TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

T816

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

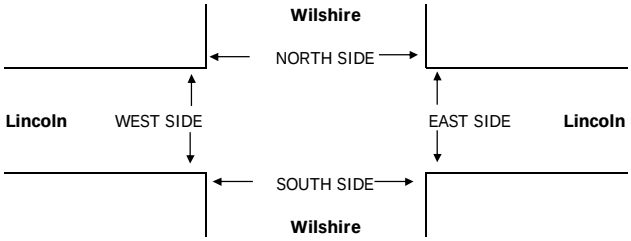
| DATE: | LOCATION: | Anaheim | PROJECT #: | SC1360 |
|---|---|---|---|---|
| Tue, May 23, 17 | NORTH & SOUTH: | Wilshire | LOCATION #: | 9 |
| | EAST & WEST: | Lincoln | CONTROL: | SIGNAL |

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N / ◄ W / E ► / S ▼

☑ Add U-Turns to Left Turns

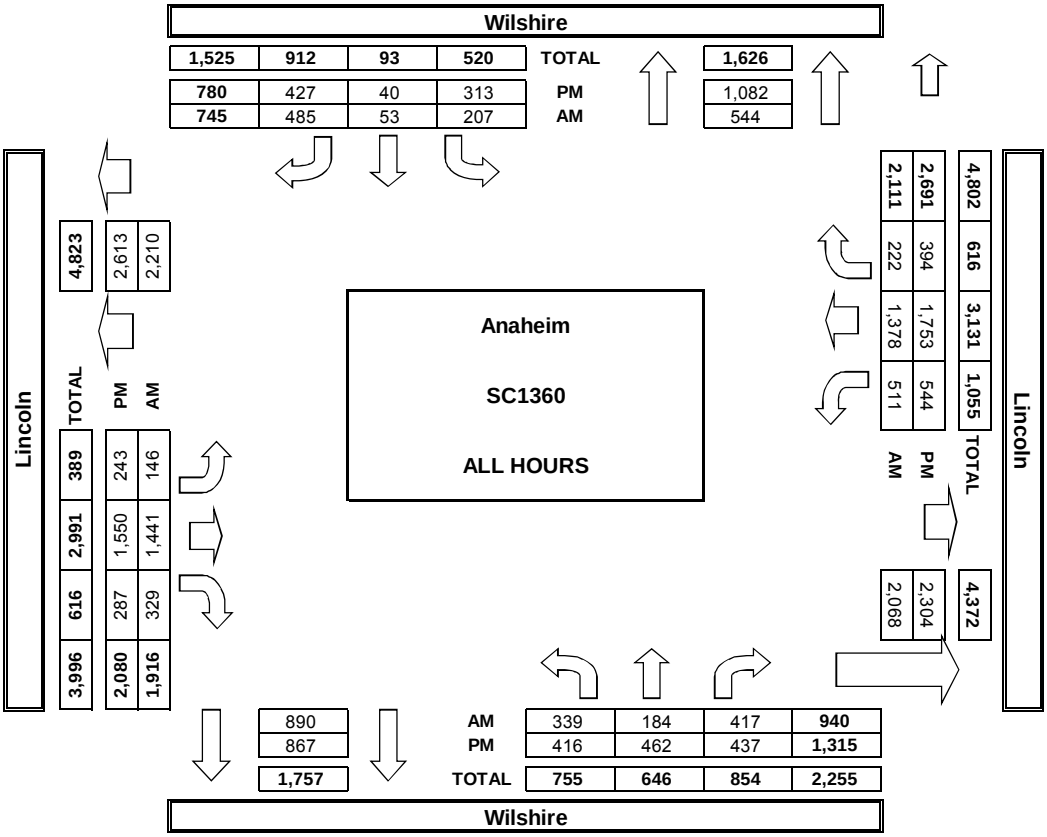
| | | NORTHBOUND Wilshire | | | SOUTHBOUND Wilshire | | | EASTBOUND Lincoln | | | WESTBOUND Lincoln | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 1.5 | NT 0.5 | NR 1 | SL 1 | ST 0.5 | SR 0.5 | EL 1 | ET 3 | ER 0 | WL 2 | WT 3 | WR 0 | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| AM | 7:00 AM | 39 | 15 | 38 | 24 | 6 | 57 | 7 | 161 | 44 | 80 | 150 | 15 | 636 | 0 | 0 | 1 | 0 | 1 |
| | 7:15 AM | 39 | 25 | 69 | 35 | 4 | 74 | 10 | 180 | 39 | 78 | 186 | 22 | 761 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 51 | 30 | 64 | 41 | 11 | 74 | 19 | 193 | 52 | 88 | 196 | 33 | 852 | 0 | 0 | 3 | 2 | 5 |
| | 7:45 AM | 58 | 29 | 48 | 31 | 5 | 69 | 28 | 230 | 54 | 87 | 200 | 47 | 886 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 39 | 27 | 49 | 25 | 8 | 59 | 23 | 200 | 54 | 51 | 175 | 33 | 743 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 41 | 23 | 47 | 15 | 6 | 47 | 21 | 181 | 32 | 43 | 150 | 19 | 625 | 0 | 0 | 2 | 0 | 2 |
| | 8:30 AM | 37 | 16 | 55 | 14 | 6 | 60 | 17 | 132 | 31 | 53 | 153 | 25 | 599 | 0 | 0 | 2 | 0 | 2 |
| | 8:45 AM | 35 | 19 | 47 | 22 | 7 | 45 | 21 | 164 | 23 | 31 | 168 | 28 | 610 | 0 | 0 | 0 | 1 | 1 |
| | VOLUMES | 339 | 184 | 417 | 207 | 53 | 485 | 146 | 1,441 | 329 | 511 | 1,378 | 222 | 5,712 | 0 | 0 | 8 | 3 | 11 |
| | APPROACH % | 36% | 20% | 44% | 28% | 7% | 65% | 8% | 75% | 17% | 24% | 65% | 11% | | | | | | |
| | APP/DEPART | 940 | / | 544 | 745 | / | 890 | 1,916 | / | 2,068 | 2,111 | / | 2,210 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 187 | 111 | 230 | 132 | 28 | 276 | 80 | 803 | 199 | 304 | 757 | 135 | 3,242 | | | | | |
| | APPROACH % | 35% | 21% | 44% | 30% | 6% | 63% | 7% | 74% | 18% | 25% | 63% | 11% | | | | | | |
| | PEAK HR FACTOR | | 0.910 | | | 0.865 | | | 0.867 | | | 0.895 | | 0.915 | | | | | |
| | APP/DEPART | 528 | / | 323 | 436 | / | 529 | 1,082 | / | 1,167 | 1,196 | / | 1,223 | 0 | | | | | |
| PM | 4:00 PM | 54 | 57 | 57 | 41 | 7 | 56 | 23 | 193 | 30 | 68 | 174 | 49 | 809 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 46 | 50 | 54 | 44 | 3 | 51 | 36 | 190 | 33 | 72 | 219 | 59 | 857 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 51 | 55 | 63 | 38 | 4 | 51 | 36 | 220 | 51 | 59 | 232 | 38 | 898 | 0 | 0 | 1 | 0 | 1 |
| | 4:45 PM | 54 | 62 | 54 | 39 | 6 | 50 | 30 | 168 | 33 | 62 | 223 | 48 | 829 | 0 | 0 | 4 | 1 | 5 |
| | 5:00 PM | 48 | 49 | 57 | 36 | 2 | 57 | 27 | 192 | 34 | 70 | 245 | 52 | 869 | 0 | 0 | 3 | 0 | 3 |
| | 5:15 PM | 47 | 66 | 42 | 36 | 4 | 57 | 24 | 214 | 31 | 87 | 212 | 52 | 872 | 0 | 0 | 2 | 1 | 3 |
| | 5:30 PM | 63 | 62 | 57 | 33 | 4 | 58 | 32 | 179 | 39 | 68 | 220 | 52 | 867 | 0 | 0 | 4 | 2 | 6 |
| | 5:45 PM | 53 | 61 | 53 | 46 | 10 | 47 | 35 | 194 | 36 | 58 | 228 | 44 | 865 | 0 | 0 | 3 | 0 | 3 |
| | VOLUMES | 416 | 462 | 437 | 313 | 40 | 427 | 243 | 1,550 | 287 | 544 | 1,753 | 394 | 6,866 | 0 | 0 | 17 | 4 | 21 |
| | APPROACH % | 32% | 35% | 33% | 40% | 5% | 55% | 12% | 75% | 14% | 20% | 65% | 15% | | | | | | |
| | APP/DEPART | 1,315 | / | 1,082 | 780 | / | 867 | 2,080 | / | 2,304 | 2,691 | / | 2,613 | 0 | | | | | |
| | BEGIN PEAK HR | | 5:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 211 | 238 | 209 | 151 | 20 | 219 | 118 | 779 | 140 | 283 | 905 | 200 | 3,473 | | | | | |
| | APPROACH % | 32% | 36% | 32% | 39% | 5% | 56% | 11% | 75% | 14% | 20% | 65% | 14% | | | | | | |
| | PEAK HR FACTOR | | 0.904 | | | 0.947 | | | 0.964 | | | 0.946 | | 0.996 | | | | | |
| | APP/DEPART | 658 | / | 544 | 390 | / | 440 | 1,037 | / | 1,142 | 1,388 | / | 1,347 | 0 | | | | | |

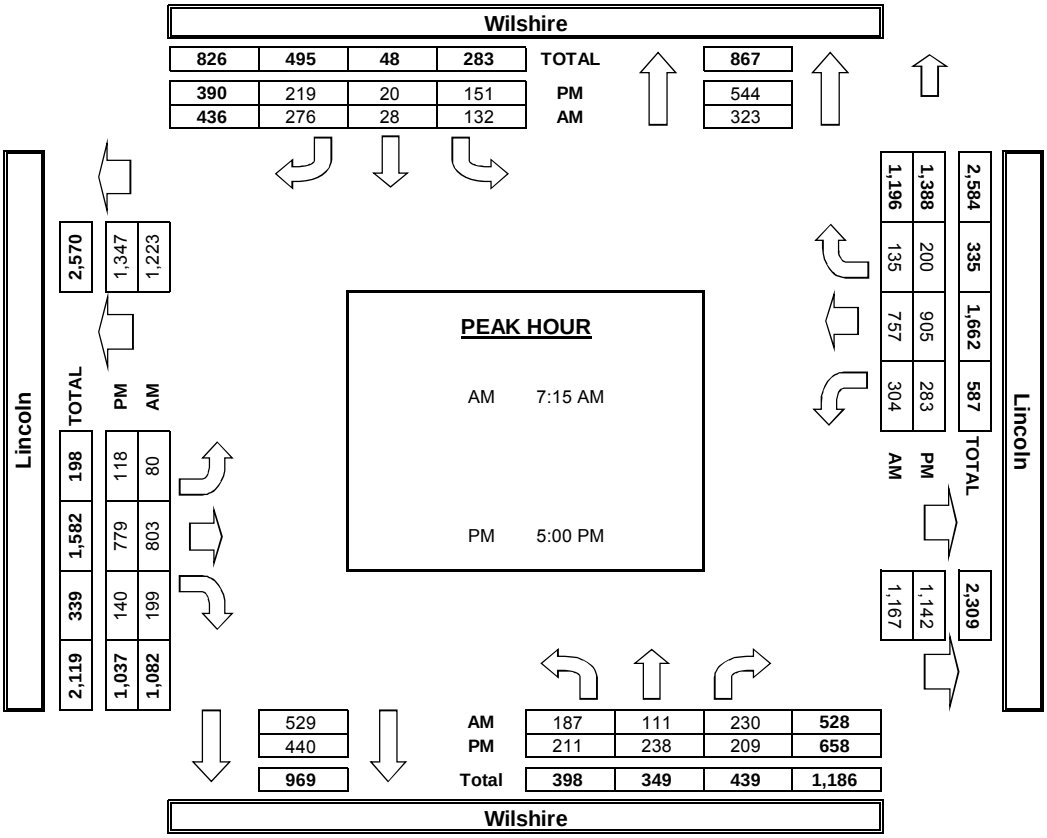



| | | PEDESTRIAN + BIKE CROSSINGS | | | | | PEDESTRIAN CROSSINGS | | | | | BICYCLE CROSSINGS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | NS | SS | ES | WS | TOTAL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 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 | 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 |
| | 8:15 AM | 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 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 4:00 PM | 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 |
| | 4:30 PM | 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 |
| | 5:00 PM | 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 |
| | 5:30 PM | 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 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**AimTD LLC**

TURNING MOVEMENT COUNTS



**AM PEAK HOUR EXISTING (YEAR 2017) TRAFFIC VOLUMES**

| INTERSECTION | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| 1. Euclid Street at I-5 Ramps | 409 | 1127 | 115 | 776 | 1123 | 230 | 180 | 30 | 291 | 269 | 2 | 452 |
| 2. Euclid Street at Lincoln Avenue | 118 | 1231 | 119 | 191 | 1087 | 390 | 341 | 1065 | 154 | 127 | 456 | 87 |
| 3. Loara Street at Lincoln Avenue | 91 | 1 | 320 | 2 | 0 | 3 | 7 | 1216 | 134 | 134 | 583 | 3 |
| 4. I-5 Ramps at Lincoln Avenue | 0 | 0 | 0 | 325 | 0 | 34 | 684 | 864 | 0 | 0 | 689 | 429 |
| 5. Manchester Avenue at Lincoln Avenue | 96 | 0 | 228 | 0 | 0 | 0 | 0 | 859 | 330 | 197 | 1014 | 0 |
| 6. I-5 NB Ramps/Wilshire Avenue at Lincoln Avenue | 187 | 111 | 230 | 132 | 28 | 276 | 80 | 803 | 199 | 304 | 757 | 135 |
| 7. Project Dwy 1 at Lincoln Avenue | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1357 | 0 | 0 | 670 | 0 |

**PM PEAK HOUR EXISTING (YEAR 2017) TRAFFIC VOLUMES**

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| 1. Euclid Street at I-5 Ramps | 332 | 1216 | 121 | 551 | 1319 | 267 | 353 | 0 | 364 | 419 | 1 | 695 |
| 2. Euclid Street at Lincoln Avenue | 176 | 1165 | 140 | 116 | 1461 | 531 | 420 | 613 | 173 | 185 | 595 | 103 |
| 3. Loara Street at Lincoln Avenue | 78 | 0 | 228 | 1 | 1 | 2 | 16 | 766 | 79 | 200 | 796 | 1 |
| 4. I-5 Ramps at Lincoln Avenue | 0 | 0 | 0 | 394 | 0 | 54 | 306 | 694 | 0 | 0 | 942 | 361 |
| 5. Manchester Avenue at Lincoln Avenue | 112 | 0 | 217 | 0 | 0 | 0 | 0 | 825 | 245 | 152 | 1192 | 0 |
| 6. I-5 NB Ramps/Wilshire Avenue at Lincoln Avenue | 211 | 238 | 209 | 151 | 20 | 219 | 118 | 779 | 140 | 283 | 905 | 200 |
| 7. Project Dwy 1 at Lincoln Avenue | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 861 | 0 | 0 | 883 | 0 |

**AM PEAK HOUR EXISTING (YEAR 2019 BASELINE) TRAFFIC VOLUMES**

| INTERSECTION | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| 1. Euclid Street at I-5 Ramps | 417 | 1150 | 117 | 792 | 1145 | 235 | 184 | 31 | 297 | 274 | 2 | 461 |
| 2. Euclid Street at Lincoln Avenue | 120 | 1256 | 121 | 195 | 1109 | 398 | 348 | 1086 | 157 | 130 | 465 | 89 |
| 3. Loara Street at Lincoln Avenue | 93 | 1 | 326 | 2 | 0 | 3 | 7 | 1240 | 137 | 137 | 595 | 3 |
| 4. I-5 Ramps at Lincoln Avenue | 0 | 0 | 0 | 332 | 0 | 35 | 698 | 881 | 0 | 0 | 703 | 438 |
| 5. Manchester Avenue at Lincoln Avenue | 98 | 0 | 233 | 0 | 0 | 0 | 0 | 876 | 337 | 201 | 1034 | 0 |
| 6. I-5 NB Ramps/Wilshire Avenue at Lincoln Avenue | 191 | 113 | 235 | 135 | 29 | 282 | 82 | 819 | 203 | 310 | 772 | 138 |
| 7. Project Dwy 1 at Lincoln Avenue | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1384 | 0 | 0 | 683 | 0 |

**PM PEAK HOUR EXISTING (YEAR 2019 BASELINE) TRAFFIC VOLUMES**

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| 1. Euclid Street at I-5 Ramps | 339 | 1240 | 123 | 562 | 1345 | 272 | 360 | 0 | 371 | 427 | 1 | 709 |
| 2. Euclid Street at Lincoln Avenue | 180 | 1188 | 143 | 118 | 1490 | 542 | 428 | 625 | 176 | 189 | 607 | 105 |
| 3. Loara Street at Lincoln Avenue | 80 | 0 | 233 | 1 | 1 | 2 | 16 | 781 | 81 | 204 | 812 | 1 |
| 4. I-5 Ramps at Lincoln Avenue | 0 | 0 | 0 | 402 | 0 | 55 | 312 | 708 | 0 | 0 | 961 | 368 |
| 5. Manchester Avenue at Lincoln Avenue | 114 | 0 | 221 | 0 | 0 | 0 | 0 | 842 | 250 | 155 | 1216 | 0 |
| 6. I-5 NB Ramps/Wilshire Avenue at Lincoln Avenue | 215 | 243 | 213 | 154 | 20 | 223 | 120 | 795 | 143 | 289 | 923 | 204 |
| 7. Project Dwy 1 at Lincoln Avenue | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 878 | 0 | 0 | 901 | 0 |

*APPENDIX B-II*

# ROADWAY SEGMENT

Tuesday, December 11, 2018 Location: Anaheim PROJECT:

**ADT9 Euclid north of Lincoln.** **Prepared by AimTD tel. 714 253 7888**

| AM Period | NB | | SB | | EB | WB | | PM Period | NB | | SB | | EB | WB | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 67 | | 75 | | | | | 12:00 | 344 | | 367 | | | | |
| 0:15 | 55 | | 82 | | | | | 12:15 | 326 | | 368 | | | | |
| 0:30 | 44 | | 65 | | | | | 12:30 | 340 | | 360 | | | | |
| 0:45 | 33 | 199 | 43 | 265 | | | 464 | 12:45 | 363 | 1373 | 340 | 1435 | | | 2808 |
| 1:00 | 42 | | 48 | | | | | 13:00 | 342 | | 390 | | | | |
| 1:15 | 29 | | 50 | | | | | 13:15 | 305 | | 387 | | | | |
| 1:30 | 31 | | 34 | | | | | 13:30 | 350 | | 395 | | | | |
| 1:45 | 32 | 134 | 33 | 165 | | | 299 | 13:45 | 358 | 1355 | 390 | 1562 | | | 2917 |
| 2:00 | 34 | | 26 | | | | | 14:00 | 344 | | 384 | | | | |
| 2:15 | 30 | | 33 | | | | | 14:15 | 323 | | 366 | | | | |
| 2:30 | 32 | | 26 | | | | | 14:30 | 393 | | 408 | | | | |
| 2:45 | 26 | 122 | 28 | 113 | | | 235 | 14:45 | 376 | 1436 | 416 | 1574 | | | 3010 |
| 3:00 | 26 | | 33 | | | | | 15:00 | 393 | | 377 | | | | |
| 3:15 | 33 | | 24 | | | | | 15:15 | 445 | | 381 | | | | |
| 3:30 | 40 | | 36 | | | | | 15:30 | 397 | | 448 | | | | |
| 3:45 | 55 | 154 | 51 | 144 | | | 298 | 15:45 | 383 | 1618 | 424 | 1630 | | | 3248 |
| 4:00 | 54 | | 35 | | | | | 16:00 | 413 | | 465 | | | | |
| 4:15 | 68 | | 59 | | | | | 16:15 | 372 | | 419 | | | | |
| 4:30 | 127 | | 70 | | | | | 16:30 | 408 | | 469 | | | | |
| 4:45 | 126 | 375 | 77 | 241 | | | 616 | 16:45 | 417 | 1610 | 438 | 1791 | | | 3401 |
| 5:00 | 119 | | 95 | | | | | 17:00 | 402 | | 488 | | | | |
| 5:15 | 156 | | 100 | | | | | 17:15 | 370 | | 438 | | | | |
| 5:30 | 193 | | 128 | | | | | 17:30 | 397 | | 474 | | | | |
| 5:45 | 198 | 666 | 154 | 477 | | | 1143 | 17:45 | 387 | 1556 | 486 | 1886 | | | 3442 |
| 6:00 | 166 | | 126 | | | | | 18:00 | 329 | | 462 | | | | |
| 6:15 | 196 | | 193 | | | | | 18:15 | 363 | | 456 | | | | |
| 6:30 | 271 | | 211 | | | | | 18:30 | 346 | | 444 | | | | |
| 6:45 | 220 | 853 | 251 | 781 | | | 1634 | 18:45 | 338 | 1376 | 402 | 1764 | | | 3140 |
| 7:00 | 293 | | 330 | | | | | 19:00 | 318 | | 395 | | | | |
| 7:15 | 317 | | 336 | | | | | 19:15 | 279 | | 388 | | | | |
| 7:30 | 394 | | 361 | | | | | 19:30 | 236 | | 342 | | | | |
| 7:45 | 360 | 1364 | 369 | 1396 | | | 2760 | 19:45 | 225 | 1058 | 317 | 1442 | | | 2500 |
| 8:00 | 335 | | 320 | | | | | 20:00 | 241 | | 308 | | | | |
| 8:15 | 375 | | 335 | | | | | 20:15 | 238 | | 320 | | | | |
| 8:30 | 371 | | 343 | | | | | 20:30 | 233 | | 284 | | | | |
| 8:45 | 353 | 1434 | 295 | 1293 | | | 2727 | 20:45 | 209 | 921 | 245 | 1157 | | | 2078 |
| 9:00 | 322 | | 285 | | | | | 21:00 | 245 | | 276 | | | | |
| 9:15 | 284 | | 267 | | | | | 21:15 | 224 | | 232 | | | | |
| 9:30 | 341 | | 306 | | | | | 21:30 | 187 | | 233 | | | | |
| 9:45 | 296 | 1243 | 291 | 1149 | | | 2392 | 21:45 | 162 | 818 | 217 | 958 | | | 1776 |
| 10:00 | 317 | | 306 | | | | | 22:00 | 151 | | 203 | | | | |
| 10:15 | 293 | | 317 | | | | | 22:15 | 148 | | 187 | | | | |
| 10:30 | 327 | | 323 | | | | | 22:30 | 120 | | 190 | | | | |
| 10:45 | 307 | 1244 | 319 | 1265 | | | 2509 | 22:45 | 102 | 521 | 145 | 725 | | | 1246 |
| 11:00 | 317 | | 323 | | | | | 23:00 | 100 | | 136 | | | | |
| 11:15 | 325 | | 346 | | | | | 23:15 | 102 | | 128 | | | | |
| 11:30 | 348 | | 334 | | | | | 23:30 | 96 | | 106 | | | | |
| 11:45 | 350 | 1340 | 351 | 1354 | | | 2694 | 23:45 | 85 | 383 | 121 | 491 | | | 874 |
| **Total Vol.** | | 9128 | | 8643 | | | **17771** | | | 14025 | | 16415 | | | **30440** |

**Daily Totals**

| NB | SB | EB | WB | **Combined** |
|---|---|---|---|---|
| 23153 | 25058 | | | **48211** |

| | **AM** | | | **PM** | | |
|---|---|---|---|---|---|---|
| **Split %** | 51.4% | 48.6% | **36.9%** | 46.1% | 53.9% | **63.1%** |
| **Peak Hour** | 7:30 | 11:45 | **7:30** | 15:15 | 17:00 | **17:00** |
| **Volume** | 1464 | 1446 | **2849** | 1638 | 1886 | **3442** |
| **P.H.F.** | 0.93 | 0.98 | **0.94** | 0.90 | 0.97 | **0.97** |

Tuesday, December 11, 2018 Location: Anaheim PROJECT:

**ADT2 Lincoln east of Euclid.** **Prepared by AimTD tel. 714 253 7888**

| AM Period | NB | SB | EB | | WB | | | PM Period | NB | SB | EB | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 36 | | 27 | | | 12:00 | | | 210 | | 162 | | |
| 0:15 | | | 32 | | 16 | | | 12:15 | | | 198 | | 143 | | |
| 0:30 | | | 30 | | 24 | | | 12:30 | | | 217 | | 170 | | |
| 0:45 | | | 23 | 121 | 17 | 84 | 205 | 12:45 | | | 191 | 816 | 151 | 626 | 1442 |
| 1:00 | | | 17 | | 16 | | | 13:00 | | | 210 | | 159 | | |
| 1:15 | | | 19 | | 11 | | | 13:15 | | | 165 | | 175 | | |
| 1:30 | | | 15 | | 11 | | | 13:30 | | | 224 | | 168 | | |
| 1:45 | | | 17 | 68 | 15 | 53 | 121 | 13:45 | | | 195 | 794 | 164 | 666 | 1460 |
| 2:00 | | | 17 | | 7 | | | 14:00 | | | 198 | | 156 | | |
| 2:15 | | | 14 | | 10 | | | 14:15 | | | 179 | | 181 | | |
| 2:30 | | | 8 | | 5 | | | 14:30 | | | 226 | | 201 | | |
| 2:45 | | | 8 | 47 | 8 | 30 | 77 | 14:45 | | | 229 | 832 | 226 | 764 | 1596 |
| 3:00 | | | 14 | | 5 | | | 15:00 | | | 274 | | 225 | | |
| 3:15 | | | 19 | | 6 | | | 15:15 | | | 244 | | 195 | | |
| 3:30 | | | 23 | | 8 | | | 15:30 | | | 257 | | 233 | | |
| 3:45 | | | 24 | 80 | 12 | 31 | 111 | 15:45 | | | 209 | 984 | 200 | 853 | 1837 |
| 4:00 | | | 24 | | 13 | | | 16:00 | | | 232 | | 228 | | |
| 4:15 | | | 26 | | 8 | | | 16:15 | | | 221 | | 215 | | |
| 4:30 | | | 39 | | 20 | | | 16:30 | | | 251 | | 228 | | |
| 4:45 | | | 35 | 124 | 30 | 71 | 195 | 16:45 | | | 223 | 927 | 233 | 904 | 1831 |
| 5:00 | | | 46 | | 18 | | | 17:00 | | | 265 | | 229 | | |
| 5:15 | | | 65 | | 41 | | | 17:15 | | | 252 | | 223 | | |
| 5:30 | | | 96 | | 48 | | | 17:30 | | | 243 | | 260 | | |
| 5:45 | | | 102 | 309 | 75 | 182 | 491 | 17:45 | | | 232 | 992 | 227 | 939 | 1931 |
| 6:00 | | | 106 | | 48 | | | 18:00 | | | 232 | | 212 | | |
| 6:15 | | | 177 | | 71 | | | 18:15 | | | 184 | | 159 | | |
| 6:30 | | | 250 | | 75 | | | 18:30 | | | 206 | | 182 | | |
| 6:45 | | | 277 | 810 | 104 | 298 | 1108 | 18:45 | | | 170 | 792 | 152 | 705 | 1497 |
| 7:00 | | | 331 | | 113 | | | 19:00 | | | 162 | | 155 | | |
| 7:15 | | | 296 | | 133 | | | 19:15 | | | 142 | | 133 | | |
| 7:30 | | | 359 | | 139 | | | 19:30 | | | 129 | | 130 | | |
| 7:45 | | | 350 | 1336 | 152 | 537 | 1873 | 19:45 | | | 134 | 567 | 107 | 525 | 1092 |
| 8:00 | | | 291 | | 162 | | | 20:00 | | | 121 | | 118 | | |
| 8:15 | | | 273 | | 170 | | | 20:15 | | | 98 | | 111 | | |
| 8:30 | | | 263 | | 159 | | | 20:30 | | | 117 | | 91 | | |
| 8:45 | | | 228 | 1055 | 156 | 647 | 1702 | 20:45 | | | 98 | 434 | 96 | 416 | 850 |
| 9:00 | | | 184 | | 136 | | | 21:00 | | | 110 | | 112 | | |
| 9:15 | | | 155 | | 129 | | | 21:15 | | | 106 | | 76 | | |
| 9:30 | | | 162 | | 124 | | | 21:30 | | | 93 | | 101 | | |
| 9:45 | | | 152 | 653 | 161 | 550 | 1203 | 21:45 | | | 94 | 403 | 72 | 361 | 764 |
| 10:00 | | | 150 | | 154 | | | 22:00 | | | 79 | | 75 | | |
| 10:15 | | | 160 | | 135 | | | 22:15 | | | 81 | | 60 | | |
| 10:30 | | | 150 | | 139 | | | 22:30 | | | 78 | | 63 | | |
| 10:45 | | | 145 | 605 | 126 | 554 | 1159 | 22:45 | | | 56 | 294 | 61 | 259 | 553 |
| 11:00 | | | 174 | | 142 | | | 23:00 | | | 50 | | 48 | | |
| 11:15 | | | 149 | | 150 | | | 23:15 | | | 53 | | 54 | | |
| 11:30 | | | 167 | | 168 | | | 23:30 | | | 59 | | 43 | | |
| 11:45 | | | 179 | 669 | 172 | 632 | 1301 | 23:45 | | | 54 | 216 | 35 | 180 | 396 |
| **Total Vol.** | | | | 5877 | | 3669 | **9546** | | | | | 8051 | | 7198 | **15249** |

**Daily Totals**

| NB | SB | EB | WB | **Combined** |
|---|---|---|---|---|
| | | 13928 | 10867 | **24795** |

| | **AM** | | | **PM** | | |
|---|---|---|---|---|---|---|
| **Split %** | 61.6% | 38.4% | **38.5%** | 52.8% | 47.2% | **61.5%** |
| **Peak Hour** | 7:00 | 11:15 | **7:30** | 14:45 | 16:45 | **17:00** |
| **Volume** | 1336 | 652 | **1896** | 1004 | 945 | **1931** |
| **P.H.F.** | 0.93 | 0.95 | **0.94** | 0.92 | 0.91 | **0.96** |

cs@aimtd.com Tell. 714 253 7888

Tuesday, December 11, 2018 Location: Anaheim PROJECT:

**ADT3 Lincoln east of Wilshire.** **Prepared by AimTD tel. 714 253 7888**

| AM Period | NB | SB | EB | | WB | | | PM Period | NB | SB | EB | | WB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 66 | | 52 | | | 12:00 | | | 231 | | 244 | | |
| 0:15 | | | 42 | | 40 | | | 12:15 | | | 247 | | 220 | | |
| 0:30 | | | 40 | | 25 | | | 12:30 | | | 276 | | 260 | | |
| 0:45 | | | 30 | 178 | 24 | 141 | 319 | 12:45 | | | 246 | 1000 | 208 | 932 | 1932 |
| 1:00 | | | 30 | | 24 | | | 13:00 | | | 254 | | 204 | | |
| 1:15 | | | 26 | | 10 | | | 13:15 | | | 237 | | 255 | | |
| 1:30 | | | 20 | | 13 | | | 13:30 | | | 246 | | 222 | | |
| 1:45 | | | 19 | 95 | 22 | 69 | 164 | 13:45 | | | 274 | 1011 | 236 | 917 | 1928 |
| 2:00 | | | 17 | | 14 | | | 14:00 | | | 250 | | 243 | | |
| 2:15 | | | 17 | | 11 | | | 14:15 | | | 258 | | 256 | | |
| 2:30 | | | 11 | | 8 | | | 14:30 | | | 308 | | 289 | | |
| 2:45 | | | 13 | 58 | 8 | 41 | 99 | 14:45 | | | 295 | 1111 | 308 | 1096 | 2207 |
| 3:00 | | | 12 | | 12 | | | 15:00 | | | 317 | | 292 | | |
| 3:15 | | | 12 | | 14 | | | 15:15 | | | 300 | | 292 | | |
| 3:30 | | | 20 | | 24 | | | 15:30 | | | 310 | | 317 | | |
| 3:45 | | | 24 | 68 | 31 | 81 | 149 | 15:45 | | | 289 | 1216 | 317 | 1218 | 2434 |
| 4:00 | | | 13 | | 26 | | | 16:00 | | | 279 | | 299 | | |
| 4:15 | | | 15 | | 31 | | | 16:15 | | | 318 | | 326 | | |
| 4:30 | | | 26 | | 72 | | | 16:30 | | | 319 | | 312 | | |
| 4:45 | | | 35 | 89 | 75 | 204 | 293 | 16:45 | | | 301 | 1217 | 377 | 1314 | 2531 |
| 5:00 | | | 37 | | 71 | | | 17:00 | | | 297 | | 327 | | |
| 5:15 | | | 55 | | 116 | | | 17:15 | | | 324 | | 352 | | |
| 5:30 | | | 77 | | 127 | | | 17:30 | | | 297 | | 356 | | |
| 5:45 | | | 88 | 257 | 156 | 470 | 727 | 17:45 | | | 297 | 1215 | 315 | 1350 | 2565 |
| 6:00 | | | 86 | | 129 | | | 18:00 | | | 267 | | 294 | | |
| 6:15 | | | 129 | | 169 | | | 18:15 | | | 268 | | 278 | | |
| 6:30 | | | 185 | | 185 | | | 18:30 | | | 297 | | 231 | | |
| 6:45 | | | 197 | 597 | 204 | 687 | 1284 | 18:45 | | | 275 | 1107 | 224 | 1027 | 2134 |
| 7:00 | | | 245 | | 273 | | | 19:00 | | | 278 | | 245 | | |
| 7:15 | | | 242 | | 252 | | | 19:15 | | | 228 | | 183 | | |
| 7:30 | | | 227 | | 269 | | | 19:30 | | | 228 | | 177 | | |
| 7:45 | | | 264 | 978 | 248 | 1042 | 2020 | 19:45 | | | 215 | 949 | 159 | 764 | 1713 |
| 8:00 | | | 266 | | 283 | | | 20:00 | | | 207 | | 188 | | |
| 8:15 | | | 261 | | 251 | | | 20:15 | | | 170 | | 162 | | |
| 8:30 | | | 264 | | 277 | | | 20:30 | | | 185 | | 123 | | |
| 8:45 | | | 225 | 1016 | 256 | 1067 | 2083 | 20:45 | | | 168 | 730 | 156 | 629 | 1359 |
| 9:00 | | | 216 | | 219 | | | 21:00 | | | 186 | | 170 | | |
| 9:15 | | | 210 | | 228 | | | 21:15 | | | 175 | | 146 | | |
| 9:30 | | | 194 | | 190 | | | 21:30 | | | 167 | | 126 | | |
| 9:45 | | | 205 | 825 | 227 | 864 | 1689 | 21:45 | | | 156 | 684 | 100 | 542 | 1226 |
| 10:00 | | | 194 | | 227 | | | 22:00 | | | 128 | | 117 | | |
| 10:15 | | | 185 | | 201 | | | 22:15 | | | 135 | | 104 | | |
| 10:30 | | | 212 | | 242 | | | 22:30 | | | 142 | | 88 | | |
| 10:45 | | | 190 | 781 | 190 | 860 | 1641 | 22:45 | | | 132 | 537 | 77 | 386 | 923 |
| 11:00 | | | 187 | | 210 | | | 23:00 | | | 97 | | 71 | | |
| 11:15 | | | 203 | | 192 | | | 23:15 | | | 113 | | 67 | | |
| 11:30 | | | 204 | | 227 | | | 23:30 | | | 80 | | 65 | | |
| 11:45 | | | 213 | 807 | 214 | 843 | 1650 | 23:45 | | | 84 | 374 | 68 | 271 | 645 |
| **Total Vol.** | | | | 5749 | | 6369 | **12118** | | | | | 11151 | | 10446 | **21597** |

**Daily Totals**

| NB | SB | EB | WB | **Combined** |
|---|---|---|---|---|
| | | 16900 | 16815 | **33715** |

| | **AM** | | | **PM** | | |
|---|---|---|---|---|---|---|
| **Split %** | 47.4% | 52.6% | **35.9%** | 51.6% | 48.4% | **64.1%** |
| **Peak Hour** | 7:45 | 8:00 | **7:45** | 16:30 | 16:45 | **16:45** |
| **Volume** | 1055 | 1067 | **2114** | 1241 | 1412 | **2631** |
| **P.H.F.** | 0.99 | 0.94 | **0.96** | 0.96 | 0.94 | **0.97** |

cs@aimtd.com Tell. 714 253 7888

| | 2018 Existing ADT | Derived 2019 Existing ADT |
|---|---|---|
| A. Euclid Street between Lincoln Avenue and I-5 Ramps | 48,211 | 48,693 |
| B. Lincoln Avenue between Euclid Street and Loara Street | 24,795 | 25,095 |
| C. Lincoln Avenue between Loara Street and I-5 SB Ramps | 24,795 | 28,088 |
| D. Lincoln Avenue between I-5 SB Ramps and Manchester Avenue | 24,795 | 31,056 |
| E. Lincoln Avenue between Manchester Avenue and I-5 NB Ramps/Wilshire Avenue | 33,715 | 33,953 |