

# TECHNICAL MEMORANDUM

**DATE:** June 16, 2025  
**TO:** Brandon Roth, Stratham Homes  
**FROM:** Charlene So, Urban Crossroads, Inc.  
**JOB NO:** 13448-09 FTA Memo

## **SUBJECT: SUMNER PLACE FOCUSED TRAFFIC ASSESSMENT**

Urban Crossroads, Inc. is pleased to provide the following Focused Traffic Assessment for the Sumner Place development (Project), located on the southeast corner of Sumner Avenue and Schleisman Road in the City of Eastvale. This assessment describes the changes to the proposed Project trip generation and determines the validity of the findings disclosed in the Sumner Place Traffic Analysis (prepared by Urban Crossroads, Inc., dated April 19, 2021, referred to as 2021 Traffic Analysis).

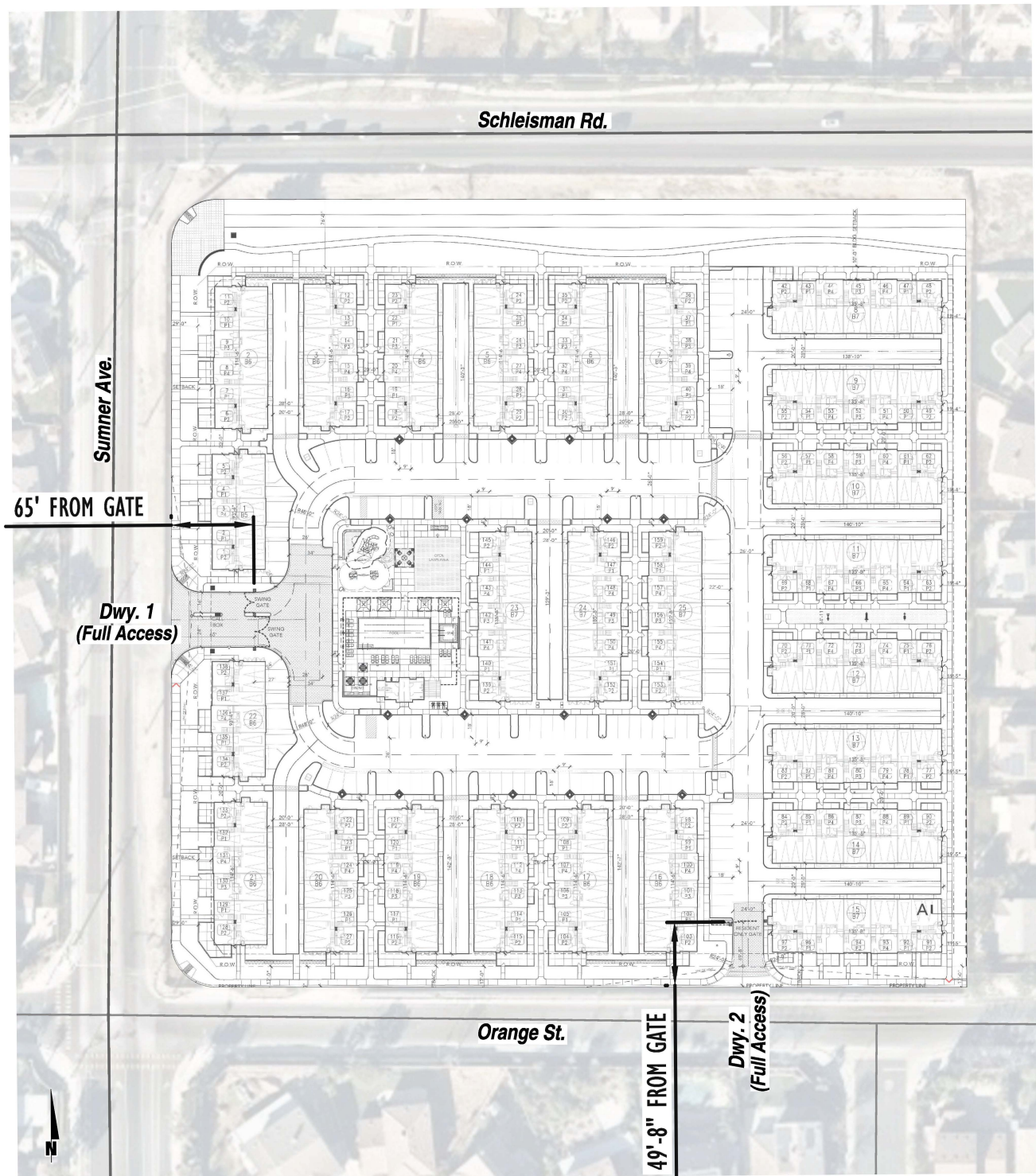
## **BACKGROUND & PROPOSED PROJECT**

The Project was originally evaluated in the 2021 Traffic Analysis assuming 22 multi-family (low-rise, 2-floors) residential units, 194 multi-family (mid-rise, 3-floors) residential units, 2,500 square feet of commercial retail use, and 2,500 square feet of fast-food restaurant use without drive-through window use. The driveway on Sumner Avenue assumed right-in/right-out/left-out access and the driveway on Schleisman Road assumed right-in/right-out/left-in access only.

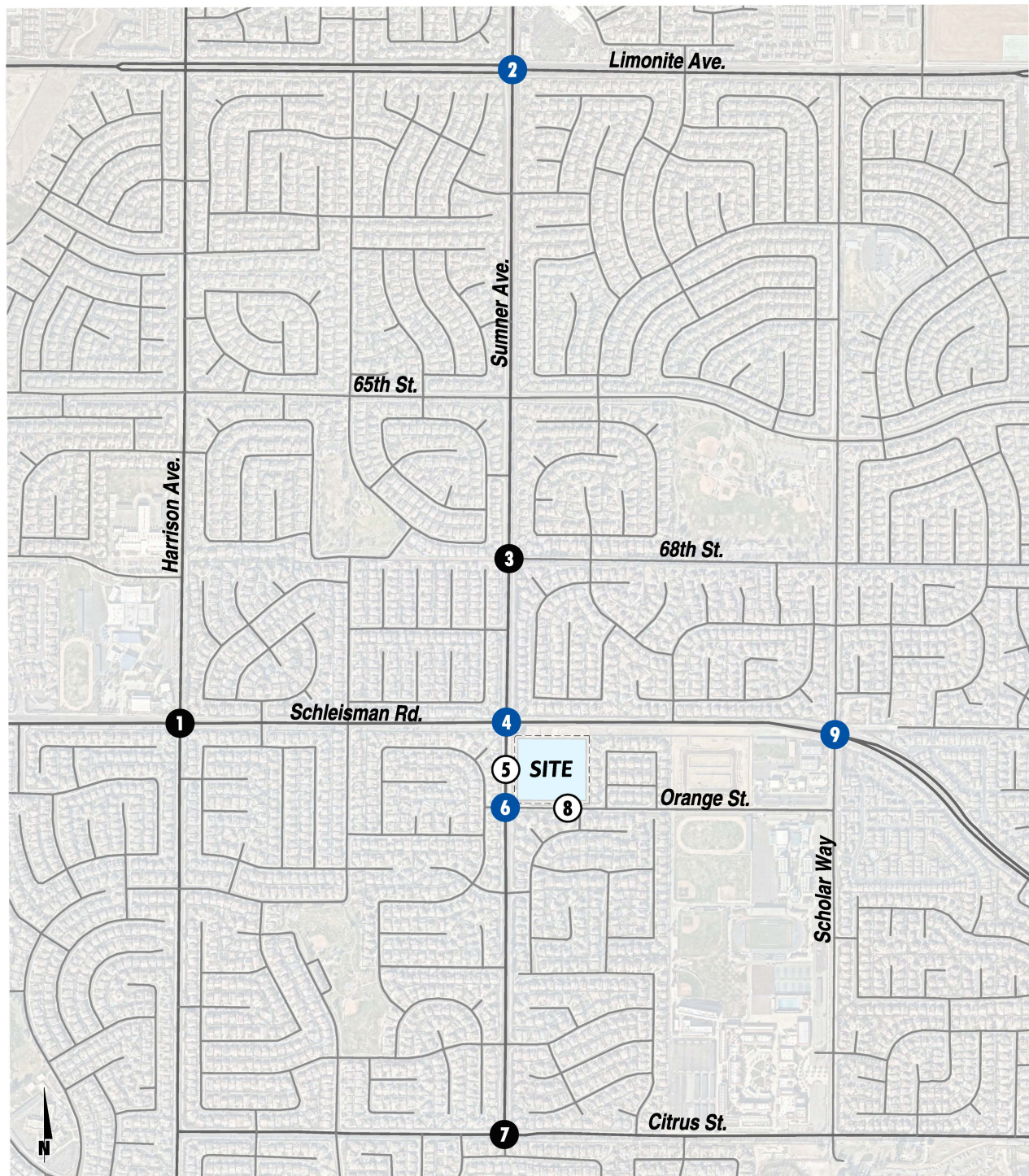
The Project is now proposing the development of 159 townhome units, which are less intense than the uses evaluated in the 2021 Traffic Study. In addition, the Project is proposing two gated driveways on Sumner Avenue and Orange Street. Both driveways will provide full access (no left turn restrictions), with the driveway along Orange Street designated for resident use only. Exhibit 1 identifies the current site plan.

The 2021 Traffic Study evaluated nine study area intersections as shown in Exhibit 2. However, pursuant to discussions with City staff, new traffic counts were collected at the four denoted study area intersections in February 2025. These traffic counts were compared to the volumes utilized and evaluated in the 2021 Traffic Study to determine whether the data utilized in the 2021 Traffic Study are still valid.

## EXHIBIT 1: SITE PLAN



## EXHIBIT 2: STUDY AREA



### LEGEND:

-  = Future Intersection Analysis Location
-  = Existing Intersection Analysis Location
-  = New Count Data Collected

## TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

### APPROVED PROJECT

The 2021 Traffic Study evaluated 22 multi-family (low-rise, 2-floors) residential units, 194 multi-family (mid-rise, 3-floors) residential units, 2,500 square feet of commercial retail use, and 2,500 square feet of fast-food restaurant use without drive-through window use. The Project trip generation was calculated based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> Edition, 2017). Table 1 summarizes the Project's trip generation as evaluated in the 2021 Traffic Study with 1,406 two-way trips per day, 228 AM peak hour trips, and 91 PM peak hour trips. An excerpt from the 2021 Traffic Study with the previously approved Project trip generation is provided in Appendix 1.

### PROPOSED PROJECT

The Project is proposing the development of 159 townhome units, which are less intense than the uses evaluated in the 2021 Traffic Study. Table 2 summarizes the Project trip generation with 1,072 two-way trips per day, 63 AM peak hour trips, and 55 PM peak hour trips. Table 2 also summarizes the Project's net change in trip generation in comparison to the 2021 Traffic Study which indicates the Project would result in a net reduction of 334 two-way trips per day (or a reduction of 24%), 165 AM peak hour trips (or a reduction of 72%), and 36 PM peak hour trips (or a reduction of 40%).

## TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute.

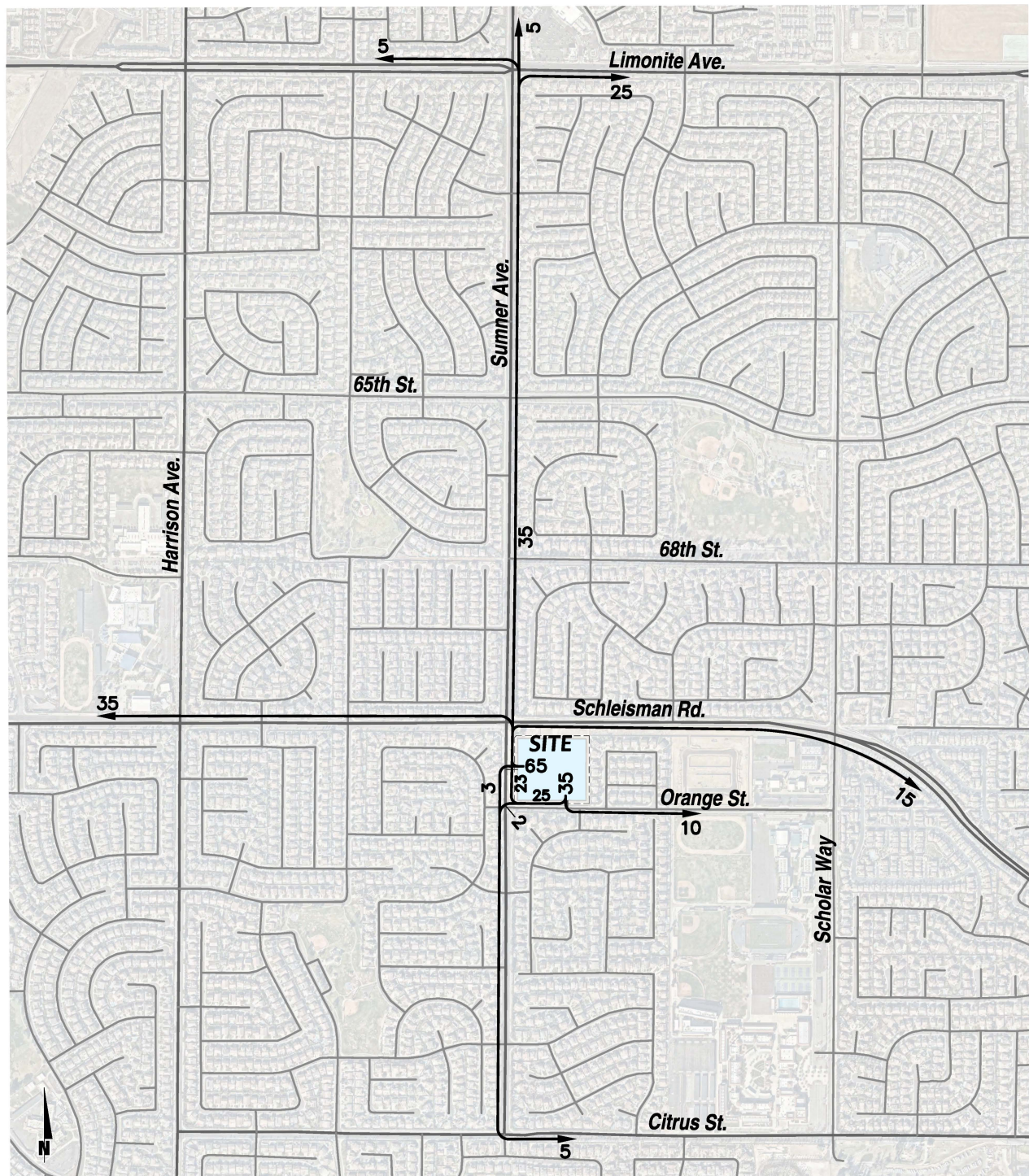
### APPROVED PROJECT

The 2021 Traffic Study evaluated the driveway on Sumner Avenue with right-in/right-out/left-out access and the driveway on Schleisman Road assumed right-in/right-out/left-in access only. The trip distribution patterns from the 2021 Traffic Study are also included in Appendix 1.

### PROPOSED PROJECT

Although the external trip distribution patterns are consistent with the 2021 Traffic Study, the distributions have been modified based on the new proposed access. The gated driveways on Sumner Avenue and Orange Street are proposed to allow for full access (no turn restrictions), with the driveway on Orange Street restricted to resident use. There is no longer a driveway proposed on Schleisman Road. The revised Project trip distribution patterns are shown in Exhibit 3.

### EXHIBIT 3: PROJECT TRIP DISTRIBUTION



**LEGEND:**

- 10 = Percent To/From Project
- = Trip Distribution

## TRIP ASSIGNMENT

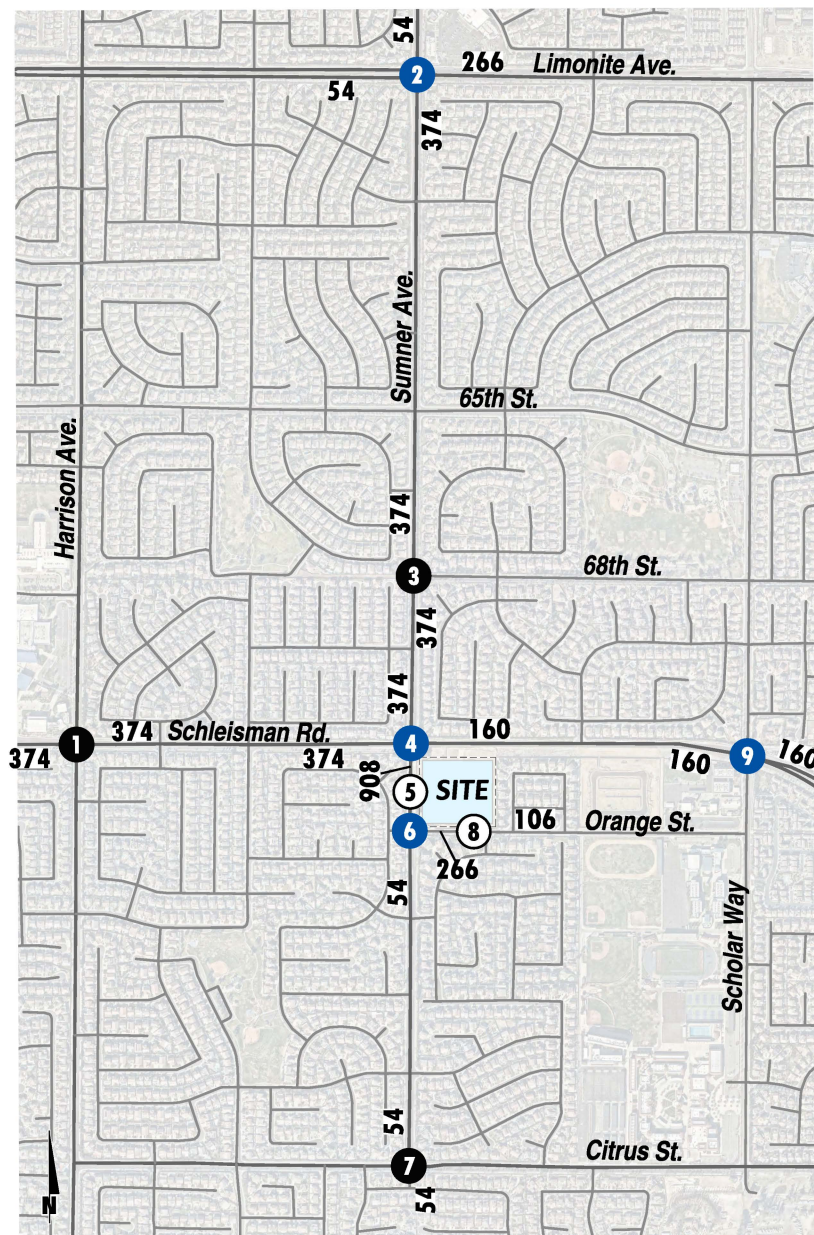
The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the reduced Project traffic generation and updated trip distribution patterns, Project peak hour intersection turning movement volumes at all study area intersections are shown in Exhibit 4. Appendix 1 includes the Project only traffic volumes from the 2021 Traffic Study for informational purposes.

## PEAK HOUR VOLUME REVIEW

Pursuant to discussions with City staff, four intersections were surveyed to collect new peak hour traffic count data in February 2025 (see also Exhibit 5). Count data worksheets are provided in Appendix 2. A review of the volume changes observed for each location is provided below:

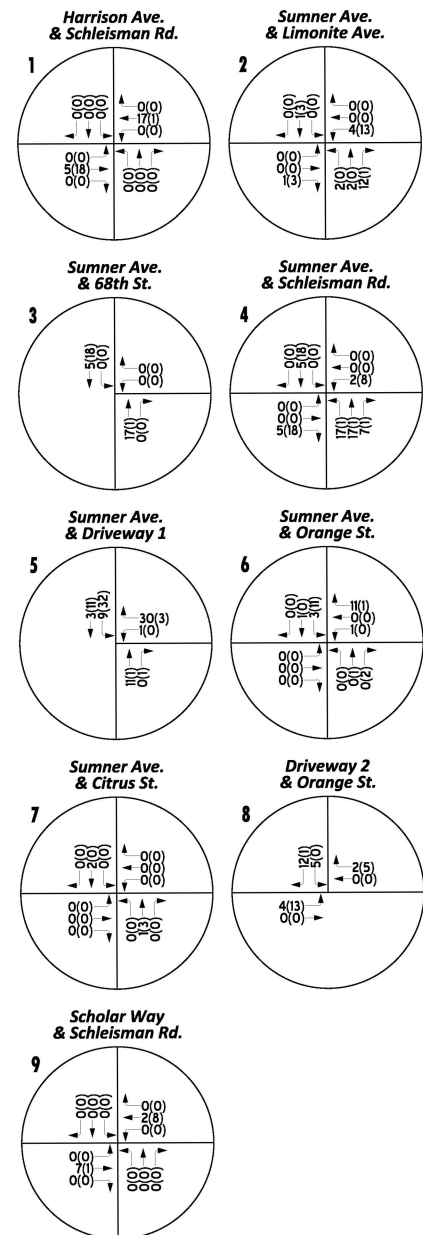
- Sumner Av. & Limonite Av. (#2)
  - AM: The 2025 AM peak hour volumes are approximately 24% greater than the Opening Year (2022) volumes from the 2021 Traffic Study, but are less than the Horizon Year (2040) volumes evaluated.
  - PM: The 2025 PM peak hour volumes are approximately 6% greater than the Opening Year (2022) volumes from the 2021 Traffic Study, but are less than the Horizon Year (2040) volumes evaluated.
  - Even with the increase in volumes during the AM and PM peak hours, the previously noted level of service (LOS) C operations during both the AM and PM peak hours under Opening Year (2022) traffic conditions are not anticipated to change, and therefore would not change the recommendations of the 2021 Traffic Study.
- Sumner Av. & Schliesman Rd. (#4)
  - AM: The 2025 AM peak hour volumes are approximately 3% less than the Opening Year (2022) volumes from the 2021 Traffic Study, and also less than the Horizon Year (2040) volumes evaluated.
  - PM: The 2025 PM peak hour volumes are approximately 12% less than the Opening Year (2022) volumes from the 2021 Traffic Study, and are less than the Horizon Year (2040) volumes evaluated.
  - The previously noted LOS operations during both the AM and PM peak hours under Opening Year (2022) traffic conditions are not anticipated to change, and therefore would not change the recommendations of the 2021 Traffic Study. Note that the Project will be implementing improvements at this intersection which will result in improved intersection operations from the pre-project condition.

## EXHIBIT 4: PROJECT ONLY VOLUMES

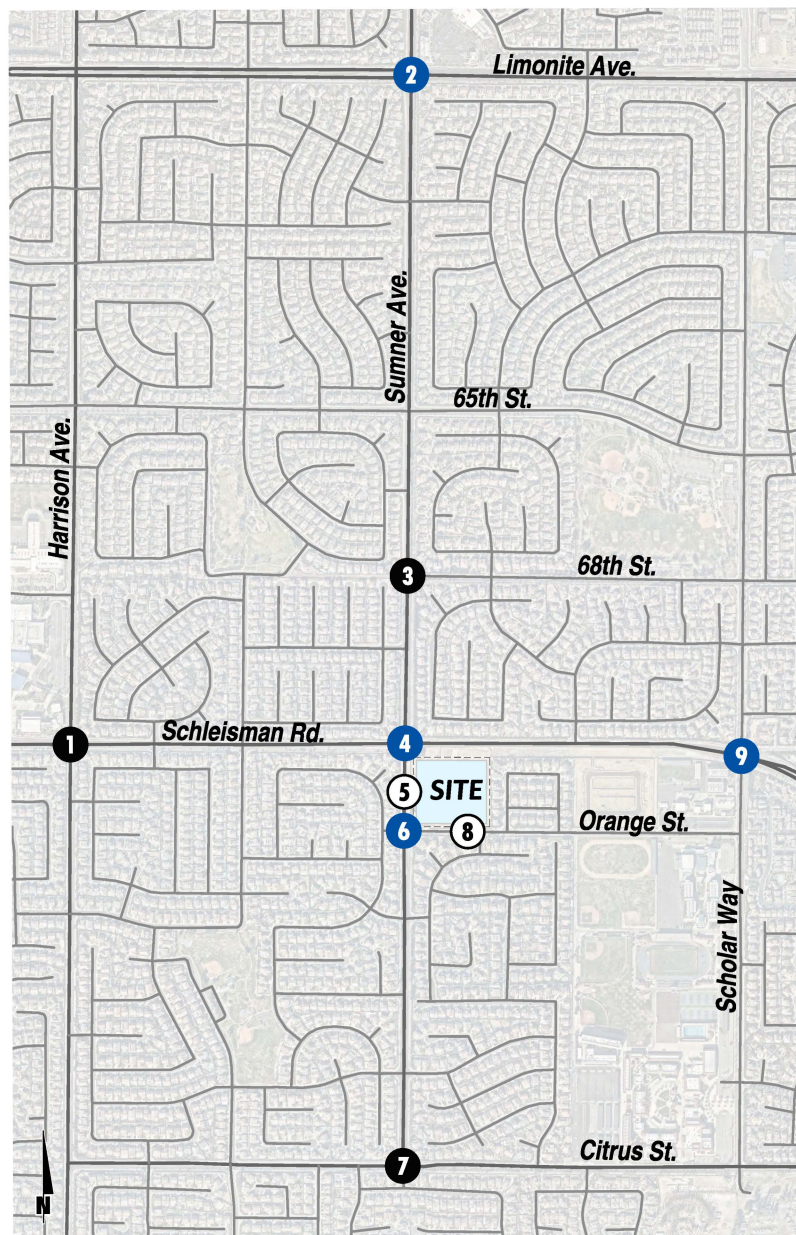


### LEGEND:

- = Future Intersection Analysis Location
- = Existing Intersection Analysis Location
- = New Count Data Collected
- 00(00) = Peak Hour Volume AM(PM)
- 00 = Average Daily Traffic (ADT)

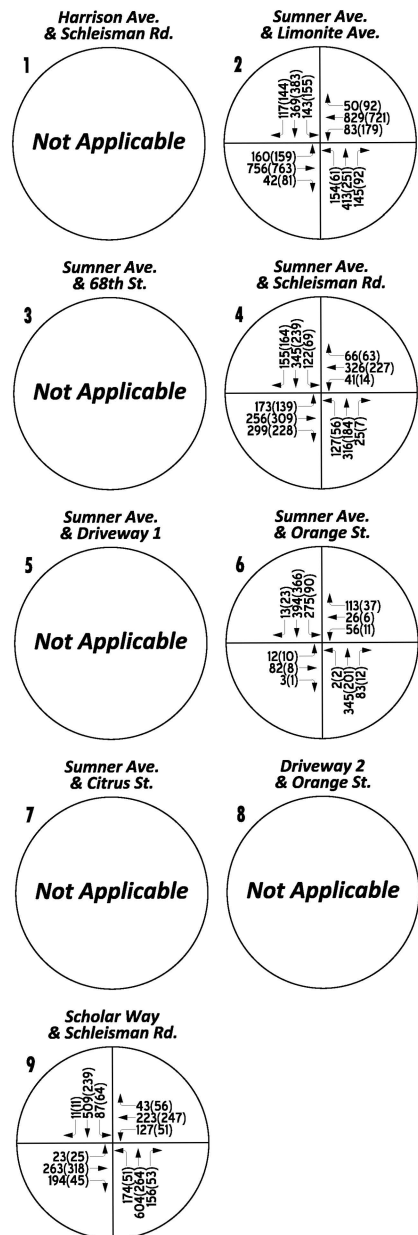


## EXHIBIT 5: CURRENT (2025) VOLUMES



### LEGEND:

- ① = Future Intersection Analysis Location
- ② = Existing Intersection Analysis Location
- ③ = New Count Data Collected
- 00(00) = Peak Hour Volume AM(PM)



- Sumner Av. & Orange St. (#6)
  - AM: The 2025 AM peak hour volumes are approximately 25% greater than the Opening Year (2022) volumes from the 2021 Traffic Study. The new volumes are higher than the Horizon Year (2040) by approximately 13%. The increase in volumes at this intersection is attributable to increased volumes turning to and from Orange Street east of Sumner Avenue.
  - PM: The 2025 PM peak hour volumes are approximately 0.2% greater than the Opening Year (2022) volumes from the 2021 Traffic Study, but are less than the Horizon Year (2040) volumes evaluated.
  - Even with the increase in volumes during the AM and PM peak hours, the previously noted LOS A operations during both the AM and PM peak hours under Opening Year (2022) traffic conditions are not anticipated to change, and therefore would not change the recommendations of the 2021 Traffic Study.
- Scholar Wy. & Schleisman Rd. (#9)
  - AM: The 2025 AM peak hour volumes are approximately 2% greater than the Opening Year (2022) volumes from the 2021 Traffic Study, but are less than the Horizon Year (2040) volumes evaluated.
  - PM: The 2025 PM peak hour volumes are approximately 7% greater than the Opening Year (2022) volumes from the 2021 Traffic Study, but are less than the Horizon Year (2040) volumes evaluated.
  - Even with the increase in volumes during the AM and PM peak hours, the previously noted LOS B/C operations during the AM and PM peak hours under Opening Year (2022) traffic conditions are not anticipated to change, and therefore would not change the recommendations of the 2021 Traffic Study.

Detailed comparisons of the traffic counts from the 2021 Traffic Study and the traffic counts recently collected in February 2025 are included in Appendix 3.

## PEAK HOUR OPERATIONS ANALYSIS REVIEW

The 2021 Traffic Study identified an LOS deficiency at the intersection of Sumner Avenue and Schliesman Road (Intersection #4) starting with Existing traffic conditions through Horizon Year (2040) traffic conditions. No other study area intersections were found to be deficient under any analysis scenario. The 2021 Traffic Study identified that although the intersection of Sumner Avenue and Schliesman Road was anticipated to operate at a deficient LOS under all Without Project traffic conditions, the intersection was found to operate at LOS D or better with the proposed improvements to be implemented by the Project under With Project conditions.

As such, consistent with the recommendations identified in the 2021 Traffic Study, the Project should implement the following improvements at the intersection of Sumner Avenue and Schliesman Road:

- **Sumner Avenue south of Schliesman Road:** Project to construct a northbound left turn lane with a minimum of 190-feet of storage, a northbound through lane, and a northbound shared through-right turn lane.
- **Schliesman Road west of Sumner Avenue:** The eastbound approach should accommodate a left turn lane with a minimum of 300-feet of storage, an eastbound through lane, and an eastbound shared through-right turn lane. The eastbound left turn does not currently exist and the striping will need to be modified on the eastbound approach in conjunction with the future

lane improvements along the Project's frontage east of Sumner Avenue and the new left turn signal control (protected left turn movement for the eastbound and westbound approach.

- **Schliesman Road east of Sumner Avenue:** Project to construct a new westbound left turn lane with a minimum of 200-feet of storage and a 2<sup>nd</sup> westbound through lane.
- **Schliesman Road:** Signal operations at the intersection should be modified to accommodate traditional protected left turn phasing for the eastbound and westbound approaches (as opposed to the existing split phase operation).

All other improvements needed to facilitate site access or needed to comply with City standards for frontage roadway improvements as identified in the 2021 Traffic Study are also applicable.

## FINDINGS

With the implementation of the proposed Project improvements to the intersection of Sumner Avenue and Schliesman Road, there are no off-site intersection operations anticipated based on the findings of the 2021 Traffic Study. With the reduction in trips associated with the proposed Project as compared to that evaluated in the 2021 Traffic Study, the impacts are anticipated to be the same or less than those disclosed previously. If you have any questions, please contact me directly at [cso@urbanxroads.com](mailto:cso@urbanxroads.com).



**TABLE 1: 2021 PROJECT TRIP GENERATION SUMMARY**

| Land Use <sup>2</sup>                   | Quantity | Units <sup>1</sup> | AM Peak Hour |            |            | PM Peak Hour |           |           | Daily        |
|-----------------------------------------|----------|--------------------|--------------|------------|------------|--------------|-----------|-----------|--------------|
|                                         |          |                    | In           | Out        | Total      | In           | Out       | Total     |              |
| Multifamily Housing (Low-Rise)          | 22       | DU                 | 2            | 8          | 10         | 8            | 4         | 12        | 162          |
| Multifamily Housing (Mid-Rise)          | 194      | DU                 | 18           | 52         | 70         | 52           | 33        | 85        | 1,056        |
| Internal Capture Reduction <sup>3</sup> |          |                    | -1           | -9         | -10        | -11          | -7        | -18       | -190         |
| Residential Subtotal                    |          |                    | 19           | 51         | 70         | 49           | 30        | 79        | 1,028        |
| Retail                                  | 2,500    | TSF                | 95           | 58         | 153        | 17           | 18        | 35        | 490          |
| Internal Capture Reduction <sup>3</sup> |          |                    | -5           | -8         | -13        | -11          | -10       | -21       | -158         |
| Pass-by Reduction <sup>4</sup>          |          |                    | 0            | 0          | 0          | -6           | -6        | -12       | -168         |
| Fast-Food without Drive-Thru            | 2,500    | TSF                | 38           | 25         | 63         | 35           | 36        | 71        | 866          |
| Internal Capture Reduction <sup>3</sup> |          |                    | -16          | -5         | -21        | -10          | -15       | -25       | -358         |
| Pass-by Reduction <sup>4</sup>          |          |                    | -12          | -12        | -24        | -18          | -18       | -36       | -294         |
| Retail & Restaurant Subtotal            |          |                    | 100          | 58         | 158        | 7            | 5         | 12        | 378          |
| <b>Project Total</b>                    |          |                    | <b>119</b>   | <b>109</b> | <b>228</b> | <b>56</b>    | <b>35</b> | <b>91</b> | <b>1,406</b> |

<sup>1</sup> DU = Dwelling Units; TSF = Thousand Square Feet

<sup>2</sup> Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

<sup>3</sup> Internal capture based on the NCHRP 684 Internal Trip Capture Estimation Tool.

<sup>4</sup> Pass-by reduction consistent with ITE Trip Generation Handbook (2014).



**TABLE 2: PROPOSED PROJECT TRIP GENERATION SUMMARY**

| Land Use                            | ITE LU Code | Units <sup>1</sup> | AM Peak Hour |      |       | PM Peak Hour |      |       | Daily |
|-------------------------------------|-------------|--------------------|--------------|------|-------|--------------|------|-------|-------|
|                                     |             |                    | In           | Out  | Total | In           | Out  | Total |       |
| Trip Generation Rates: <sup>2</sup> |             |                    |              |      |       |              |      |       |       |
| Multifamily Housing (Low-Rise)      | 220         | DU                 | 0.10         | 0.30 | 0.40  | 0.32         | 0.19 | 0.51  | 6.74  |

| Land Use                       | Quantity | Units <sup>1</sup> | AM Peak Hour |            |             | PM Peak Hour |            |            | Daily       |
|--------------------------------|----------|--------------------|--------------|------------|-------------|--------------|------------|------------|-------------|
|                                |          |                    | In           | Out        | Total       | In           | Out        | Total      |             |
| Trip Generation Summary:       |          |                    |              |            |             |              |            |            |             |
| Multifamily Housing (Low-Rise) | 159      | DU                 | 15           | 48         | 63          | 51           | 4          | 55         | 1,072       |
| 2021 Traffic Study             |          |                    | 119          | 109        | 228         | 56           | 35         | 91         | 1,406       |
| <b>Net Change</b>              |          |                    | <b>-104</b>  | <b>-61</b> | <b>-165</b> | <b>-5</b>    | <b>-31</b> | <b>-36</b> | <b>-334</b> |

<sup>1</sup> DU = Dwelling Units

<sup>2</sup> Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

**APPENDIX 1:**  
**EXCERPTS FROM 2021 TRAFFIC STUDY**

## 4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project's trip assignment onto the study area roadway network. The Project is proposed to consist of the following uses:

- 22 multifamily (low-rise) residential dwelling units (2-floors)
- 194 multifamily (mid-rise) residential dwelling units (3-floors)
- 2,500 square feet of commercial retail use
- 2,500 square feet of fast-food restaurant without drive-through window use

Regional access to the Project site is available from the I-15 Freeway at Limonite Avenue interchange. The Project is located on the southeast corner of Sumner Avenue and Schleisman Road in the City of Eastvale. Vehicular traffic access will be provided via the following driveways:

- Driveway 1 via Sumner Avenue – Right-in/right-out/left-out access
- Driveway 2 via Schleisman Road – Right-in/right-out/left-in access

### 4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. The following trip generation rates used for this analysis are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual (10<sup>th</sup> Edition, 2017): (2)

- Multifamily (low-rise) residential (ITE Land Use Code 220)
- Multifamily (mid-rise) residential (ITE Land Use Code 221)
- Shopping Center (Retail) use (ITE Land Use Code 820, based on the regression equation)
- Fast-food restaurant without drive-through window use (ITE Land Use Code 933)
- Note the fitness center is available to residents only and is therefore not included in the trip generation calculations for the Project.

Trip generation rates used to estimate Project traffic are shown in Table 4-1.

**TABLE 4-1: PROJECT TRIP GENERATION SUMMARY**

|                                     | ITE LU |                    | AM Peak Hour |       |       | PM Peak Hour |       |       |        |
|-------------------------------------|--------|--------------------|--------------|-------|-------|--------------|-------|-------|--------|
| Land Use                            | Code   | Units <sup>1</sup> | In           | Out   | Total | In           | Out   | Total | Daily  |
| Trip Generation Rates: <sup>2</sup> |        |                    |              |       |       |              |       |       |        |
| Multifamily Housing (Low-Rise)      | 220    | DU                 | 0.11         | 0.35  | 0.46  | 0.35         | 0.21  | 0.56  | 7.32   |
| Multifamily Housing (Mid-Rise)      | 221    | DU                 | 0.09         | 0.27  | 0.36  | 0.27         | 0.17  | 0.44  | 5.44   |
| Retail (Regression Equation)        | 820    | TSF                | 37.95        | 23.26 | 61.21 | 6.81         | 7.37  | 14.18 | 195.74 |
| Fast-Food Without Drive-Through     | 933    | TSF                | 15.06        | 10.04 | 25.10 | 14.17        | 14.17 | 28.34 | 346.23 |

| Land Use                                                    | Quantity   Units <sup>1</sup> |     | AM Peak Hour |     |       | PM Peak Hour |     |       |       |
|-------------------------------------------------------------|-------------------------------|-----|--------------|-----|-------|--------------|-----|-------|-------|
|                                                             |                               |     | In           | Out | Total | In           | Out | Total | Daily |
| Trip Generation Summary:                                    |                               |     |              |     |       |              |     |       |       |
| Multifamily Housing (Low-Rise)                              | 22                            | DU  | 2            | 8   | 10    | 8            | 4   | 12    | 162   |
| Multifamily Housing (Mid-Rise)                              | 194                           | DU  | 18           | 52  | 70    | 52           | 33  | 85    | 1,056 |
| Internal Capture Reduction <sup>3</sup>                     |                               |     | -1           | -9  | -10   | -11          | -7  | -18   | -190  |
| Residential Subtotal                                        |                               |     | 19           | 51  | 70    | 49           | 30  | 79    | 1,028 |
| Retail                                                      | 2.5                           | TSF | 95           | 58  | 153   | 17           | 18  | 35    | 490   |
| Internal Capture Reduction <sup>3</sup>                     |                               |     | -5           | -8  | -13   | -11          | -10 | -21   | -158  |
| Pass-by Trip Reduction(PM & Daily) <sup>4</sup> (34%)       |                               |     | 0            | 0   | 0     | -6           | -6  | -12   | -168  |
| Fast-Food Without Drive-Through                             | 2.5                           | TSF | 38           | 25  | 63    | 35           | 36  | 71    | 866   |
| Internal Capture Reduction <sup>3</sup>                     |                               |     | -16          | -5  | -21   | -10          | -15 | -25   | -358  |
| Pass-by Trip Reduction(AM/PM & Daily) <sup>4</sup> (49/50%) |                               |     | -12          | -12 | -24   | -18          | -18 | -36   | -294  |
| Retail & Restaurant Subtotal                                |                               |     | 100          | 58  | 158   | 7            | 5   | 13    | 378   |
| Project Total                                               |                               |     | 119          | 109 | 228   | 56           | 36  | 92    | 1,406 |

<sup>1</sup> DU = Dwelling Units; TSF = Thousand Square Feet

<sup>2</sup> Trip Generation Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, Tenth Edition (2017).

<sup>3</sup> Internal capture based on the NCHRP 684 Internal Trip Capture Estimation Tool.

<sup>4</sup> Pass-by reduction consistent with ITE Trip Generation Handbook, 3rd Edition (2014).

Internal capture is a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. In other words, trips may be made between individual retail uses on-site and can be made either by walking or using internal roadways without using external streets. Internal capture reductions between the proposed land uses have been considered based on the National Cooperative Highway Research Program (NCHRP) 684 Internal Trip Capture Estimation Tool.

Pass-by trip reductions have been applied to the proposed Project uses based on percentages have been obtained from the ITE *Trip Generation Handbook* (3<sup>rd</sup> Edition, 2017). (7) These percentages represent traffic that is already on the roadway today that would make an intermediate stop at the site before continuing on to their ultimate destination. The pass-by trip reductions will be applied to off-site study area intersections only while the Project driveways will evaluate 100% of the Project traffic (pass-by trip reductions to be added back).

The resulting trip generation for the proposed Project is shown in Table 4-1. As shown in Table 4-1, the proposed Project is anticipated to generate a total of 1,406 vehicle trip-ends per day with 228 AM peak hour trips and 92 PM peak hour trips.

## **4.2 PROJECT TRIP DISTRIBUTION**

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern of passenger cars is heavily influenced by the geographical location of the site, the location of surrounding uses, and the proximity to the regional freeway system.

Exhibit 4-1 illustrates the residential passenger car trip distribution patterns and Exhibit 4-2 illustrates the retail passenger car trip distribution patterns.

## **4.3 MODAL SPLIT**

The potential for Project trips to be reduced by the use of public transit, walking or bicycling have not been included as part of the Project's estimated trip generation. Essentially, the Project's traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes.

## **4.4 PROJECT TRIP ASSIGNMENT**

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project only ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-3.

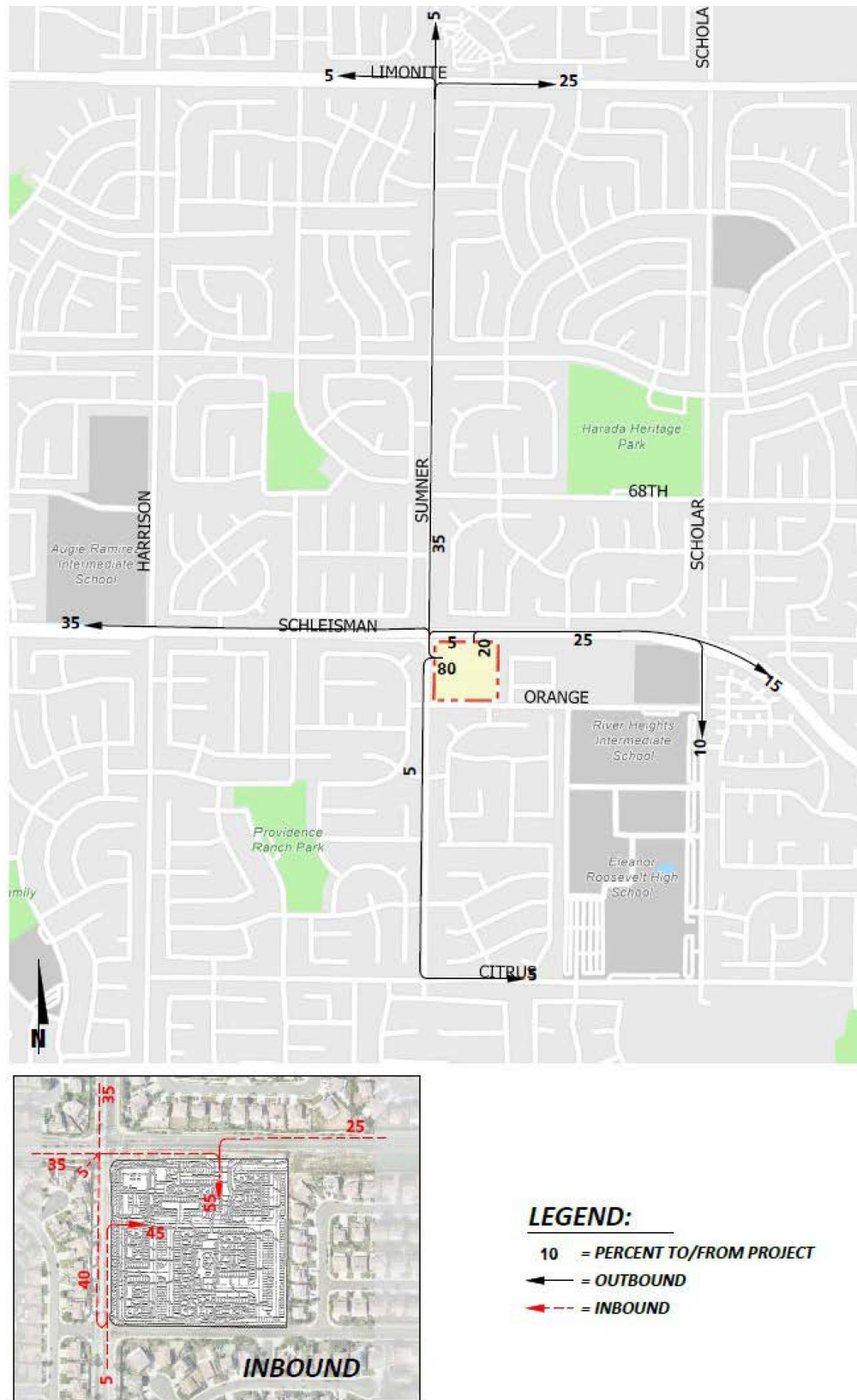
## **4.5 BACKGROUND TRAFFIC**

### **4.5.1 OPENING YEAR CUMULATIVE CONDITIONS**

Future year traffic forecasts have been based upon background (ambient) growth at 1.6% per year for 2022 traffic conditions. The ambient growth factor is intended to approximate regional traffic growth. The total ambient growth is 1.6% for 2022 traffic conditions (growth of 1.6 percent per year over 1 year). This ambient growth rate is applied to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth traffic volumes have been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies.

Opening Year Cumulative (2022) traffic volumes are provided in Section 6 of this report. The traffic generated by the proposed Project was then manually added to the base volume to determine Opening Year Cumulative "With Project" forecasts for 2022.

### EXHIBIT 4-1: PROJECT (RESIDENTIAL) TRIP DISTRIBUTION



### EXHIBIT 4-2: PROJECT (RETAIL) TRIP DISTRIBUTION

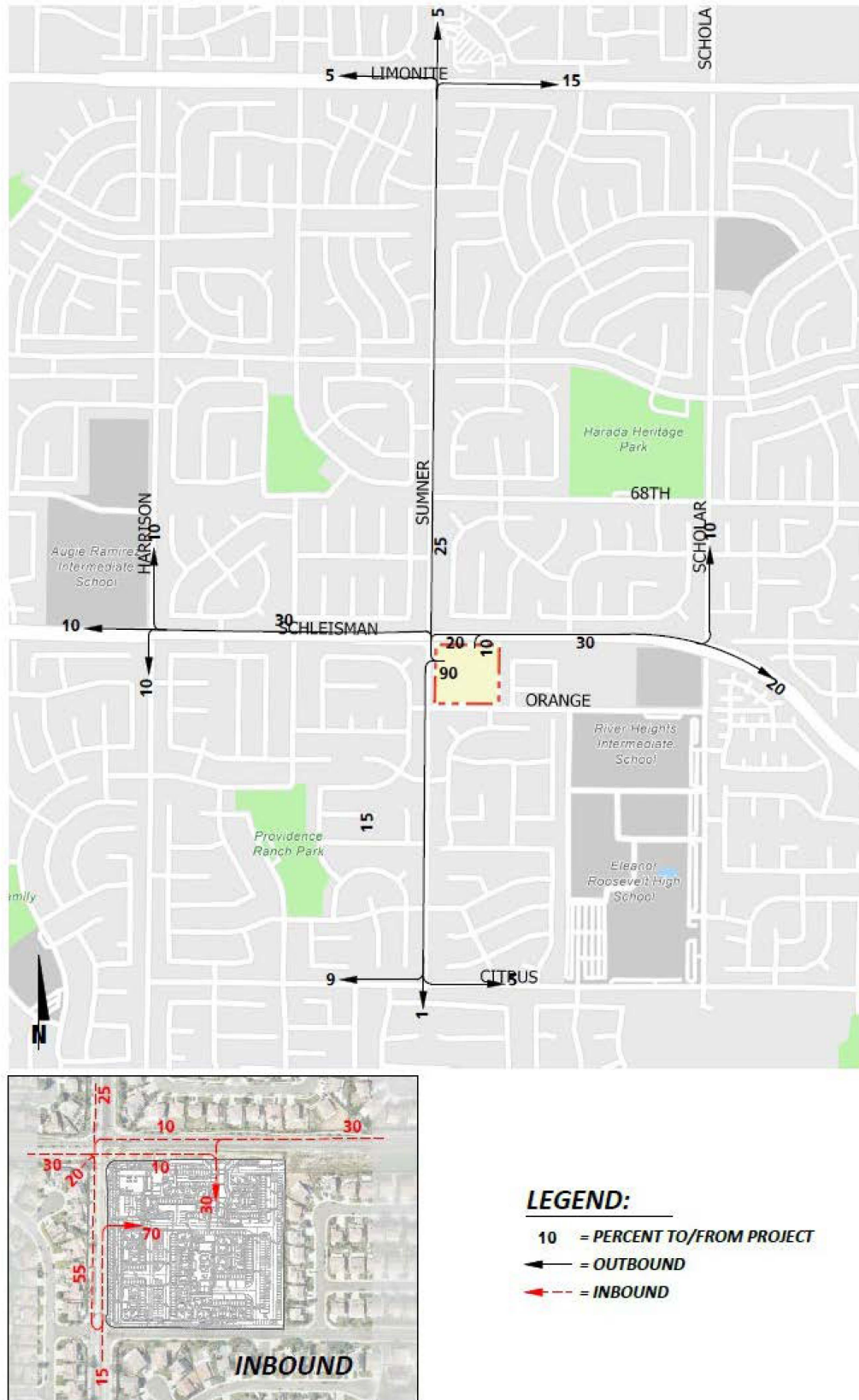


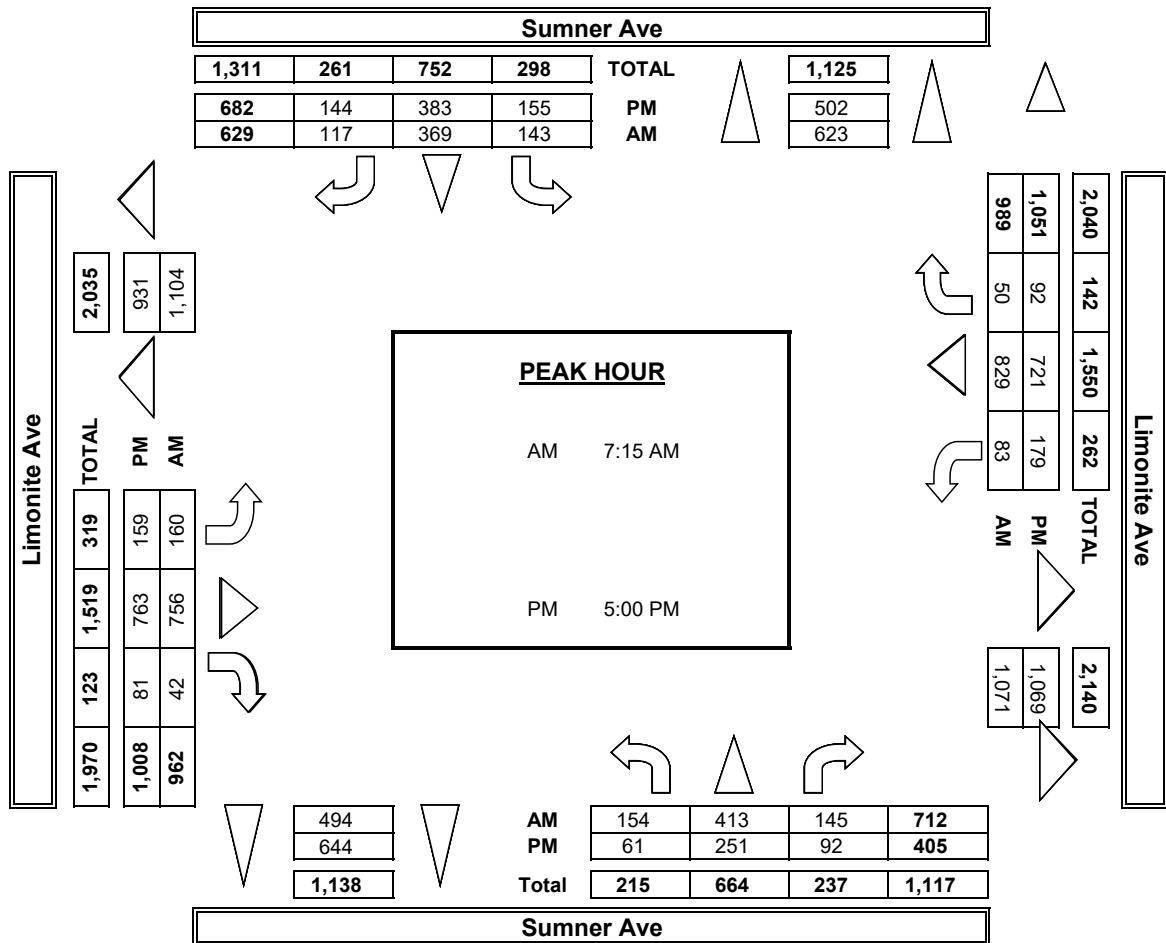
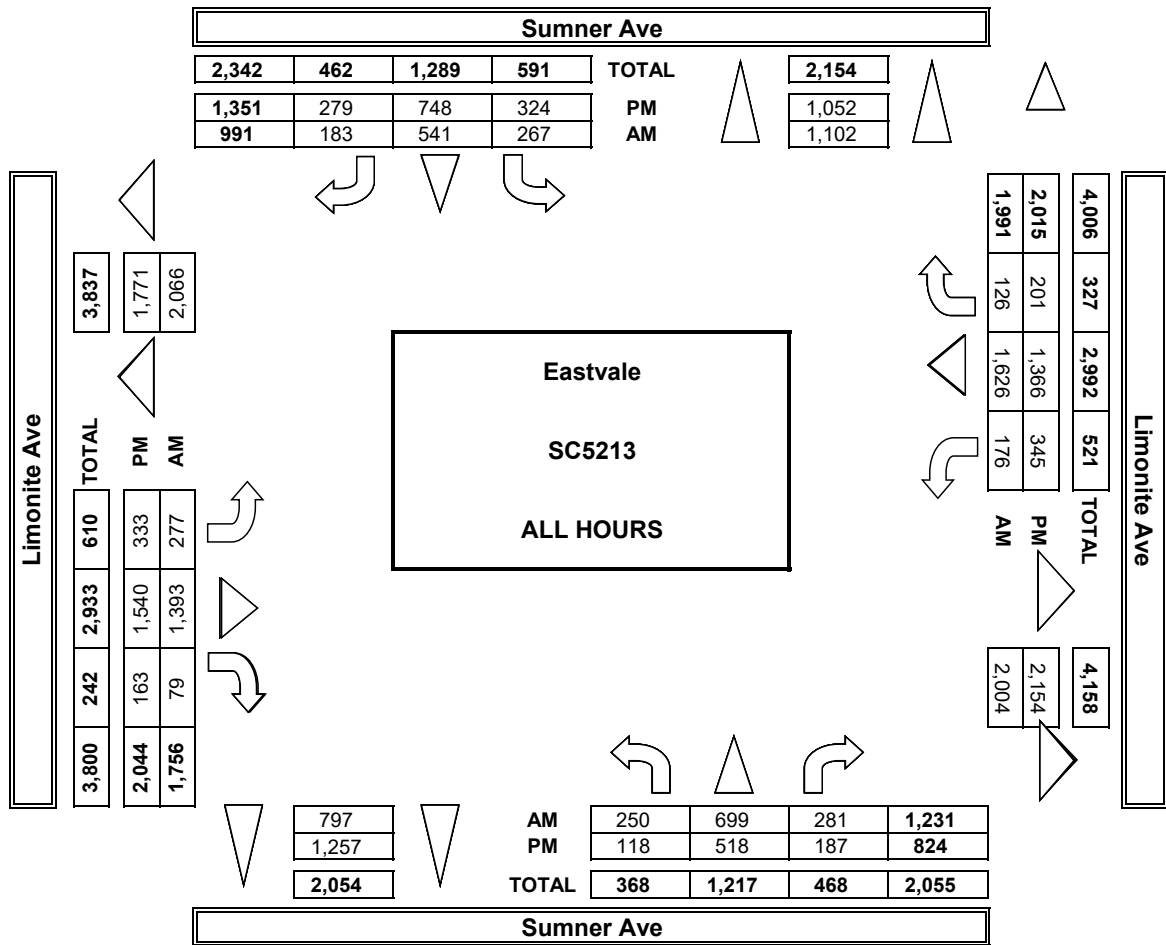
EXHIBIT 4-3: PROJECT ONLY TRAFFIC VOLUMES



**APPENDIX 2:**  
**FEBRUARY 2025 TRAFFIC COUNTS**



**AimTD LLC**  
TURNING MOVEMENT COUNTS



|                          |                                             |
|--------------------------|---------------------------------------------|
| DATE:<br>Tue, Feb 25, 25 | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: |
|--------------------------|---------------------------------------------|

INTERSECTION TURNING MOVEMENT COUNTS  
PREPARED BY: AamtD LLC, tel: 714.233.7888 [cs@amtd.com](mailto:cs@amtd.com)  
Eastvale Ave  
Sunner Ave  
Schlesman Rd

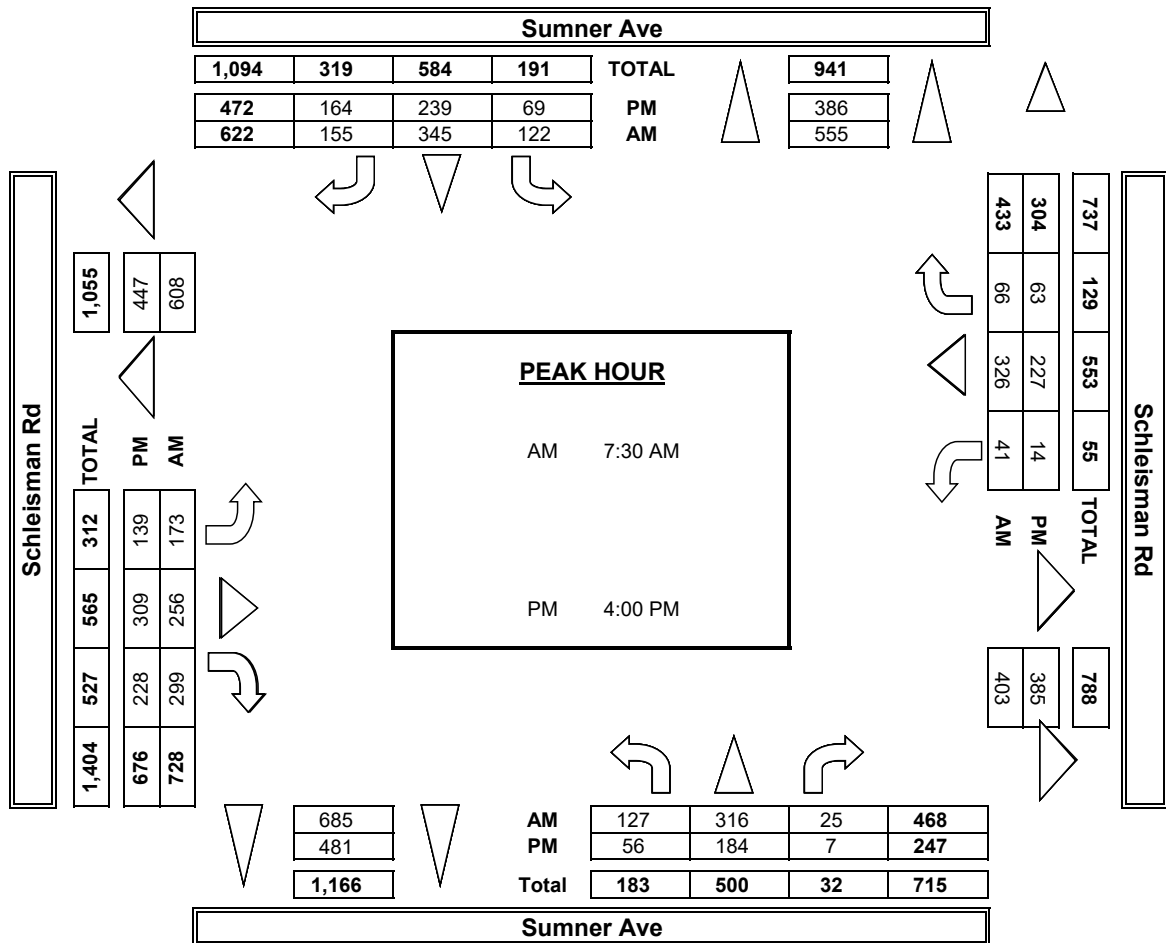
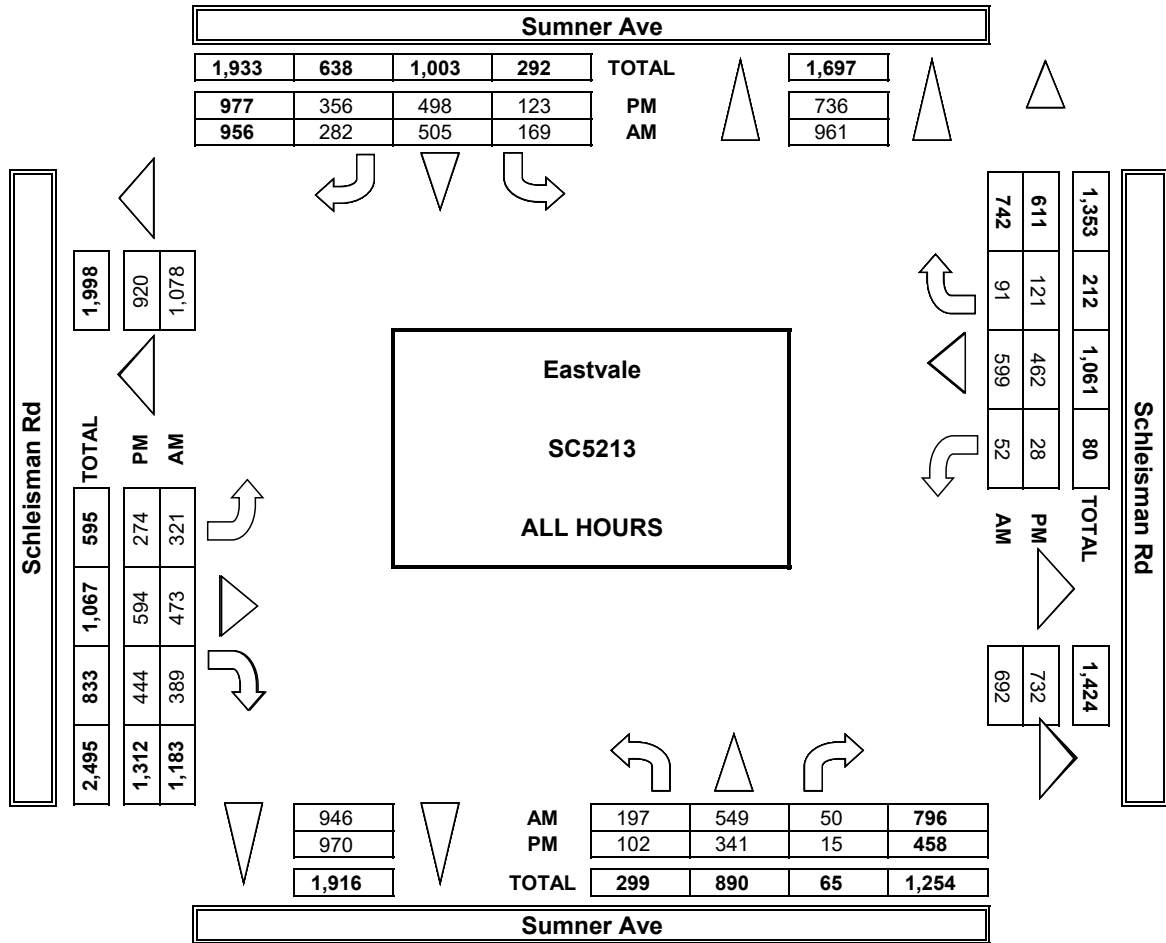
PROJECT #:  
SC2312  
LOCATION #:  
SIGNAL

T101823

|        |                       |  |  |  |  |  |  |  |  |  |
|--------|-----------------------|--|--|--|--|--|--|--|--|--|
| NOTES: |                       |  |  |  |  |  |  |  |  |  |
|        | AM PM NO OTHER SIGNAL |  |  |  |  |  |  |  |  |  |

| NORTHBOUND    |         |     |       |       |     |       |       |     |       | SOUTHBOUND |         |       |       |       |       |       |       |       |       | EASTBOUND   |         |  |  |  |  |  |  |  |  | WESTBOUND  |  |  |  |  |  |  |  |  |  |
|---------------|---------|-----|-------|-------|-----|-------|-------|-----|-------|------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|---------|--|--|--|--|--|--|--|--|------------|--|--|--|--|--|--|--|--|--|
| Sunner Ave    |         |     |       |       |     |       |       |     |       | Sunner Ave |         |       |       |       |       |       |       |       |       | Schoonau Rd |         |  |  |  |  |  |  |  |  | Wichita Rd |  |  |  |  |  |  |  |  |  |
| JAMES:        | NL      | NT  | NR    | SL    | ST  | SR    | EL    | ET  | ER    | WL         | WT      | WR    | TOTAL |       | TOTAL |       | TOTAL |       | TOTAL |             |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| 7:45 AM       | 19      | 48  | 3     | 13    | 36  | 34    | 39    | 60  | 28    | 1          | 62      | 4     | 347   | 347   |       | 347   |       | 347   |       | 347         |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| 7:15 AM       | 23      | 70  | 14    | 15    | 66  | 37    | 45    | 58  | 37    | 4          | 82      | 7     | 458   | 458   |       | 458   |       | 458   |       | 458         |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| 7:30 AM       | 28      | 69  | 11    | 17    | 77  | 61    | 47    | 56  | 41    | 11         | 76      | 12    | 528   | 528   |       | 528   |       | 528   |       | 528         |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| 7:45 AM       | 22      | 68  | 4     | 29    | 110 | 34    | 47    | 56  | 30    | 16         | 72      | 16    | 564   | 564   |       | 564   |       | 564   |       | 564         |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| 8:00 AM       | 30      | 74  | 5     | 39    | 99  | 34    | 31    | 66  | 112   | 6          | 85      | 22    | 613   | 613   |       | 613   |       | 613   |       | 613         |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| 8:15 AM       | 47      | 85  | 5     | 35    | 59  | 26    | 48    | 68  | 56    | 8          | 93      | 16    | 546   | 546   |       | 546   |       | 546   |       | 546         |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| 8:30 AM       | 18      | 79  | 5     | 10    | 30  | 30    | 30    | 30  | 44    | 13         | 4       | 83    | 30    | 356   | 356   |       | 356   |       | 356   |             |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| 8:45 AM       | 10      | 36  | 3     | 9     | 28  | 26    | 34    | 55  | 12    | 2          | 46      | 4     | 265   | 265   |       | 265   |       | 265   |       | 265         |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| VOLUMES       | 197     | 549 | 50    | 169   | 503 | 282   | 321   | 473 | 389   | 52         | 399     | 91    | 3,677 | 3,677 |       | 3,677 |       | 3,677 |       | 3,677       |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| APPROACH %    | 12%     | 69% | 6%    | 18%   | 53% | 29%   | 27%   | 40% | 33%   | 7%         | 81%     | 12%   | 0     | 0     |       | 0     |       | 0     |       | 0           |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| APPROACH      | 796     | /   | 961   | 956   | /   | 946   | 1,183 | 692 | 742   | /          | 1,078   | 0     | 0     | 0     |       | 0     |       | 0     |       | 0           |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| BEGIN PEAK HR | 7:30 AM |     |       |       |     |       |       |     |       |            | 7:30 AM |       |       |       |       |       |       |       |       |             | 7:30 AM |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| VOLUMES       | 127     | 316 | 25    | 122   | 345 | 155   | 173   | 256 | 299   | 41         | 326     | 66    | 2,251 | 2,251 |       | 2,251 |       | 2,251 |       | 2,251       |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| APPROACH %    | 27%     | 68% | 5%    | 20%   | 55% | 25%   | 24%   | 35% | 41%   | 9%         | 95%     | 15%   | 0.918 | 0.918 |       | 0.918 |       | 0.918 |       | 0.918       |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| APPROACH      | 0.854   | /   | 0.854 | 0.899 | /   | 0.899 | 0.831 | /   | 0.831 | 0.925      | /       | 0.925 | 0     | 0     |       | 0     |       | 0     |       | 0           |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| APPROACH      | 468     | /   | 555   | 622   | /   | 685   | 738   | /   | 803   | 433        | 67      | 17    | 608   | 608   |       | 608   |       | 608   |       | 608         |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| 4:00 PM       | 23      | 72  | 3     | 15    | 56  | 36    | 34    | 82  | 67    | 2          | 67      | 17    | 469   | 469   |       | 469   |       | 469   |       | 469         |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| 4:15 PM       | 10      | 45  | 1     | 14    | 48  | 37    | 32    | 73  | 50    | 5          | 52      | 15    | 383   | 383   |       | 383   |       | 383   |       | 383         |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| 4:30 PM       | 13      | 41  | 2     | 24    | 60  | 39    | 37    | 77  | 65    | 4          | 62      | 21    | 445   | 445   |       | 445   |       | 445   |       | 445         |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| 4:45 PM       | 10      | 26  | 1     | 15    | 75  | 52    | 36    | 77  | 51    | 3          | 46      | 10    | 402   | 402   |       | 402   |       | 402   |       | 402         |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| 5:00 PM       | 15      | 37  | 2     | 17    | 58  | 45    | 36    | 67  | 52    | 5          | 59      | 19    | 412   | 412   |       | 412   |       | 412   |       | 412         |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| 5:15 PM       | 6       | 30  | 2     | 2     | 49  | 46    | 31    | 93  | 50    | 3          | 59      | 3     | 366   | 366   |       | 366   |       | 366   |       | 366         |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| 5:30 PM       | 13      | 30  | 2     | 8     | 65  | 42    | 32    | 63  | 50    | 3          | 50      | 10    | 366   | 366   |       | 366   |       | 366   |       | 366         |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| 5:45 PM       | 12      | 32  | 1     | 15    | 72  | 42    | 32    | 63  | 50    | 3          | 50      | 10    | 366   | 366   |       | 366   |       | 366   |       | 366         |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| VOLUMES       | 102     | 241 | 15    | 123   | 488 | 365   | 272   | 554 | 444   | 28         | 462     | 121   | 3,358 | 3,358 |       | 3,358 |       | 3,358 |       | 3,358       |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| APPROACH %    | 22%     | 74% | 3%    | 13%   | 51% | 36%   | 45%   | 44% | 44%   | 5%         | 76%     | 20%   | 0     | 0     |       | 0     |       | 0     |       | 0           |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| APPROACH      | 458     | /   | 726   | 977   | /   | 970   | 1,312 | /   | 732   | 611        | 920     | 0     | 0     | 0     |       | 0     |       | 0     |       | 0           |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| BEGIN PEAK HR | 4:00 PM |     |       |       |     |       |       |     |       |            | 4:00 PM |       |       |       |       |       |       |       |       |             | 4:00 PM |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| VOLUMES       | 56      | 184 | 7     | 69    | 229 | 164   | 139   | 309 | 228   | 14         | 227     | 63    | 1,699 | 1,699 |       | 1,699 |       | 1,699 |       | 1,699       |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| APPROACH %    | 23%     | 74% | 3%    | 15%   | 51% | 35%   | 21%   | 36% | 34%   | 5%         | 87%     | 21%   | 0.906 | 0.906 |       | 0.906 |       | 0.906 |       | 0.906       |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| APPROACH      | 0.630   | /   | 0.630 | 0.831 | /   | 0.831 | 0.944 | /   | 0.944 | 0.874      | /       | 0.874 | 0     | 0     |       | 0     |       | 0     |       | 0           |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |
| APPROACH      | 247     | /   | 386   | 472   | /   | 481   | 676   | /   | 385   | 304        | 447     | 0     | 0     | 0     |       | 0     |       | 0     |       | 0           |         |  |  |  |  |  |  |  |  |            |  |  |  |  |  |  |  |  |  |

**AimTD LLC**  
TURNING MOVEMENT COUNTS



**DATE:**  
Tue, Feb 25, 25

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Eastvale  
Summer Ave  
Orange St

|             |        |
|-------------|--------|
| PROJECT #:  | SC5213 |
| LOCATION #: | 3      |
| CONTROL:    | SIGNAL |

SC5213  
3  
SIGNAL

| NOTES: |  | JUL   |     | ▶ |     |
|--------|--|-------|-----|---|-----|
|        |  | PM    | ▶ W | N | ▶ E |
|        |  | MO    | ▶   | S | ▶   |
|        |  | OTHER | ▶   |   |     |
|        |  | OTHER | ▶   |   |     |

[illegible]

| R10R |     |     |     |  |
|------|-----|-----|-----|--|
| NRR  | SRR | ERR | WRR |  |
| 0    | 0   | 0   | 0   |  |
| 10   | 0   | 0   | 11  |  |
| 15   | 1   | 0   | 18  |  |
| 9    | 2   | 0   | 15  |  |
| 10   | 1   | 0   | 16  |  |
| 6    | 0   | 0   | 4   |  |
| 4    | 0   | 0   | 2   |  |
| 1    | 2   | 1   | 4   |  |
| 5    | 0   | 0   | 3   |  |
| 55   | 6   | 1   | 73  |  |

[illegible]

|    |   |   |    |
|----|---|---|----|
| 29 | 3 | 0 | 37 |
| 4  | 1 | 0 | 3  |
| 1  | 0 | 1 | 6  |
| 1  | 0 | 0 | 4  |
| 0  | 0 | 0 | 6  |
| 3  | 2 | 1 | 6  |
| 3  | 1 | 2 | 3  |
| 0  | 0 | 2 | 3  |
| 11 | 5 | 4 | 34 |

|   |   |   |    |
|---|---|---|----|
| 7 | 2 | 1 | 19 |
|---|---|---|----|

|            |           |           |
|------------|-----------|-----------|
| Summer Ave | NORTH LEG | Orange St |
| Summer Ave | SOUTH LEG | Orange St |

|         |
|---------|
| 7:00 AM |
| 7:15 AM |
| 7:30 AM |
| 7:45 AM |
| 8:00 AM |
| 8:15 AM |
| 8:30 AM |
| 8:45 AM |
| TOTAL   |
| 4:00 PM |
| 4:15 PM |
| 4:30 PM |
| 4:45 PM |
| 5:00 PM |
| 5:15 PM |
| 5:30 PM |
| 5:45 PM |
| TOTAL   |

| ALL PED + BIKE & SCOOTER |      |      |       |
|--------------------------|------|------|-------|
| ELEG                     | WLEG | SLEG | NLEG  |
|                          |      |      | TOTAL |

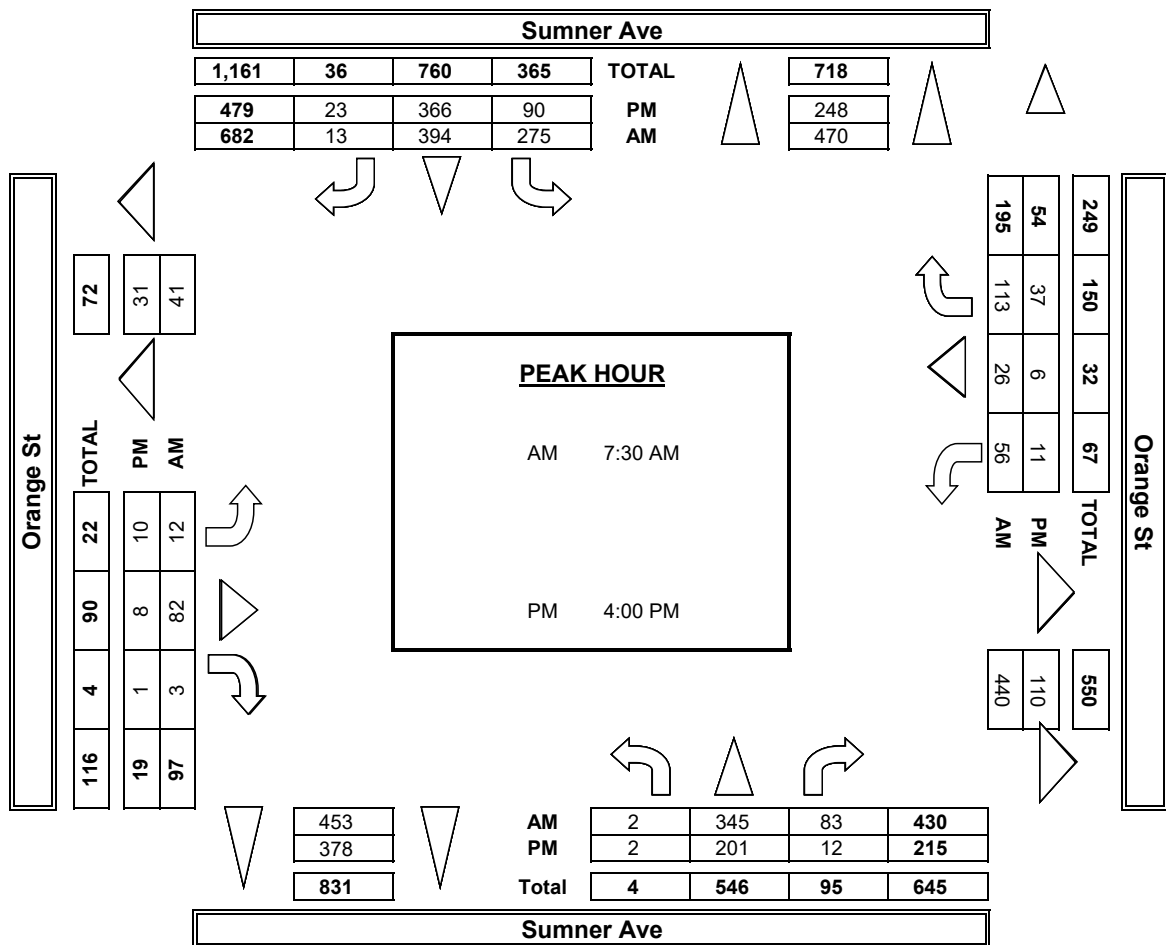
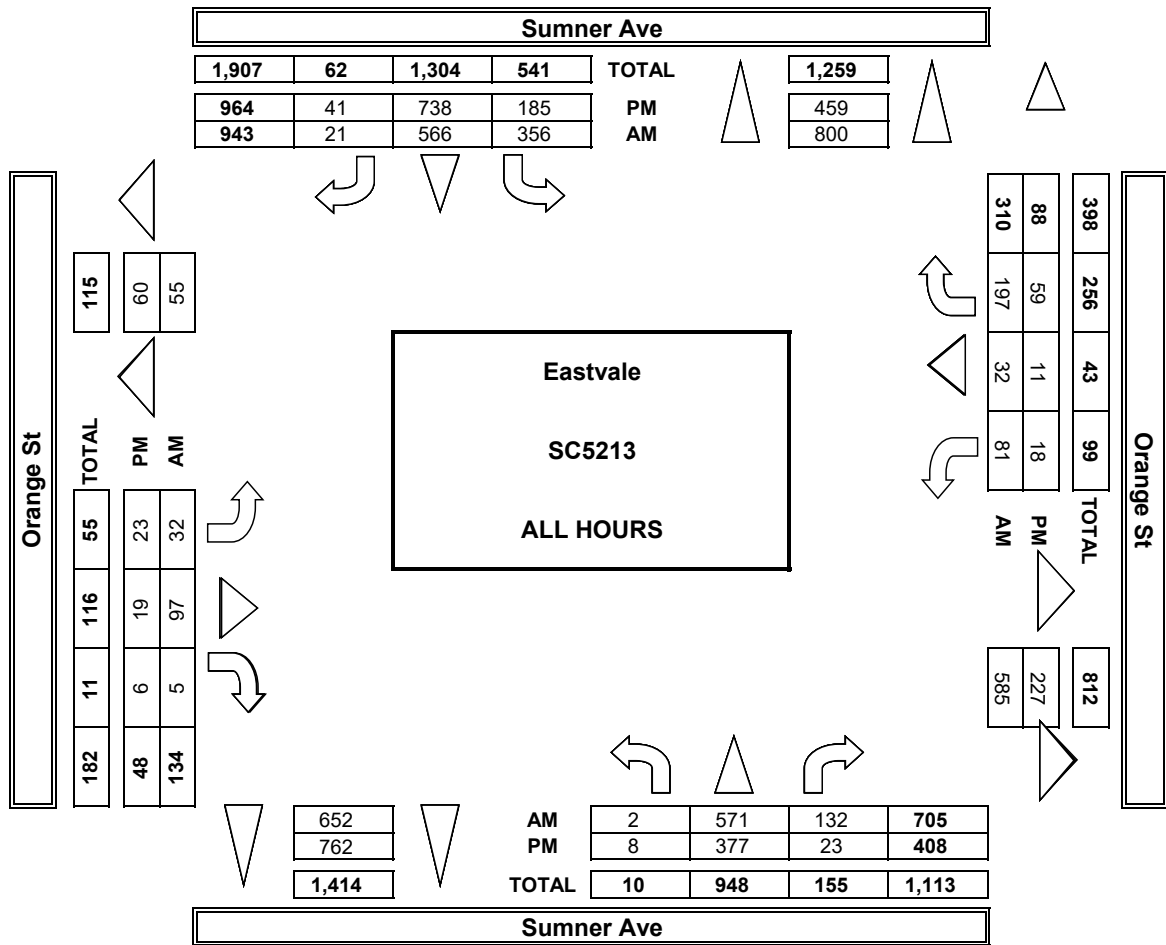
| PEDESTRIAN CROSSINGS |      |      |       |
|----------------------|------|------|-------|
| ELEG                 | WLEG | SLEG | NLEG  |
|                      |      |      | TOTAL |

| BICYCLE & SCOOTER CROSSINGS |     |     |     |       |   |  |
|-----------------------------|-----|-----|-----|-------|---|--|
| EL.                         | WL. | SL. | NL. | TOTAL |   |  |
| 0                           | 2   | 4   | 0   | 4     | 5 |  |
| 0                           | 1   | 7   | 0   | 8     |   |  |
| 0                           | 9   | 9   | 0   | 18    |   |  |
| 0                           | 18  | 13  | 0   | 31    |   |  |
| 0                           | 8   | 7   | 0   | 15    |   |  |
| 0                           | 1   | 1   | 0   | 2     |   |  |
| 0                           | 0   | 1   | 0   | 1     |   |  |
| 0                           | 40  | 43  | 0   | 83    |   |  |
| 1                           | 3   | 2   | 0   | 6     |   |  |
| 0                           | 3   | 3   | 0   | 6     |   |  |
| 0                           | 1   | 0   | 0   | 1     |   |  |
| 0                           | 0   | 0   | 0   | 0     |   |  |
| 0                           | 1   | 2   | 0   | 3     |   |  |
| 0                           | 4   | 0   | 3   | 7     |   |  |
| 1                           | 0   | 0   | 1   | 2     |   |  |
| 2                           | 9   | 2   | 4   | 27    |   |  |

| ALL PINK + BIKIE & SCOOTER |       |       |       |     |     | TOTAL |
|----------------------------|-------|-------|-------|-----|-----|-------|
| E/LEG                      | W/LEG | S/LEG | N/LEG |     |     |       |
| 0                          | 2     | 3     | 0     | 5   | 5   |       |
| 0                          | 1     | 5     | 0     | 6   | 5   |       |
| 0                          | 2     | 11    | 0     | 13  | 13  |       |
| 0                          | 10    | 10    | 0     | 20  | 20  |       |
| 0                          | 20    | 17    | 0     | 37  | 37  |       |
| 0                          | 9     | 8     | 0     | 17  | 17  |       |
| 0                          | 5     | 3     | 0     | 8   | 8   |       |
| 0                          | 3     | 1     | 0     | 4   | 4   |       |
| 0                          | 52    | 58    | 0     | 110 | 110 |       |
| 1                          | 6     | 14    | 0     | 21  | 21  |       |
| 0                          | 4     | 5     | 0     | 9   | 9   |       |
| 0                          | 5     | 2     | 0     | 7   | 7   |       |
| 0                          | 0     | 0     | 0     | 0   | 0   |       |
| 0                          | 1     | 2     | 0     | 3   | 3   |       |
| 0                          | 6     | 1     | 3     | 10  | 10  |       |
| 1                          | 0     | 0     | 1     | 2   | 2   |       |
| 0                          | 3     | 4     | 0     | 7   | 7   |       |
| 2                          | 25    | 28    | 4     | 59  | 59  |       |

| PEDESTRIAN CROSSINGS |       |       |       |    | TOTAL |
|----------------------|-------|-------|-------|----|-------|
| E/LEG                | W/LEG | S/LEG | N/LEG |    |       |
| 0                    | 0     | 1     | 0     | 1  |       |
| 0                    | 0     | 4     | 0     | 5  |       |
| 0                    | 1     | 1     | 0     | 2  |       |
| 0                    | 2     | 4     | 0     | 6  |       |
| 0                    | 1     | 1     | 0     | 2  |       |
| 0                    | 4     | 2     | 0     | 6  |       |
| 0                    | 3     | 1     | 0     | 4  |       |
| 0                    | 12    | 15    | 0     | 27 |       |
| 0                    | 3     | 12    | 0     | 15 |       |
| 0                    | 1     | 2     | 0     | 3  |       |
| 0                    | 0     | 0     | 0     | 0  |       |
| 0                    | 0     | 0     | 0     | 0  |       |
| 0                    | 2     | 0     | 1     | 3  |       |
| 0                    | 3     | 2     | 0     | 5  |       |
| 0                    | 13    | 19    | 0     | 32 |       |

**AimTD LLC**  
TURNING MOVEMENT COUNTS



**DATE:**  
Tue, Feb 25, 25

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Eastvale  
Scholar Way  
Schleisman Rd

|             |        |
|-------------|--------|
| PROJECT #:  | SC5213 |
| LOCATION #: | 4      |
| CONTROL:    | SIGNAL |

SC5213  
4  
SIGNAL

A11

| NOTES: |  | ADJ   | ▲ |   |
|--------|--|-------|---|---|
|        |  | PM    |   |   |
|        |  | MD    | ▲ | W |
|        |  | OTHER | ▲ | S |
|        |  |       | ▲ | E |

| NORTHBOUND |     |     |     | SOUTHBOUND |     |    |    | EASTBOUND |     |     |     | WESTBOUND |       |  |  |
|------------|-----|-----|-----|------------|-----|----|----|-----------|-----|-----|-----|-----------|-------|--|--|
| SHOW VIEW  |     |     |     | SHOW VIEW  |     |    |    | SHOWVIEW  |     |     |     | SHOWVIEW  |       |  |  |
| LN         | RT  | NR  | SL  | ST         | SR  | EL | ET | ER        | WL  | WT  | WR  | TOTAL     |       |  |  |
| LANES:     |     |     |     |            |     |    |    |           |     |     |     |           |       |  |  |
| 7:00 AM    | 6   | 36  | 13  | 17         | 97  | 0  | 3  | 48        | 35  | 29  | 33  | 5         | 352   |  |  |
| 7:15 AM    | 30  | 89  | 25  | 23         | 118 | 0  | 3  | 51        | 39  | 38  | 66  | 6         | 492   |  |  |
| 7:30 AM    | 25  | 111 | 35  | 29         | 132 | 2  | 5  | 68        | 49  | 41  | 53  | 12        | 561   |  |  |
| 7:45 AM    | 44  | 158 | 55  | 42         | 177 | 2  | 5  | 57        | 54  | 43  | 50  | 12        | 661   |  |  |
| 8:00 AM    | 40  | 140 | 50  | 39         | 162 | 2  | 5  | 54        | 45  | 39  | 46  | 12        | 621   |  |  |
| 8:15 AM    | 53  | 156 | 53  | 17         | 151 | 3  | 7  | 78        | 58  | 18  | 68  | 12        | 548   |  |  |
| 8:30 AM    | 28  | 66  | 8   | 12         | 12  | 2  | 3  | 7         | 71  | 1   | 9   | 6         | 282   |  |  |
| 8:45 AM    | 8   | 19  | 3   | 12         | 19  | 4  | 7  | 56        | 4   | 4   | 7   | 7         | 184   |  |  |
| COLUMNS    | 246 | 814 | 205 | 151        | 755 | 20 | 39 | 489       | 274 | 207 | 457 | 67        | 3,747 |  |  |

| U-TURNS |    |    |    |     |  |
|---------|----|----|----|-----|--|
| NB      | SB | EB | WB | TTL |  |
| 0       | 0  | 0  | 0  |     |  |
| 0       | 0  | 0  | 0  | 0   |  |
| 0       | 0  | 2  | 6  | 8   |  |
| 0       | 0  | 3  | 5  | 8   |  |
| 0       | 0  | 1  | 3  | 4   |  |
| 0       | 0  | 0  | 1  | 1   |  |
| 0       | 0  | 0  | 1  | 1   |  |
| 0       | 0  | 0  | 1  | 1   |  |
| 0       | 0  | 0  | 0  | 0   |  |
| 0       | 0  | 6  | 17 | 23  |  |

| RTOR |     |     |     |  |
|------|-----|-----|-----|--|
| NRR  | SSR | ERR | WRR |  |
| 0    | 0   | 0   | 0   |  |
| 6    | 1   | 16  | 2   |  |
| 11   | 0   | 18  | 3   |  |
| 14   | 0   | 15  | 4   |  |
| 23   | 1   | 7   | 5   |  |
| 19   | 1   | 35  | 4   |  |
| 0    | 21  | 17  | 1   |  |
| 1    | 0   | 0   | 3   |  |
| 2    | 2   | 2   | 4   |  |
| 97   | 5   | 110 | 26  |  |

[illegible]

|   |   |   |    |
|---|---|---|----|
| 0 | 0 | 4 | 10 |
|---|---|---|----|

|    |   |    |    |
|----|---|----|----|
| 77 | 2 | 74 | 14 |
|----|---|----|----|

|               |         |       |     |     |     |     |     |     |     |     |     |     |       |     |
|---------------|---------|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|-----|
| 4:30 PM       | 25      | 134   | 90  | 62  | 72  | 330 | 466 | 84  | 116 | 405 | 65  | 113 | 418   | 172 |
| 4:45 PM       | 2       | 51    | 14  | 10  | 7   | 2   | 19  | 74  | 14  | 12  | 63  | 13  | 311   | 116 |
| 4:30 PM       | 16      | 33    | 8   | 16  | 16  | 71  | 4   | 83  | 8   | 13  | 64  | 13  | 339   | 130 |
| 4:45 PM       | 5       | 46    | 6   | 23  | 57  | 2   | 4   | 76  | 12  | 9   | 52  | 13  | 306   | 96  |
| 5:00 PM       | 8       | 36    | 9   | 17  | 46  | 3   | 10  | 67  | 10  | 11  | 65  | 20  | 302   | 100 |
| 5:15 PM       | 4       | 33    | 6   | 20  | 66  | 4   | 9   | 52  | 10  | 11  | 62  | 19  | 286   | 62  |
| 5:30 PM       | 7       | 44    | 9   | 12  | 70  | 1   | 18  | 65  | 17  | 17  | 75  | 12  | 347   | 75  |
| 5:45 PM       | 5       | 54    | 9   | 9   | 95  | 5   | 8   | 62  | 20  | 19  | 70  | 15  | 377   | 77  |
| VOLUMES       | 76      | 431   | 151 | 122 | 78  | 24  | 70  | 564 | 102 | 109 | 619 | 122 | 2,350 | 619 |
| APPROACH %    | 1%      | 76%   | 72% | 15% | 18% | 76% | 9%  | 76% | 4%  | 15% | 69% | 16% |       |     |
| APPROACH      | 598     | /     | 623 | 662 | 727 | 739 | /   | 778 | 751 | /   | 622 | 0   |       |     |
| APR/DEPART    | 4:00 PM |       |     |     |     |     |     |     |     |     |     |     |       |     |
| BEGIN PERK HR |         |       |     |     |     |     |     |     |     |     |     |     |       |     |
| VOLUMES       | 141     | 264   | 53  | 204 | 239 | 11  | 25  | 318 | 45  | 51  | 247 | 56  | 1,428 | 56  |
| APPROACH %    | 15%     | 72%   | 14% | 60% | 76% | 4%  | 6%  | 81% | 12% | 14% | 70% | 16% |       |     |
| APR/DEPART    | 368     | 0.514 | 345 | 314 | 335 | 391 | 436 | 355 | 312 | 0   |     |     |       |     |

|   |   |   |   |   |
|---|---|---|---|---|
| 3 | 0 | 3 | 0 | 0 |
| 1 | 1 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 |

|    |   |    |    |
|----|---|----|----|
| 11 | 2 | 7  | 12 |
|    | 1 | 7  | 7  |
| 5  | 5 | 5  | 5  |
| 2  | 1 | 8  | 9  |
| 6  | 1 | 4  | 9  |
| 4  | 1 | 7  | 14 |
| 2  | 3 | 10 | 7  |
| 6  | 0 | 6  | 6  |
| 10 | 0 | 56 | 69 |
| 48 | 9 |    |    |

[illegible]

13030

|    |   |    |    |
|----|---|----|----|
| 26 | 5 | 25 | 33 |
|----|---|----|----|

A diagram of a rectangular building with four entrances. The entrances are labeled as follows:

- Scholar Way North Leg** (top entrance)
- Scholar Way East Leg** (right entrance)
- Scholar Way South Leg** (bottom entrance)
- Scholar Way West Leg** (left entrance)

|         |
|---------|
| 7:00 AM |
| 7:15 AM |
| 7:30 AM |
| 7:45 AM |
| 8:00 AM |
| 8:15 AM |
| 8:30 AM |
| 8:45 AM |
| TOTAL   |
| 4:00 PM |
| 4:15 PM |
| 4:30 PM |
| 4:45 PM |
| 5:00 PM |
| 5:15 PM |
| 5:30 PM |
| 5:45 PM |
| TOTAL   |

|             |  |
|-------------|--|
| Scholar Way |  |
| R&SCOOTER   |  |
| NLEG        |  |

| PEDESTRIAN CROSSINGS |       |       |       |
|----------------------|-------|-------|-------|
| E LEG                | W LEG | S LEG | N LEG |
|                      |       |       | TOTAL |

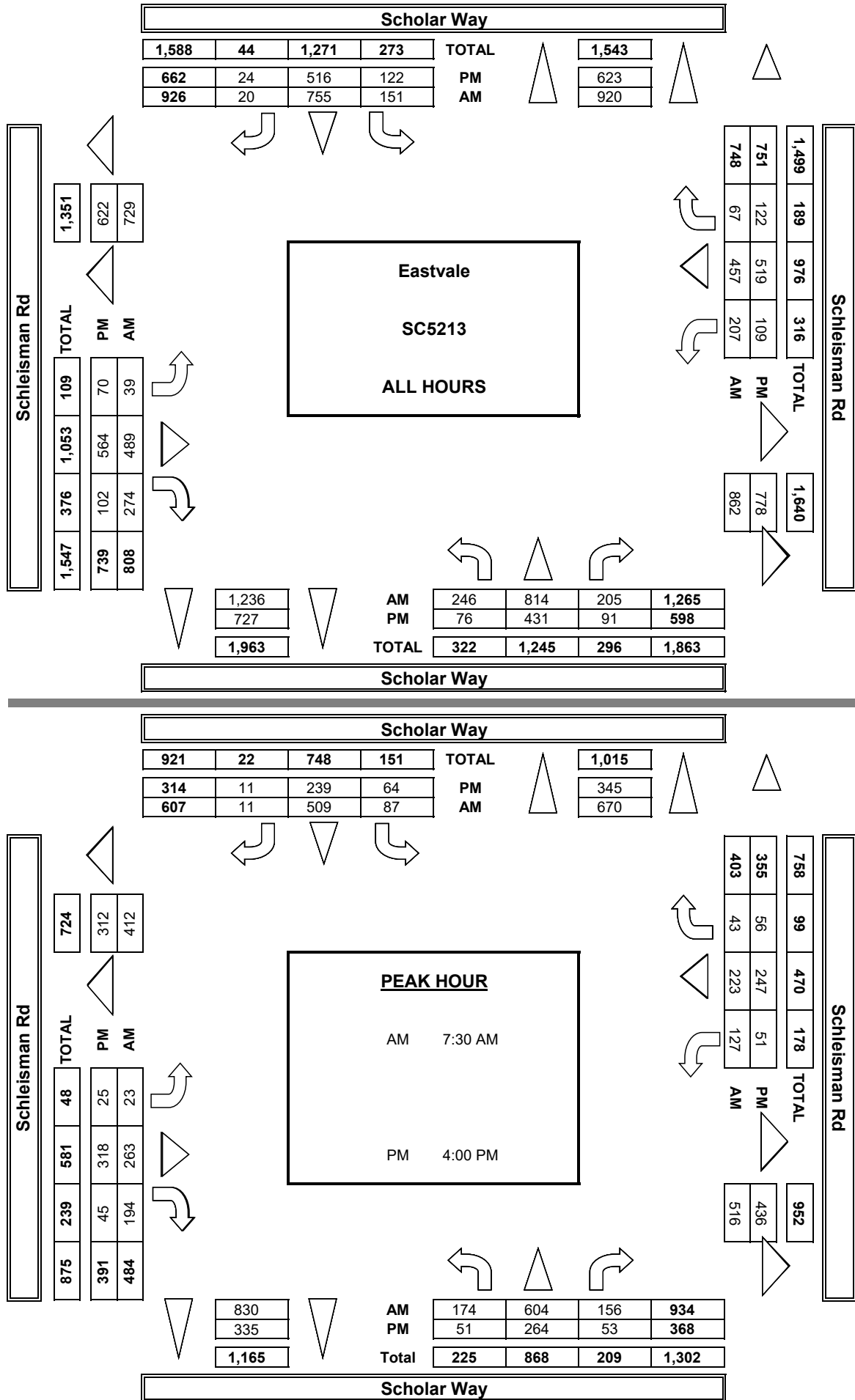
| BICYCLE & SCOOTER CROSSINGS |    |    |    |       |
|-----------------------------|----|----|----|-------|
| EL                          | WL | SL | NL | TOTAL |

| ALL PED + BIKE & SCOOTER |       |       |       |     |     | TOTAL |
|--------------------------|-------|-------|-------|-----|-----|-------|
| E/LEG                    | W/LEG | S/LEG | N/LEG |     |     |       |
| 11                       | 19    | 12    | 2     | 44  | 101 |       |
| 27                       | 39    | 22    | 13    | 81  | 144 |       |
| 23                       | 54    | 25    | 18    | 120 | 160 |       |
| 29                       | 26    | 1     | 4     | 6   | 40  |       |
| 38                       | 47    | 2     | 2     | 2   | 89  |       |
| 13                       | 65    | 1     | 12    | 91  | 81  |       |
| 4                        | 2     | 4     | 0     | 10  | 10  |       |
| 0                        | 5     | 0     | 0     | 5   | 5   |       |
| 145                      | 257   | 67    | 51    | 520 | 766 |       |
| 27                       | 38    | 0     | 11    | 76  | 19  |       |
| 7                        | 1     | 0     | 0     | 3   | 13  |       |
| 2                        | 1     | 0     | 0     | 2   | 9   |       |
| 10                       | 4     | 0     | 0     | 14  | 14  |       |
| 6                        | 1     | 2     | 0     | 9   | 9   |       |
| 2                        | 3     | 0     | 2     | 7   | 7   |       |
| 1                        | 2     | 0     | 1     | 4   | 4   |       |
| 5                        | 0     | 1     | 1     | 7   | 7   |       |
| 56                       | 62    | 4     | 17    | 139 | 139 |       |

| POSTDISTAL CROSSINGS |       |       |       |     | TOTAL |
|----------------------|-------|-------|-------|-----|-------|
| E LEG                | W LEG | S LEG | N LEG |     |       |
| 11                   | 10    | 12    | 2     | 35  |       |
| 21                   | 28    | 19    | 10    | 78  |       |
| 16                   | 34    | 24    | 15    | 89  |       |
| 20                   | 6     | 1     | 27    | 0   |       |
| 21                   | 14    | 2     | 2     | 39  |       |
| 2                    | 13    | 0     | 4     | 19  |       |
| 2                    | 2     | 3     | 0     | 7   |       |
| 0                    | 3     | 0     | 0     | 3   |       |
| 93                   | 110   | 61    | 33    | 297 |       |
| 21                   | 31    | 0     | 11    | 63  |       |
| 0                    | 3     | 2     | 2     | 10  |       |
| 0                    | 0     | 0     | 0     | 0   |       |
| 8                    | 1     | 0     | 0     | 9   |       |
| 5                    | 1     | 0     | 0     | 6   |       |
| 1                    | 0     | 0     | 0     | 1   |       |
| 0                    | 0     | 0     | 1     | 1   |       |
| 0                    | 3     | 0     | 0     | 3   |       |
| 38                   | 39    | 2     | 14    | 93  |       |

| EL. | WL. | SL. | NL. | TOTAL |
|-----|-----|-----|-----|-------|
| 0   | 9   | 3   | 0   | 9     |
| 6   | 11  | 3   | 3   | 22    |
| 7   | 20  | 1   | 3   | 31    |
| 9   | 20  | 0   | 4   | 33    |
| 17  | 33  | 0   | 0   | 50    |
| 11  | 52  | 1   | 8   | 72    |
| 2   | 0   | 1   | 0   | 3     |
| 0   | 2   | 0   | 0   | 2     |
| 52  | 147 | 6   | 18  | 223   |
| 6   | 4   | 0   | 0   | 13    |
| 4   | 5   | 0   | 0   | 9     |
| 4   | 1   | 0   | 0   | 3     |
| 2   | 3   | 0   | 0   | 5     |
| 2   | 0   | 2   | 0   | 3     |
| 1   | 3   | 0   | 2   | 6     |
| 1   | 2   | 0   | 0   | 3     |
| 1   | 2   | 0   | 1   | 4     |
| 18  | 23  | 2   | 3   | 46    |

**AimTD LLC**  
TURNING MOVEMENT COUNTS



## **APPENDIX 3:**

### **VOLUME COMPARISONS**

**Volume Development**  
**Weekday AM Peak Hour**

**2: Sumner Av. & Limonite Av.**

|                           | PHF: 0.966 |            | 7:15am     |            | Count Date: 1/22/2019 |            |            |            |            |            |            |            |              |
|---------------------------|------------|------------|------------|------------|-----------------------|------------|------------|------------|------------|------------|------------|------------|--------------|
|                           | <u>NBL</u> | <u>NBT</u> | <u>NBR</u> | <u>SBL</u> | <u>SBT</u>            | <u>SBR</u> | <u>EBL</u> | <u>EBT</u> | <u>EBR</u> | <u>WBL</u> | <u>WBT</u> | <u>WBR</u> | <u>TOTAL</u> |
| Existing 2021 (adjusted): | 173        | 378        | 106        | 93         | 183                   | 146        | 237        | 420        | 25         | 105        | 571        | 29         | 2,466        |
| 2021 ADT:                 |            | 14,620     |            |            | 15,917                |            |            | 20,680     |            |            | 20,494     |            |              |
| 2021 Pk-Daily:            |            | 7%         |            |            | 7%                    |            |            | 8%         |            |            | 6%         |            |              |
| Project:                  | 5          | 5          | 21         | 0          | 6                     | 0          | 0          | 0          | 6          | 20         | 0          | 0          | 63           |
| Project ADT:              |            | 712        |            |            | 122                   |            |            | 122        |            |            | 468        |            |              |
| Other:                    | 7          | 0          | 0          | 0          | 0                     | 1          | 0          | 152        | 4          | 1          | 282        | 0          | 447          |
| Other ADT:                |            | 174        |            |            | 20                    |            |            | 6,828      |            |            | 6,686      |            |              |
| E+P:                      | 178        | 383        | 127        | 93         | 189                   | 146        | 237        | 420        | 31         | 125        | 571        | 29         | 2,529        |
| E+P ADT:                  |            | 15,332     |            |            | 16,039                |            |            | 20,802     |            |            | 20,962     |            |              |
| OYC 2022 NP:              | 178        | 384        | 108        | 94         | 186                   | 149        | 241        | 472        | 27         | 107        | 665        | 29         | 2,640        |
| OYC 2022 NP ADT:          |            | 14,906     |            |            | 16,177                |            |            | 23,059     |            |            | 22,828     |            |              |
| OYC 2022 WP:              | 183        | 389        | 129        | 94         | 192                   | 149        | 241        | 472        | 33         | 127        | 665        | 29         | 2,703        |
| OYC 2022 WP ADT:          |            | 15,618     |            |            | 16,299                |            |            | 23,181     |            |            | 23,296     |            |              |
| 2-25-25 Counts:           | 154        | 413        | 145        | 143        | 369                   | 117        | 160        | 756        | 42         | 83         | 829        | 50         | 3,261        |
| PP Vol:                   | 143        | 491        | 165        | 98         | 307                   | 289        | 522        | 1,524      | 54         | 103        | 1,480      | 55         | 5,230        |
| PP ADT:                   |            | 16,693     |            |            | 19,232                |            |            | 56,683     |            |            | 45,291     |            |              |
| HY 2040 NP:               | 196        | 423        | 121        | 104        | 205                   | 163        | 265        | 1,598      | 30         | 120        | 1,621      | 32         | 4,878        |
| HY 2040 NP ADT:           |            | 15,688     |            |            | 16,994                |            |            | 66,755     |            |            | 55,566     |            |              |
| HY 2040 WP:               | 201        | 428        | 142        | 104        | 211                   | 163        | 265        | 1,598      | 36         | 140        | 1,621      | 32         | 4,941        |
| HY 2040 WP ADT:           |            | 16,400     |            |            | 17,116                |            |            | 66,877     |            |            | 56,034     |            |              |
| 2040 Pk-Daily:            |            | 7%         |            |            | 7%                    |            |            | 6%         |            |            | 6%         |            |              |

**4: Sumner Av. & Schleisman Rd.**

|                           | PHF: 0.877 |            | 7:00am     |            | Count Date: 2/13/2018 |            |            |            |            |            |            |            |              |
|---------------------------|------------|------------|------------|------------|-----------------------|------------|------------|------------|------------|------------|------------|------------|--------------|
|                           | <u>NBL</u> | <u>NBT</u> | <u>NBR</u> | <u>SBL</u> | <u>SBT</u>            | <u>SBR</u> | <u>EBL</u> | <u>EBT</u> | <u>EBR</u> | <u>WBL</u> | <u>WBT</u> | <u>WBR</u> | <u>TOTAL</u> |
| Existing 2021 (adjusted): | 155        | 349        | 14         | 104        | 250                   | 162        | 181        | 256        | 302        | 13         | 378        | 66         | 2,230        |
| 2021 ADT:                 |            | 9,592      |            |            | 10,955                |            |            | 18,417     |            |            | 9,619      |            |              |
| 2021 Pk-Daily:            |            | 11%        |            |            | 10%                   |            |            | 8%         |            |            | 9%         |            |              |
| Project:                  | 17         | 17         | 12         | 0          | 6                     | 0          | 0          | 0          | 6          | 4          | 0          | 0          | 62           |
| Project ADT:              |            | 1,012      |            |            | 372                   |            |            | 372        |            |            | 268        |            |              |
| Other:                    | 0          | 5          | 7          | 8          | 3                     | 1          | 1          | 63         | 0          | 6          | 48         | 7          | 149          |
| Other ADT:                |            | 343        |            |            | 379                   |            |            | 1,785      |            |            | 2,195      |            |              |
| E+P:                      | 172        | 366        | 26         | 104        | 256                   | 162        | 181        | 256        | 308        | 17         | 378        | 66         | 2,292        |
| E+P ADT:                  |            | 10,604     |            |            | 11,327                |            |            | 18,789     |            |            | 9,887      |            |              |
| OYC 2022 NP:              | 157        | 356        | 16         | 108        | 255                   | 165        | 184        | 279        | 307        | 15         | 398        | 69         | 2,310        |
| OYC 2022 NP ADT:          |            | 9,849      |            |            | 11,244                |            |            | 19,247     |            |            | 10,431     |            |              |
| OYC 2022 WP:              | 174        | 373        | 28         | 108        | 261                   | 165        | 184        | 279        | 313        | 19         | 398        | 69         | 2,372        |
| OYC 2022 WP ADT:          |            | 10,861     |            |            | 11,616                |            |            | 19,619     |            |            | 10,699     |            |              |
| 2-25-25 Counts:           | 127        | 316        | 25         | 122        | 345                   | 155        | 173        | 256        | 299        | 41         | 326        | 66         | 2,251        |
| PP Vol:                   | 162        | 157        | 301        | 242        | 150                   | 123        | 183        | 1,931      | 284        | 188        | 1,390      | 158        | 5,268        |
| PP ADT:                   |            | 15,328     |            |            | 16,040                |            |            | 48,927     |            |            | 52,119     |            |              |
| HY 2040 NP:               | 175        | 393        | 19         | 119        | 281                   | 181        | 203        | 1,046      | 338        | 17         | 934        | 76         | 3,782        |
| HY 2040 NP ADT:           |            | 10,392     |            |            | 11,826                |            |            | 30,608     |            |            | 28,036     |            |              |
| HY 2040 WP:               | 192        | 410        | 31         | 119        | 287                   | 181        | 203        | 1,046      | 344        | 21         | 934        | 76         | 3,844        |
| HY 2040 WP ADT:           |            | 11,404     |            |            | 12,198                |            |            | 30,980     |            |            | 28,304     |            |              |
| 2040 Pk-Daily:            |            | 11%        |            |            | 10%                   |            |            | 9%         |            |            | 8%         |            |              |

**Volume Development**  
**Weekday AM Peak Hour**

**6: Sumner Av. & Orange St.**

|                           |            |            |            |            |                      |            |            |            |            |            |            |            |              |
|---------------------------|------------|------------|------------|------------|----------------------|------------|------------|------------|------------|------------|------------|------------|--------------|
|                           | PHF: 0.933 |            | 8:00am     |            | Count Date: 1/7/2021 |            |            |            |            |            |            |            |              |
|                           | <u>NBL</u> | <u>NBT</u> | <u>NBR</u> | <u>SBL</u> | <u>SBT</u>           | <u>SBR</u> | <u>EBL</u> | <u>EBT</u> | <u>EBR</u> | <u>WBL</u> | <u>WBT</u> | <u>WBR</u> | <u>TOTAL</u> |
| Existing 2021 (adjusted): | 0          | 444        | 6          | 31         | 519                  | 15         | 46         | 6          | 0          | 6          | 0          | 28         | 1,101        |
| 2021 ADT:                 |            | 8,388      |            |            | 9,592                |            |            | 622        |            |            | 1,085      |            |              |
| 2021 Pk-Daily:            |            | 12%        |            |            | 11%                  |            |            | 11%        |            |            | 7%         |            |              |
| Project:                  | 0          | 1          | 0          | 0          | 3                    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 4            |
| Project ADT:              |            | 56         |            |            | 56                   |            |            | 0          |            |            | 0          |            |              |
| Other:                    | 0          | 12         | 0          | 0          | 9                    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 21           |
| Other ADT:                |            | 343        |            |            | 343                  |            |            | 0          |            |            | 0          |            |              |
| E+P:                      | 0          | 445        | 6          | 31         | 522                  | 15         | 46         | 6          | 0          | 6          | 0          | 28         | 1,105        |
| E+P ADT:                  |            | 8,444      |            |            | 9,648                |            |            | 622        |            |            | 1,085      |            |              |
| OYC 2022 NP:              | 0          | 455        | 6          | 31         | 530                  | 15         | 47         | 6          | 0          | 6          | 0          | 28         | 1,125        |
| OYC 2022 NP ADT:          |            | 8,625      |            |            | 9,849                |            |            | 632        |            |            | 1,102      |            |              |
| OYC 2022 WP:              | 0          | 456        | 6          | 31         | 533                  | 15         | 47         | 6          | 0          | 6          | 0          | 28         | 1,129        |
| OYC 2022 WP ADT:          |            | 8,681      |            |            | 9,905                |            |            | 632        |            |            | 1,102      |            |              |
| 2-25-25 Counts:           | 2          | 345        | 83         | 275        | 394                  | 13         | 12         | 82         | 3          | 56         | 26         | 113        | 1,404        |
| PP Vol:                   |            | 620        |            |            | 622                  |            |            |            |            |            |            |            | 1,241        |
| PP ADT:                   |            | 16,040     |            |            | 16,040               |            |            | 0          |            |            | 0          |            |              |
| HY 2040 NP:               | 0          | 500        | 7          | 35         | 583                  | 17         | 51         | 7          | 0          | 7          | 0          | 31         | 1,238        |
| HY 2040 NP ADT:           |            | 9,060      |            |            | 10,344               |            |            | 664        |            |            | 1,158      |            |              |
| HY 2040 WP:               | 0          | 501        | 7          | 35         | 586                  | 17         | 51         | 7          | 0          | 7          | 0          | 31         | 1,242        |
| HY 2040 WP ADT:           |            | 9,116      |            |            | 10,400               |            |            | 664        |            |            | 1,158      |            |              |
| 2040 Pk-Daily:            |            | 12%        |            |            | 12%                  |            |            | 11%        |            |            | 8%         |            |              |

**9: Scholar Wy. & Schleisman Rd.**

|                           |            |            |            |            |                        |            |            |            |            |            |            |            |              |
|---------------------------|------------|------------|------------|------------|------------------------|------------|------------|------------|------------|------------|------------|------------|--------------|
|                           | PHF: 0.864 |            | 8:00am     |            | Count Date: 10/12/2016 |            |            |            |            |            |            |            |              |
|                           | <u>NBL</u> | <u>NBT</u> | <u>NBR</u> | <u>SBL</u> | <u>SBT</u>             | <u>SBR</u> | <u>EBL</u> | <u>EBT</u> | <u>EBR</u> | <u>WBL</u> | <u>WBT</u> | <u>WBR</u> | <u>TOTAL</u> |
| Existing 2021 (adjusted): | 133        | 450        | 147        | 25         | 605                    | 23         | 31         | 234        | 136        | 205        | 261        | 22         | 2,272        |
| 2021 ADT:                 |            | 6,946      |            |            | 7,449                  |            |            | 9,407      |            |            | 8,560      |            |              |
| 2021 Pk-Daily:            |            | 24%        |            |            | 16%                    |            |            | 9%         |            |            | 10%        |            |              |
| Project:                  | 2          | 0          | 0          | 0          | 0                      | 10         | 6          | 19         | 5          | 0          | 23         | 0          | 65           |
| Project ADT:              |            | 102        |            |            | 140                    |            |            | 678        |            |            | 436        |            |              |
| Other:                    | 14         | 20         | 12         | 13         | 7                      | 0          | 0          | 70         | 6          | 6          | 46         | 6          | 200          |
| Other ADT:                |            | 832        |            |            | 602                    |            |            | 2,195      |            |            | 2,429      |            |              |
| E+P:                      | 135        | 450        | 147        | 25         | 605                    | 33         | 37         | 253        | 141        | 205        | 284        | 22         | 2,337        |
| E+P ADT:                  |            | 7,048      |            |            | 7,589                  |            |            | 10,085     |            |            | 8,996      |            |              |
| OYC 2022 NP:              | 139        | 463        | 153        | 29         | 617                    | 23         | 31         | 259        | 140        | 210        | 279        | 24         | 2,368        |
| OYC 2022 NP ADT:          |            | 7,307      |            |            | 7,749                  |            |            | 10,216     |            |            | 9,426      |            |              |
| OYC 2022 WP:              | 141        | 463        | 153        | 29         | 617                    | 33         | 37         | 278        | 145        | 210        | 302        | 24         | 2,433        |
| OYC 2022 WP ADT:          |            | 7,409      |            |            | 7,889                  |            |            | 10,894     |            |            | 9,862      |            |              |
| 2-25-25 Counts:           | 174        | 604        | 156        | 87         | 509                    | 11         | 23         | 263        | 194        | 127        | 223        | 43         | 2,414        |
| PP Vol:                   | 143        | 471        | 150        | 119        | 619                    | 193        | 282        | 2,130      | 142        | 208        | 1,526      | 125        | 6,107        |
| PP ADT:                   |            | 9,135      |            |            | 12,035                 |            |            | 52,119     |            |            | 48,587     |            |              |
| HY 2040 NP:               | 153        | 510        | 168        | 32         | 678                    | 27         | 35         | 1,187      | 154        | 231        | 1,003      | 27         | 4,204        |
| HY 2040 NP ADT:           |            | 7,678      |            |            | 8,144                  |            |            | 32,324     |            |            | 25,950     |            |              |
| HY 2040 WP:               | 155        | 510        | 168        | 32         | 678                    | 37         | 41         | 1,206      | 159        | 231        | 1,026      | 27         | 4,269        |
| HY 2040 WP ADT:           |            | 7,780      |            |            | 8,284                  |            |            | 33,002     |            |            | 26,386     |            |              |
| 2040 Pk-Daily:            |            | 24%        |            |            | 16%                    |            |            | 8%         |            |            | 10%        |            |              |

**Volume Development**  
**Weekday PM Peak Hour**

**2: Sumner Av. & Limonite Av.**

|                           |            |            |            |            |                       |            |            |            |            |            |            |            |              |
|---------------------------|------------|------------|------------|------------|-----------------------|------------|------------|------------|------------|------------|------------|------------|--------------|
|                           | PHF: 0.965 |            | 5:00pm     |            | Count Date: 1/22/2019 |            |            |            |            |            |            |            |              |
|                           | <u>NBL</u> | <u>NBT</u> | <u>NBR</u> | <u>SBL</u> | <u>SBT</u>            | <u>SBR</u> | <u>EBL</u> | <u>EBT</u> | <u>EBR</u> | <u>WBL</u> | <u>WBT</u> | <u>WBR</u> | <u>TOTAL</u> |
| Existing 2021 (adjusted): | 39         | 206        | 136        | 114        | 435                   | 192        | 212        | 558        | 77         | 212        | 485        | 44         | 2,710        |
| 2021 ADT:                 |            | 14,620     |            |            | 15,917                |            |            | 20,680     |            |            | 20,494     |            |              |
| 2021 Pk-Daily:            |            | 8%         |            |            | 8%                    |            |            | 8%         |            |            | 8%         |            |              |
| Project:                  | 2          | 2          | 8          | 0          | 3                     | 0          | 0          | 0          | 3          | 13         | 0          | 0          | 31           |
| Project ADT:              |            | 712        |            |            | 122                   |            |            | 122        |            |            | 468        |            |              |
| Other:                    | 5          | 0          | 1          | 0          | 0                     | 0          | 1          | 336        | 8          | 0          | 199        | 0          | 550          |
| Other ADT:                |            | 174        |            |            | 20                    |            |            | 6,828      |            |            | 6,686      |            |              |
| E+P:                      | 41         | 208        | 144        | 114        | 438                   | 192        | 212        | 558        | 80         | 225        | 485        | 44         | 2,741        |
| E+P ADT:                  |            | 15,332     |            |            | 16,039                |            |            | 20,802     |            |            | 20,962     |            |              |
| OYC 2022 NP:              | 41         | 209        | 138        | 116        | 442                   | 195        | 216        | 668        | 81         | 215        | 552        | 45         | 2,918        |
| OYC 2022 NP ADT:          |            | 14,906     |            |            | 16,177                |            |            | 23,059     |            |            | 22,828     |            |              |
| OYC 2022 WP:              | 43         | 211        | 146        | 116        | 445                   | 195        | 216        | 668        | 84         | 228        | 552        | 45         | 2,949        |
| OYC 2022 WP ADT:          |            | 15,618     |            |            | 16,299                |            |            | 23,181     |            |            | 23,296     |            |              |
| 2-25-25 Counts:           | 61         | 251        | 92         | 155        | 383                   | 144        | 159        | 763        | 81         | 179        | 721        | 92         | 3,081        |
| PP Vol:                   | 77         | 263        | 172        | 161        | 557                   | 592        | 450        | 1,633      | 90         | 228        | 1,869      | 78         | 6,169        |
| PP ADT:                   |            | 16,693     |            |            | 19,232                |            |            | 56,683     |            |            | 45,291     |            |              |
| HY 2040 NP:               | 45         | 230        | 153        | 127        | 486                   | 215        | 237        | 1,832      | 89         | 238        | 1,922      | 49         | 5,623        |
| HY 2040 NP ADT:           |            | 15,688     |            |            | 16,994                |            |            | 66,755     |            |            | 55,566     |            |              |
| HY 2040 WP:               | 47         | 232        | 161        | 127        | 489                   | 215        | 237        | 1,832      | 92         | 251        | 1,922      | 49         | 5,654        |
| HY 2040 WP ADT:           |            | 16,400     |            |            | 17,116                |            |            | 66,877     |            |            | 56,034     |            |              |
| 2040 Pk-Daily:            |            | 8%         |            |            | 8%                    |            |            | 6%         |            |            | 8%         |            |              |

**4: Sumner Av. & Schleisman Rd.**

|                           |            |            |            |            |                       |            |            |            |            |            |            |            |              |
|---------------------------|------------|------------|------------|------------|-----------------------|------------|------------|------------|------------|------------|------------|------------|--------------|
|                           | PHF: 0.943 |            | 4:45pm     |            | Count Date: 2/13/2018 |            |            |            |            |            |            |            |              |
|                           | <u>NBL</u> | <u>NBT</u> | <u>NBR</u> | <u>SBL</u> | <u>SBT</u>            | <u>SBR</u> | <u>EBL</u> | <u>EBT</u> | <u>EBR</u> | <u>WBL</u> | <u>WBT</u> | <u>WBR</u> | <u>TOTAL</u> |
| Existing 2021 (adjusted): | 60         | 129        | 9          | 31         | 223                   | 177        | 229        | 347        | 291        | 13         | 288        | 39         | 1,836        |
| 2021 ADT:                 |            | 9,592      |            |            | 10,955                |            |            | 18,417     |            |            | 9,619      |            |              |
| 2021 Pk-Daily:            |            | 8%         |            |            | 8%                    |            |            | 8%         |            |            | 8%         |            |              |
| Project:                  | 1          | 1          | 1          | 0          | 18                    | 0          | 0          | 0          | 18         | 13         | 0          | 0          | 52           |
| Project ADT:              |            | 1,012      |            |            | 372                   |            |            | 372        |            |            | 268        |            |              |
| Other:                    | 0          | 4          | 11         | 12         | 6                     | 1          | 1          | 83         | 0          | 11         | 92         | 12         | 233          |
| Other ADT:                |            | 343        |            |            | 379                   |            |            | 1,785      |            |            | 2,195      |            |              |
| E+P:                      | 61         | 130        | 10         | 31         | 241                   | 177        | 229        | 347        | 309        | 26         | 288        | 39         | 1,888        |
| E+P ADT:                  |            | 10,604     |            |            | 11,327                |            |            | 18,789     |            |            | 9,887      |            |              |
| OYC 2022 NP:              | 61         | 132        | 12         | 35         | 228                   | 180        | 233        | 377        | 296        | 17         | 320        | 43         | 1,935        |
| OYC 2022 NP ADT:          |            | 9,849      |            |            | 11,244                |            |            | 19,247     |            |            | 10,431     |            |              |
| OYC 2022 WP:              | 62         | 133        | 13         | 35         | 246                   | 180        | 233        | 377        | 314        | 30         | 320        | 43         | 1,987        |
| OYC 2022 WP ADT:          |            | 10,861     |            |            | 11,616                |            |            | 19,619     |            |            | 10,699     |            |              |
| 2-25-25 Counts:           | 56         | 184        | 7          | 69         | 239                   | 164        | 139        | 309        | 228        | 14         | 227        | 63         | 1,699        |
| PP Vol:                   | 205        | 290        | 314        | 246        | 285                   | 155        | 260        | 1,731      | 309        | 438        | 2,148      | 348        | 6,728        |
| PP ADT:                   |            | 15,328     |            |            | 16,040                |            |            | 48,927     |            |            | 52,119     |            |              |
| HY 2040 NP:               | 67         | 146        | 14         | 39         | 253                   | 198        | 256        | 1,449      | 327        | 19         | 1,495      | 48         | 4,311        |
| HY 2040 NP ADT:           |            | 10,392     |            |            | 11,826                |            |            | 30,608     |            |            | 28,036     |            |              |
| HY 2040 WP:               | 68         | 147        | 15         | 39         | 271                   | 198        | 256        | 1,449      | 345        | 32         | 1,495      | 48         | 4,363        |
| HY 2040 WP ADT:           |            | 11,404     |            |            | 12,198                |            |            | 30,980     |            |            | 28,304     |            |              |
| 2040 Pk-Daily:            |            | 8%         |            |            | 8%                    |            |            | 12%        |            |            | 11%        |            |              |

**Volume Development**  
**Weekday PM Peak Hour**

**6: Sumner Av. & Orange St.**

|                           |            |            |            |            |                      |            |            |            |            |            |            |            |              |
|---------------------------|------------|------------|------------|------------|----------------------|------------|------------|------------|------------|------------|------------|------------|--------------|
|                           | PHF: 0.903 |            | 4:45pm     |            | Count Date: 1/7/2021 |            |            |            |            |            |            |            |              |
|                           | <u>NBL</u> | <u>NBT</u> | <u>NBR</u> | <u>SBL</u> | <u>SBT</u>           | <u>SBR</u> | <u>EBL</u> | <u>EBT</u> | <u>EBR</u> | <u>WBL</u> | <u>WBT</u> | <u>WBR</u> | <u>TOTAL</u> |
| Existing 2021 (adjusted): | 1          | 171        | 9          | 52         | 451                  | 24         | 14         | 3          | 1          | 1          | 4          | 13         | 744          |
| 2021 ADT:                 |            | 8,388      |            |            | 9,592                |            |            | 622        |            |            | 1,085      |            |              |
| 2021 Pk-Daily:            |            | 8%         |            |            | 8%                   |            |            | 8%         |            |            | 8%         |            |              |
| Project:                  | 0          | 3          | 0          | 0          | 0                    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 3            |
| Project ADT:              |            | 56         |            |            | 56                   |            |            | 0          |            |            | 0          |            |              |
| Other:                    | 0          | 15         | 0          | 0          | 17                   | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 32           |
| Other ADT:                |            | 343        |            |            | 343                  |            |            | 0          |            |            | 0          |            |              |
| E+P:                      | 1          | 174        | 9          | 52         | 451                  | 24         | 14         | 3          | 1          | 1          | 4          | 13         | 747          |
| E+P ADT:                  |            | 8,444      |            |            | 9,648                |            |            | 622        |            |            | 1,085      |            |              |
| OYC 2022 NP:              | 1          | 178        | 9          | 53         | 463                  | 24         | 14         | 3          | 1          | 1          | 4          | 13         | 766          |
| OYC 2022 NP ADT:          |            | 8,625      |            |            | 9,849                |            |            | 632        |            |            | 1,102      |            |              |
| OYC 2022 WP:              | 1          | 181        | 9          | 53         | 463                  | 24         | 14         | 3          | 1          | 1          | 4          | 13         | 769          |
| OYC 2022 WP ADT:          |            | 8,681      |            |            | 9,905                |            |            | 632        |            |            | 1,102      |            |              |
| 2-25-25 Counts:           | 2          | 201        | 12         | 90         | 366                  | 23         | 10         | 8          | 1          | 11         | 6          | 37         | 767          |
| PP Vol:                   |            | 809        |            |            | 1,031                |            |            |            |            |            |            |            | 1,841        |
| PP ADT:                   |            | 16,040     |            |            | 16,040               |            |            |            |            |            |            |            |              |
| HY 2040 NP:               | 1          | 196        | 10         | 58         | 510                  | 27         | 16         | 3          | 1          | 1          | 4          | 15         | 842          |
| HY 2040 NP ADT:           |            | 9,060      |            |            | 10,344               |            |            | 664        |            |            | 1,158      |            |              |
| HY 2040 WP:               | 1          | 199        | 10         | 58         | 510                  | 27         | 16         | 3          | 1          | 1          | 4          | 15         | 845          |
| HY 2040 WP ADT:           |            | 9,116      |            |            | 10,400               |            |            | 664        |            |            | 1,158      |            |              |
| 2040 Pk-Daily:            |            | 8%         |            |            | 8%                   |            |            | 8%         |            |            | 8%         |            |              |

**9: Scholar Wy. & Schleisman Rd.**

|                           |            |            |            |            |                        |            |            |            |            |            |            |            |              |
|---------------------------|------------|------------|------------|------------|------------------------|------------|------------|------------|------------|------------|------------|------------|--------------|
|                           | PHF: 0.932 |            | 5:00pm     |            | Count Date: 10/12/2016 |            |            |            |            |            |            |            |              |
|                           | <u>NBL</u> | <u>NBT</u> | <u>NBR</u> | <u>SBL</u> | <u>SBT</u>             | <u>SBR</u> | <u>EBL</u> | <u>EBT</u> | <u>EBR</u> | <u>WBL</u> | <u>WBT</u> | <u>WBR</u> | <u>TOTAL</u> |
| Existing 2021 (adjusted): | 42         | 157        | 38         | 16         | 221                    | 34         | 94         | 296        | 28         | 39         | 217        | 41         | 1,223        |
| 2021 ADT:                 |            | 6,946      |            |            | 7,449                  |            |            | 9,407      |            |            | 8,560      |            |              |
| 2021 Pk-Daily:            |            | 8%         |            |            | 8%                     |            |            | 8%         |            |            | 8%         |            |              |
| Project:                  | 5          | 0          | 0          | 0          | 0                      | 1          | 1          | 6          | 3          | 0          | 9          | 0          | 25           |
| Project ADT:              |            | 102        |            |            | 140                    |            |            | 678        |            |            | 436        |            |              |
| Other:                    | 10         | 13         | 9          | 10         | 23                     | 0          | 0          | 90         | 15         | 10         | 103        | 12         | 295          |
| Other ADT:                |            | 832        |            |            | 602                    |            |            | 2,195      |            |            | 2,429      |            |              |
| E+P:                      | 47         | 157        | 38         | 16         | 221                    | 35         | 95         | 302        | 31         | 39         | 226        | 41         | 1,248        |
| E+P ADT:                  |            | 7,048      |            |            | 7,589                  |            |            | 10,085     |            |            | 8,996      |            |              |
| OYC 2022 NP:              | 46         | 163        | 41         | 19         | 231                    | 35         | 96         | 328        | 33         | 43         | 251        | 45         | 1,331        |
| OYC 2022 NP ADT:          |            | 7,307      |            |            | 7,749                  |            |            | 10,216     |            |            | 9,426      |            |              |
| OYC 2022 WP:              | 51         | 163        | 41         | 19         | 231                    | 36         | 97         | 334        | 36         | 43         | 260        | 45         | 1,356        |
| OYC 2022 WP ADT:          |            | 7,409      |            |            | 7,889                  |            |            | 10,894     |            |            | 9,862      |            |              |
| 2-25-25 Counts:           | 51         | 264        | 53         | 64         | 239                    | 11         | 25         | 318        | 45         | 51         | 247        | 56         | 1,424        |
| PP Vol:                   | 104        | 168        | 46         | 210        | 239                    | 450        | 389        | 1,813      | 66         | 40         | 2,397      | 240        | 6,162        |
| PP ADT:                   |            | 9,135      |            |            | 12,035                 |            |            | 52,119     |            |            | 48,587     |            |              |
| HY 2040 NP:               | 51         | 180        | 45         | 21         | 255                    | 38         | 105        | 1,511      | 37         | 47         | 1,718      | 50         | 4,058        |
| HY 2040 NP ADT:           |            | 7,678      |            |            | 8,144                  |            |            | 32,324     |            |            | 25,950     |            |              |
| HY 2040 WP:               | 56         | 180        | 45         | 21         | 255                    | 39         | 106        | 1,517      | 40         | 47         | 1,727      | 50         | 4,083        |
| HY 2040 WP ADT:           |            | 7,780      |            |            | 8,284                  |            |            | 33,002     |            |            | 26,386     |            |              |
| 2040 Pk-Daily:            |            | 8%         |            |            | 8%                     |            |            | 11%        |            |            | 13%        |            |              |