

Appendix C

Traffic Impact Study

APPENDIX

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BUENA PARK HIGH SCHOOL

FIELD IMPROVEMENTS PROJECT

TRAFFIC CIRCULATION MEMO

Prepared for:
PlaceWorks

Prepared by:
DJ&A



April 23, 2026



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1. Project Description

Buena Park High School (BPHS) is located in the City of Buena Park, California, and serves students in grades 9 through 12. The campus is bounded by residential neighborhoods to the north, Fullerton Creek to the west, Academy Drive to the south, and Magnolia Avenue to the east. The school occupies approximately 37.4 acres across two parcels owned by the Fullerton Joint Union High School District (FJUHSD or District).

The campus includes 24 permanent academic buildings, a student quad, agricultural learning facilities (including a crop garden, greenhouse, animal pens, and related areas), two baseball fields, two softball fields, a soccer field, a mixed-use athletic field, a swimming pool, an outdoor hard court with painted play courts, six tennis courts, and a track and field stadium with stadium lighting. Supporting facilities include dugouts, portable bleachers, batting cages, paved access areas, landscaping, and two on-site parking lots, one of which includes solar electric vehicle infrastructure.

The project area encompasses approximately 10 acres within the northeastern portion of the campus, where the existing varsity baseball, junior varsity baseball, and varsity softball fields are located. The FJUHSD proposes to install permanent athletic field lighting at these existing fields. The proposed improvements are intended to support continued athletic operations in response to California Senate Bill 328, which mandates later start times for high schools. The project would not expand school facilities, increase student enrollment capacity, or introduce new athletic programs or events.

The project consists solely of the installation of new sports field lighting infrastructure and does not include additional buildings, grading beyond pole foundations, or changes to field configurations. A total of 18 new field lights are proposed. Eight lights would be installed around the varsity baseball field, six around the junior varsity baseball field, and four around the varsity softball field. The proposed light pole heights would range from approximately 60 to 80 feet, depending on field location. Lighting would be installed along the perimeter of each field, with horizontal and vertical light spill characteristics detailed in the project lighting plans.

With the addition of field lighting, up to 11 evening practices between 3:30 p.m. and 8:00 p.m. would be accommodated for baseball and softball. The project would not result in changes to the number of athletes, athletic seasons, number of games or events, spectator attendance, or the use of stadium lighting or public address systems.

The primary purpose of this study is to assess the potential impacts of the proposed project on traffic and circulation conditions in the vicinity of BPHS. The existing school site and proposed project area are shown in Figure 1.

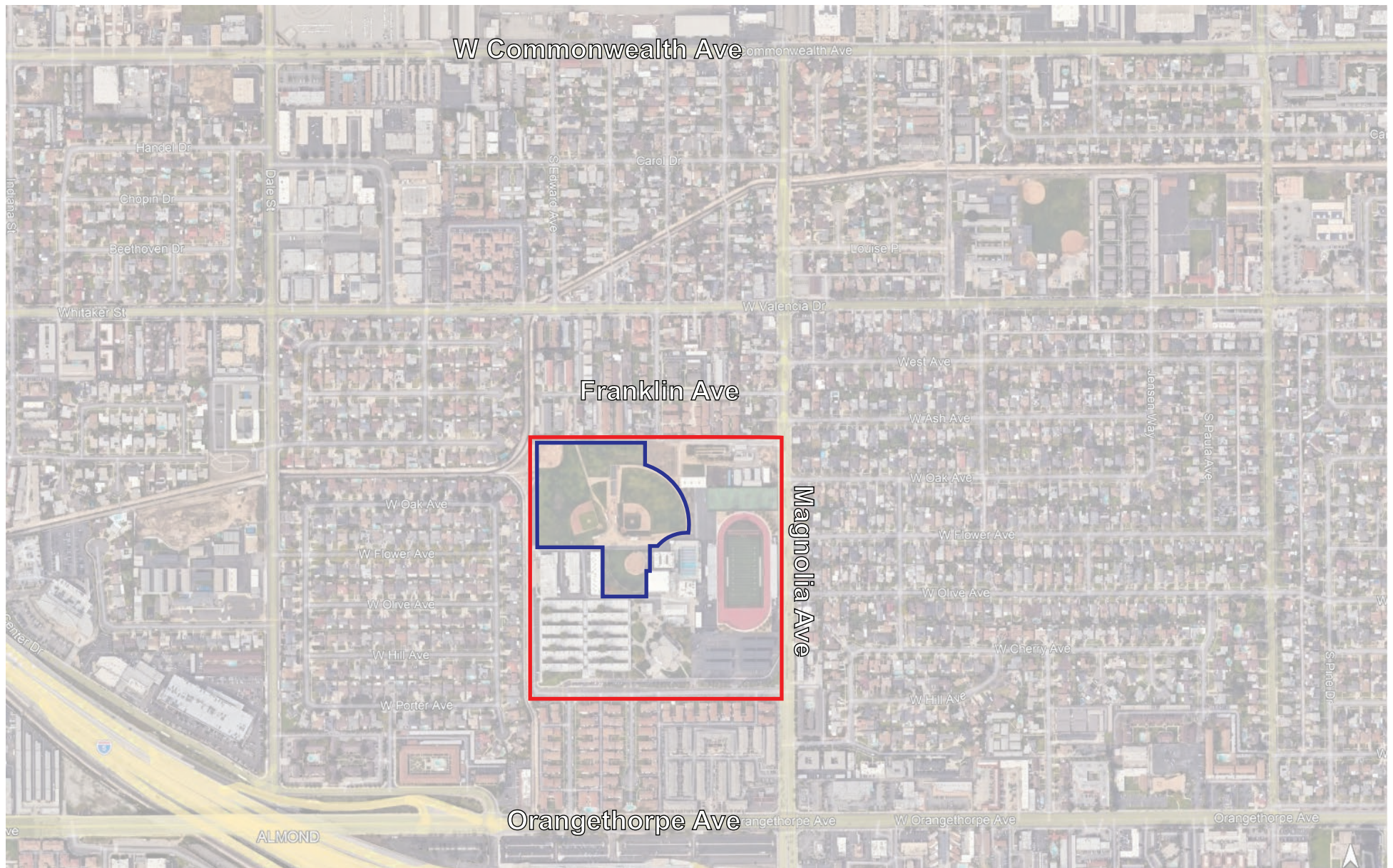


Figure 1: Buena Park High School Proposed Project Area

LEGEND

- Buena Park High School Boundary
- Project Boundary

2. Traffic Analysis: Approach and Methodology

This traffic analysis reports average daily traffic volumes and trip distribution for a range of scenarios. Traffic conditions for study area roadway segments were evaluated for each of the following scenarios:

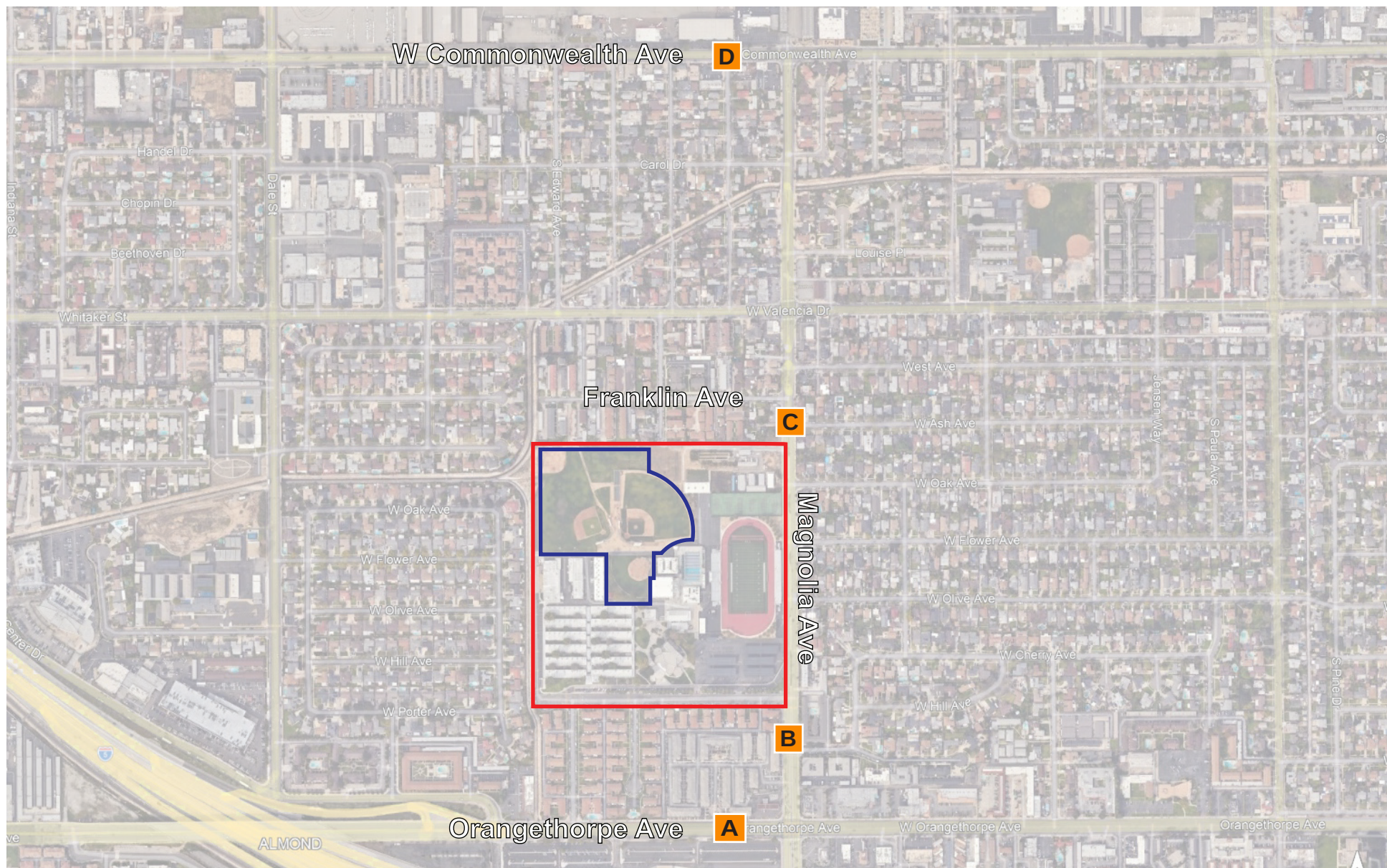
- Existing Conditions (2026) without Project
- Opening Year (2027) without Project
- Existing Conditions (2026) with Project
- Opening Year (2027) with Project

For the purpose of this analysis, the project opening year for traffic conditions is 2027. This is because the proposed project's construction period is scheduled to be completed during the 2027 calendar year. An ambient growth rate of 1% per year was used to forecast the future volumes.

2.1 Average Daily Traffic

Average daily traffic (ADT) data was collected on four roadway segments surrounding the study area for a full 24-hour period on Tuesday, March 31, 2026. The roadway segment locations are depicted in Figure 2 and listed below:

- A. Orangethorpe Avenue west of Magnolia Avenue
- B. Magnolia Avenue north of Orangethorpe Avenue
- C. Magnolia Avenue south of Franklin Avenue
- D. Commonwealth Avenue west of Magnolia Avenue



LEGEND

- A) W Orangethorpe Ave w/o Magnolia Ave
- B) Magnolia Ave n/o W Orangethorpe Ave
- C) Magnolia Ave s/o Franklin Ave
- D) W Commonwealth Ave w/o Magnolia Ave

Orange square: Roadway Segment Locations

Red rectangle: Buena Park High School Boundary

Blue outline: Project Boundary

Figure 2: Roadway Segment Locations

2.2 Roadway Descriptions

The study area roadways are described below with respect to existing geometry, pedestrian and bicycle facilities, speed limit, parking facilities, and adjacent land uses.

Magnolia Ave

Magnolia Avenue is a north–south arterial roadway that consists of four travel lanes, with two lanes in each direction. The roadway accommodates moderate traffic volumes and functions as an important connector between residential neighborhoods in the vicinity of BPHS and within the city. Magnolia Avenue is part of the Buena Park Complete Streets Master Plan. Pedestrian facilities include sidewalks along both sides of the roadway, supporting student and neighborhood pedestrian activity. Bicycle facilities are limited, with bicyclists generally sharing the roadway with vehicular traffic. The posted speed limit is 35 miles per hour. On-street parking is permitted in select locations where not restricted, primarily serving nearby residential uses and school-related activity. Adjacent land uses include single-family residential neighborhoods, school facilities, and limited commercial development near major intersections.

Commonwealth Avenue

Commonwealth Avenue is an east–west arterial roadway that consists of four travel lanes, with two lanes in each direction and dedicated left and right turn pockets and medians at intersections. The roadway serves as a major local corridor connecting residential neighborhoods with commercial areas throughout the city. Sidewalks are provided along both sides of the roadway, supporting pedestrian access. Bicycle facilities are limited to a shared roadway with vehicular traffic. The posted speed limit is 40 miles per hour. No on-street parking is allowed along the segment of road adjacent to BPHS. Adjacent land uses include a mix of residential development, commercial uses, and institutional uses near the school.

Orangethorpe Avenue

Orangethorpe Avenue is an east–west arterial roadway that consists of six travel lanes, with three lanes in each direction and dedicated left-turn pockets and medians at intersections. The roadway serves as a major local corridor connecting residential neighborhoods with commercial areas throughout the city. Sidewalks are provided along both sides of the roadway, supporting pedestrian access. Bicycle facilities are limited to a shared roadway with vehicular traffic. Orangethorpe Avenue is part of the Buena Park Complete Streets Master Plan and identified for future planned bicycle facilities. The posted speed limit is 40 miles per hour. No on-street parking is allowed along the segment of road adjacent to BPHS. Adjacent land uses include a mix of residential development, commercial uses, and institutional uses near the school.

Academy Drive

Academy Drive is an east–west local street that consists of two travel lanes, with one lane in each direction, serving local traffic and it provides access to on campus parking facilities along the southern boundary of BPHS. Pedestrian facilities include curbside sidewalks along both sides of the street and adjacent to BPHS with marked crosswalks at intersections. Dedicated bicycle facilities are not present. The posted speed limit is 25 miles per hour. On-street parking is generally permitted where signage allows. Adjacent land uses consist primarily of institutional and residential development.

3. Trip Generation

Forecast trip generation for the with project condition is estimated using rates published in the ITE Trip Generation Manual 12th Edition. The trips are based on rates for a high school (ITE Code 525). BPHS has an enrollment capacity of 2,646 students and an enrollment of 1,682 students for the 2024-2025 school year. The proposed project is not anticipated to increase the student capacity at BPHS.

Table 1 presents the trip generation forecast for the project weekday daily period and the AM and PM peak hours.

Table 1 Trip Generation for Buena Park High School

Land Use and Time Period	Students	Trip Generation Rate	Distribution		Trips		Total
			Inbound	Outbound	Inbound	Outbound	
Existing Condition							
High School – Daily	1,682	1.94 trips / student	50%	50%	1,632	1,631	3,263
High School – AM Peak Hour	1,682	.52 trips / student	68%	32%	595	280	875
High School – PM Peak Hour	1,682	.15 trips / student	48%	52%	121	131	252

4. Traffic Analysis: Without Project

This section of the memo summarizes the traffic analysis results for scenarios in the no project condition:

- Existing Conditions (2026) without Project
- Opening Year (2027) without Project

4.1 Average Daily Traffic Volumes

The average daily traffic (ADT) volumes for the study area roadway segments under Existing Conditions and in the Opening Year (2027) No Project scenario are summarized in Table 2. Existing roadway segment volumes are summarized from 24-hour counts which can be found in Appendix A. Year 2027 No Project traffic volumes were estimated by applying an assumed 1% annual growth rate to Existing Year (2026) counts.

Table 2 Estimated Roadway ADT Opening Year No Project Scenario

Roadway	Existing 2026 ADT	2027 No Project
Orangethorpe Ave w/o Magnolia Ave	20,528	20,733
Magnolia Ave n/o Orangethorpe Ave	26,099	26,360
Magnolia Ave s/o Franklin Ave	21,727	21,944
Commonwealth Ave w/o Magnolia Ave	12,867	12,996

5. Traffic Analysis: With Project

This section includes a summary of traffic volumes for the with project scenarios:

- Existing Conditions (2026) with Project
- Opening Year (2027) with Project

5.1 Existing Year (2026) With Project

The ADT volumes for the study area roadway segments in the Existing Year (2026) With Project scenario are summarized in Table 3.

Table 3 Estimated Roadway ADT Existing Year (2026) With Project

Roadway	Existing 2026 ADT	2026 With Project
Orangethorpe Ave w/o Magnolia Ave	20,528	20,528
Magnolia Ave n/o Orangethorpe Ave	26,099	26,099
Magnolia Ave s/o Franklin Ave	21,727	21,727
Commonwealth Ave w/o Magnolia Ave	12,867	12,867

5.2 Opening Year (2027) With Project

Table 4 below shows the estimated ADT volumes for each roadway segment, by scenario, including the Opening Year (2027) With Project scenario. The Opening Year (2027) With Project ADT volumes were estimated using a 1% annual growth rate from 2026 With Project ADT volumes.

Table 4 Estimated Roadway ADT, by Roadway and Scenario

Roadway	Existing 2026 ADT	2027 No Project	2026 With Project	2027 With Project
Orangethorpe Ave w/o Magnolia Ave	20,528	20,733	20,528	20,733
Magnolia Ave n/o Orangethorpe Ave	26,099	26,360	26,099	26,360
Magnolia Ave s/o Franklin Ave	21,727	21,944	21,727	21,944
Commonwealth Ave w/o Magnolia Ave	12,867	12,996	12,867	12,996

6 Additional Analysis

6.1 VMT Screening

The proposed project would not generate new vehicle trips since the project does not affect student capacity at BPHS, nor would the field improvements result in new or additional activities occurring at the campus that would result in an increase in vehicle trips. Because there is no increase in trips forecast to be generated by the project, the project is eligible to be screened out from the need for full project level VMT analysis. No VMT impact is anticipated.

6.2 Pedestrian and Site Circulation

The BPHS campus contains a primary surface parking lot at the southeast corner, accessed from Academy Drive via a full-access driveway and a gated driveway restricted to emergency egress. Additional diagonal parking is located along the southern and western boundaries of the campus and is accessed from Academy Drive through a full-access driveway on the south side and a one-way gated driveway on the west side for District and emergency personnel. An internal fire lane provides circulation through the campus and is accessible from the main parking lot and Academy Drive along the western edge. Gated vehicular access for District and emergency use is also provided from Magnolia Avenue at the northern portion of the campus. Pedestrian access is available via sidewalks along surrounding public rights-of-way, with transit service nearby, and bicycle access is accommodated via a nearby bicycle lane and shared-use roadway conditions.

6.3 Analysis

This subsection examines site access, circulation, and potential traffic safety issues related to BPHS's proposed project driveways and parking areas. This review is completed at a high level based on the project description provided by FJUHS.

Intersection Sight Distance

Existing project driveways provide sufficient sight distance. No significant horizontal curves are proposed along the roadways in the vicinity of the project driveway locations. As such, no modifications to driveway sight distances are recommended as part of this analysis. This impact is anticipated to be less than significant.

Driveway Length

The existing site access driveways are designed to serve the school's typical peak AM and PM hour traffic volumes and turning movements. Since the proposed project would not generate an increase in AM and PM peak hour trips, driveway congestion and queues would not be significantly impacted. No modifications to existing driveway lengths are recommended as part of this analysis. This impact is anticipated to be less than significant.

Driveway Proximity and Corner Clearance

Per City of Buena Park standards, the existing project driveways are sufficiently distanced from adjacent intersections and from each other.



Right-Turn Lanes at Driveways

The existing site access driveways are designed to serve the school's typical peak AM and PM hour traffic volumes and turning movements. Since the proposed project would not generate an increase in AM and PM peak hour trips, there is no need to change the configuration of right turn lanes at the study driveways.

Pedestrian and Bicycle Access

The proposed project is not anticipated to affect pedestrian and bicycle circulation. No pedestrian or bicycle infrastructure improvements are recommended.

7 Conclusion

This memo has analyzed the forecast change in traffic conditions with the implementation of the proposed Buena Park High School Field Improvements Project.

The proposed project would not result in an increase in daily vehicle trips. No changes to AM and PM peak hour traffic volumes are anticipated as student capacity will remain unchanged. No analysis is required.

Because the project would not result in an increase in student capacity or additional vehicle trips, the project is exempt from a full VMT analysis.

Since the proposed project would not generate an increase in AM and PM peak hour trips, site circulation will not be significantly impacted, and no improvements to the existing site access driveways are recommended based on this analysis.



Appendix A – Roadway Segment Counts

Tuesday, March 31, 2026

CITY: Buena Park

PROJECT: SC5973

ADT10 Orangethorpe west of Magnolia Ave.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB			PM Period	EB		WB		
0:00	23		31			12:00	123		153		
0:15	22		20			12:15	133		163		
0:30	19		23			12:30	136		146		
0:45	20	84	19	93	177	12:45	125	517	149	611	1128
1:00	12		17			13:00	137		172		
1:15	11		15			13:15	140		162		
1:30	10		11			13:30	157		151		
1:45	13	46	14	57	103	13:45	143	577	153	638	1215
2:00	8		13			14:00	156		168		
2:15	7		17			14:15	144		174		
2:30	5		7			14:30	151		180		
2:45	9	29	8	45	74	14:45	158	609	168	690	1299
3:00	10		11			15:00	178		183		
3:15	12		19			15:15	183		198		
3:30	14		25			15:30	185		202		
3:45	11	47	20	75	122	15:45	205	751	214	797	1548
4:00	19		28			16:00	227		204		
4:15	26		33			16:15	205		212		
4:30	30		52			16:30	219		189		
4:45	45	120	65	178	298	16:45	193	844	193	798	1642
5:00	48		71			17:00	231		181		
5:15	54		76			17:15	189		178		
5:30	68		93			17:30	188		193		
5:45	75	245	100	340	585	17:45	174	782	175	727	1509
6:00	92		89			18:00	151		170		
6:15	104		102			18:15	160		162		
6:30	112		111			18:30	150		153		
6:45	130	438	117	419	857	18:45	134	595	147	632	1227
7:00	168		122			19:00	127		142		
7:15	180		148			19:15	106		127		
7:30	203		161			19:30	93		115		
7:45	196	747	196	627	1374	19:45	89	415	113	497	912
8:00	204		168			20:00	82		109		
8:15	194		159			20:15	79		112		
8:30	178		174			20:30	80		96		
8:45	142	718	158	659	1377	20:45	83	324	84	401	725
9:00	123		140			21:00	69		80		
9:15	135		142			21:15	78		83		
9:30	118		147			21:30	75		78		
9:45	106	482	145	574	1056	21:45	66	288	75	316	604
10:00	109		133			22:00	52		60		
10:15	108		135			22:15	43		58		
10:30	117		131			22:30	35		46		
10:45	108	442	120	519	961	22:45	37	167	44	208	375
11:00	127		137			23:00	31		41		
11:15	112		158			23:15	30		39		
11:30	115		164			23:30	27		33		
11:45	119	473	172	631	1104	23:45	25	113	30	143	256
Total Vol.	3871		4217		8088		5982		6458		12440
						Daily Totals					
						EB	WB		Combined		
						9853	10675		20528		
AM						PM					
Split %	47.9%	52.1%	39.4%				48.1%	51.9%	60.6%		
Peak Hour	7:30	7:45	7:30				15:45	15:30	15:45		
Volume	797	697	1481				856	832	1675		
P.H.F.	0.98	0.89	0.94				0.93	0.97	0.97		

Tuesday, March 31, 2026

CITY: Buena Park

PROJECT: SC5973

ADT11 Magnolia Ave north of Orangethorpe Ave.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB			PM Period	NB		SB		
0:00	25		28			12:00	141		195		
0:15	26		21			12:15	176		167		
0:30	20		19			12:30	164		177		
0:45	19	90	20	88	178	12:45	162	643	163	702	1345
1:00	16		18			13:00	157		173		
1:15	18		14			13:15	161		202		
1:30	12		11			13:30	182		193		
1:45	10	56	16	59	115	13:45	187	687	164	732	1419
2:00	9		10			14:00	219		198		
2:15	12		13			14:15	207		209		
2:30	14		20			14:30	233		238		
2:45	16	51	24	67	118	14:45	220	879	200	845	1724
3:00	15		21			15:00	212		225		
3:15	18		25			15:15	209		206		
3:30	23		31			15:30	276		220		
3:45	19	75	36	113	188	15:45	235	932	201	852	1784
4:00	20		41			16:00	265		235		
4:15	22		56			16:15	261		204		
4:30	44		69			16:30	280		203		
4:45	50	136	72	238	374	16:45	297	1103	208	850	1953
5:00	53		89			17:00	269		224		
5:15	58		128			17:15	280		207		
5:30	87		148			17:30	268		193		
5:45	120	318	155	520	838	17:45	248	1065	183	807	1872
6:00	92		191			18:00	247		193		
6:15	111		188			18:15	240		201		
6:30	127		210			18:30	214		193		
6:45	156	486	204	793	1279	18:45	232	933	181	768	1701
7:00	158		223			19:00	191		158		
7:15	165		215			19:15	196		162		
7:30	173		220			19:30	162		152		
7:45	234	730	206	864	1594	19:45	155	704	121	593	1297
8:00	237		241			20:00	150		135		
8:15	196		256			20:15	136		123		
8:30	151		211			20:30	127		104		
8:45	144	728	202	910	1638	20:45	134	547	97	459	1006
9:00	138		205			21:00	124		108		
9:15	113		221			21:15	114		96		
9:30	141		211			21:30	110		90		
9:45	134	526	205	842	1368	21:45	106	454	72	366	820
10:00	124		183			22:00	89		69		
10:15	146		184			22:15	71		61		
10:30	137		189			22:30	65		58		
10:45	160	567	187	743	1310	22:45	47	272	47	235	507
11:00	139		190			23:00	43		41		
11:15	128		212			23:15	36		38		
11:30	193		180			23:30	34		31		
11:45	164	624	184	766	1390	23:45	31	144	27	137	281
Total Vol.	4387		6003		10390		8363		7346		15709
						Daily Totals					
						NB	SB		Combined		
						12750	13349		26099		

AM				PM			
Split %	42.2%	57.8%	39.8%	53.2%	46.8%	60.2%	
Peak Hour	7:30	7:30	7:30	16:30	14:15	16:30	
Volume	840	923	1763	1126	872	1968	
P.H.F.	0.89	0.90	0.92	0.94	0.92	0.97	

Tuesday, March 31, 2026

CITY: Buena Park

PROJECT: SC5973

ADT9 Magnolia Ave south of Franklin Ave

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB		PM Period		NB		SB	
0:00	21		25		12:00	139		166		
0:15	22		19		12:15	138		136		
0:30	15		15		12:30	131		140		
0:45	17	75	16	75	12:45	140	548	127	569	1117
1:00	17		12		13:00	138		143		
1:15	13		13		13:15	141		151		
1:30	11		14		13:30	147		161		
1:45	9	50	9	48	13:45	152	578	154	609	1187
2:00	7		8		14:00	182		179		
2:15	10		10		14:15	172		171		
2:30	13		20		14:30	193		184		
2:45	12	42	15	53	14:45	186	733	158	692	1425
3:00	15		14		15:00	177		179		
3:15	19		20		15:15	195		185		
3:30	22		27		15:30	226		186		
3:45	24	80	30	91	15:45	238	836	174	724	1560
4:00	28		32		16:00	224		156		
4:15	29		47		16:15	234		147		
4:30	40		59		16:30	241		157		
4:45	41	138	60	198	16:45	227	926	172	632	1558
5:00	43		79		17:00	225		199		
5:15	48		93		17:15	218		180		
5:30	89		123		17:30	209		153		
5:45	107	287	128	423	17:45	196	848	156	688	1536
6:00	92		135		18:00	199		155		
6:15	95		147		18:15	178		164		
6:30	111		159		18:30	181		153		
6:45	129	427	168	609	18:45	165	723	140	612	1335
7:00	138		182		19:00	161		142		
7:15	146		172		19:15	153		133		
7:30	168		188		19:30	135		126		
7:45	183	635	193	735	19:45	118	567	115	516	1083
8:00	231		238		20:00	108		112		
8:15	174		262		20:15	102		110		
8:30	152		180		20:30	103		98		
8:45	130	687	154	834	20:45	93	406	89	409	815
9:00	134		151		21:00	87		82		
9:15	118		165		21:15	83		84		
9:30	130		166		21:30	79		78		
9:45	107	489	153	635	21:45	72	321	60	304	625
10:00	123		160		22:00	71		53		
10:15	109		149		22:15	63		52		
10:30	118		138		22:30	50		47		
10:45	126	476	145	592	22:45	45	229	44	196	425
11:00	117		147		23:00	44		39		
11:15	108		155		23:15	39		35		
11:30	169		140		23:30	31		34		
11:45	131	525	141	583	23:45	25	139	27	135	274
Total Vol.	3911		4876		8787		6854		6086	12940
					Daily Totals					
					NB		SB		Combined	
					10765		10962		21727	
AM					PM					
Split %	44.5%	55.5%	40.4%		53.0%	47.0%	59.6%			
Peak Hour	7:30	7:30	7:30		15:45	15:00	16:30			
Volume	756	881	1637		937	724	1619			
P.H.F.	0.82	0.84	0.87		0.98	0.97	0.95			

Tuesday, March 31, 2026

CITY: Buena Park

PROJECT: SC5973

ADT12 Commonwealth Ave west of Magnolia Ave.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB			PM Period	EB		WB		
0:00	21		14			12:00	93		118		
0:15	19		12			12:15	71		107		
0:30	20		11			12:30	86		100		
0:45	16	76	9	46	122	12:45	75	325	117	442	767
1:00	14		8			13:00	99		92		
1:15	10		5			13:15	80		93		
1:30	7		6			13:30	103		85		
1:45	4	35	3	22	57	13:45	100	382	107	377	759
2:00	5		5			14:00	114		102		
2:15	3		3			14:15	94		104		
2:30	6		1			14:30	109		118		
2:45	3	17	2	11	28	14:45	103	420	114	438	858
3:00	7		5			15:00	99		128		
3:15	8		4			15:15	105		129		
3:30	9		5			15:30	122		145		
3:45	10	34	8	22	56	15:45	128	454	156	558	1012
4:00	11		11			16:00	106		140		
4:15	13		13			16:15	103		133		
4:30	21		16			16:30	117		135		
4:45	27	72	15	55	127	16:45	129	455	144	552	1007
5:00	36		21			17:00	139		165		
5:15	35		23			17:15	117		136		
5:30	31		29			17:30	105		125		
5:45	37	139	31	104	243	17:45	103	464	121	547	1011
6:00	53		35			18:00	106		110		
6:15	60		42			18:15	105		108		
6:30	72		58			18:30	86		95		
6:45	75	260	73	208	468	18:45	81	378	88	401	779
7:00	94		81			19:00	79		83		
7:15	105		102			19:15	77		76		
7:30	123		114			19:30	63		67		
7:45	130	452	117	414	866	19:45	64	283	63	289	572
8:00	106		122			20:00	58		59		
8:15	104		124			20:15	53		57		
8:30	93		113			20:30	51		50		
8:45	80	383	107	466	849	20:45	49	211	48	214	425
9:00	69		93			21:00	46		47		
9:15	71		101			21:15	42		43		
9:30	76		88			21:30	40		39		
9:45	90	306	102	384	690	21:45	39	167	35	164	331
10:00	76		86			22:00	33		34		
10:15	79		82			22:15	35		27		
10:30	77		91			22:30	31		31		
10:45	81	313	105	364	677	22:45	29	128	24	116	244
11:00	95		90			23:00	24		22		
11:15	83		97			23:15	22		18		
11:30	96		110			23:30	21		17		
11:45	87	361	99	396	757	23:45	23	90	15	72	162

Total Vol.	2448	2492	4940		3757	4170	7927
				Daily Totals			
				EB	WB	Combined	
				6205	6662	12867	

AM				PM			
Split %	49.6%	50.4%	38.4%	47.4%	52.6%	61.6%	
Peak Hour	7:15	7:30	7:30	16:30	16:30	16:30	
Volume	464	477	940	502	580	1082	
P.H.F.	0.89	0.96	0.95	0.94	0.88	0.89	