TO#54

Feasibility Study for Potential Closure

on

Veile Ave from Luis Estrada Road to W 6th Street

in the

City of Beaumont, CA

PREPARED FOR:

City of Beaumont
Department of Public Works
550 E. 6th Street
Beaumont, CA 92223

PREPARED BY:

MINAGAR & ASSOCIATES, INC.
Traffic/Civil/Electrical Engineering – ITS – Transportation Planning – CEM
23282 Mill Creek Drive, Suite 120
Laguna Hills, CA 92653
Tel: (949)707-1199
Web: www.minagarinc.com

28 Years of Excellence

March 18, 2021

TECHNICAL MEMORANDUM

To: Jeff Hart, PE
Public Works Director/City Engineer, City of Beaumont

From: Fred Minagar, MS, PE, RCE, FITE
City Traffic Engineer, Principal, Minagar & Associates, Inc.

Date: March 18, 2021

Re: Feasibility Study for Potential Closure on Veile Ave from Luis Estrada Rd to W 6th St

Executive Summary:

The City of Beaumont requested from Minagar & Associates, Inc. to conduct a study of the existing traffic conditions on Veile Ave, Luis Estrada Rd, and 6th St to validate the potential closure on Veile Ave from Luis Estrada Rd to W 6th St and installation of a new 8" raised Type-A median curb on 6th St Eastbound/Westbound at Veile Ave.

Minagar & Associates' staff collected the existing traffic volumes and field data for the intersections of Veile Ave at W. 6th St and Luis Estrada Rd at Veile Ave. The collected data was analyzed utilizing the latest microcomputer modeling software to assess before and after the proposed geometry improvements. It is therefore, concluded that by implementing and constructing the aforementioned improvements the vehicular safety of the subject intersections shall be enhanced. Additionally by physically restricting all the left turn movements from the intersection of Veile Ave and 6th St, the number of potential traffic accidents shall be eliminated. The Level of Service (LOS) of the subject intersections shall remain at the excellent LOS "A" with all the proposed physical improvements.

Background:

Figure 1 – Existing Geometric Condition of 6th St and Veile Ave

Figure 2 – Existing Geometric Condition of Luis Estrada Rd and Veile Ave

The City of Beaumont requested that Minagar & Associates, Inc. study the prevailing traffic conditions at the unsignalized intersections of 6th St and Veile Ave, and Luis Estrada Rd and Veile Ave in order to validate the potential closure on Veile Ave from Luis Estrada Rd to W 6th St and installation of a new 8" raised Type-A median curb on 6th St Eastbound/Westbound at Veile Ave.

Analysis:

6th St is the main street that connects Interstate 10 West and State Route 60 West in the City of Beaumont while, Veile Ave has only one lane which is separated by yellow striping as shown in Figure 1. Where the traffic movements on 6th St are free and Veile Ave Southbound is controlled by a STOP sign to enter into the freeway. 6th St has two through lanes including a de-facto right turn lane for the Westbound and Eastbound at the intersection of 6th St and Veile Ave. While, Veile Ave has one lane for only Right Turn, which is shown in the Figures 3 and 4 with multiple traffic control devices. Figures 5 and 6 illustrate the existing conditions of the Westbound and Eastbound 6th St.

At the intersection of Veile Ave and Luis Estrada Rd, the traffic movements on Veile Ave are free and Luis Estrada Rd Eastbound and Westbound are controlled by a STOP sign. Luis Estrada Rd has one shared lane at Veile Ave. Southbound Veile Ave has one shared through lane and one left turn lane and Northbound Veile Ave has one shared through/left lane including a de-facto right turn lane. Figures 7 and 8 illustrate the existing conditions of Luis Estrada Rd, and Figures 9 and 10 illustrate the existing conditions of Veile Ave.

Minagar & Associates, Inc. conducted the field data collection at the 6th St and Veile Ave intersection for a typical weekday (Wednesday) on September 9, 2020, and at Luis Estrada Rd and Veile Ave intersection for a typical weekday (Thursday) on March 11, 2021. The data collection was comprised of traffic volumes covering the AM peak (7:00 AM - 9:00 AM), Midday

peak (11:00 AM - 1:00 PM) and PM peak (4:00 PM - 6:00 PM) hours. The raw traffic counts were organized into three sets of peak hours that included intersection turning movement volumes, lane geometries and traffic control parameters, were used to prepared traffic volume reports for the existing and proposed conditions utilizing the latest microcomputer software Synchro - 10.

Three peak-hour Level of Service (LOS) analyses were performed to evaluate the traffic service levels under the existing and proposed conditions with the road closure on Veile Ave from Luis Estrada Rd to W 6th St and a new 8" raised Type-A median curb at Veile Ave Northbound and 6th St Eastbound/Westbound respectively.

The Synchro computer analysis was based on the 2000 Highway Capacity Manual, which defines LOS using 6 levels, with LOS "A" having the best-operating conditions and LOS "F" having the worst operating conditions. Level of Service is dependent on the amount of time delay and type of roadway the LOS criteria are being applied to, with thresholds set for each LOS grade. Table 1 below summarizes the thresholds for each level.

Table 1: Level of Service Threshold Summary

Level of Service	Delay Value (seconds) for Unsignalized Intersection	Delay Value (seconds) for Signalized Intersection
A	0.0 to 10.0	0.0 to 10.0
B	>10.0 to 15.0	>10.0 to 20.0
C	>15.0 to 25.0	>20.0 to 35.0
D	>25.0 to 35.0	>35.0 to 55.0
E	>35.0 to 50.0	>55.0 to 80.0
F	>50.0	>80.0

Figure 3 - Existing Traffic Control Devices and Striping at Northbound Veile Ave

Figure 4 - Existing Traffic Control Devices and Striping at Southbound Veile Ave

Figure 5 - Existing Traffic Control Devices and Striping at Eastbound Veile Ave

Figure 6 - Existing Traffic Control Devices and Striping at Westbound Veile Ave

Figure 7 - Existing Traffic Control Devices and Striping at Eastbound Luis Estrada Road

Figure 8 - Existing Traffic Control Devices and Striping at Westbound Luis Estrada Road

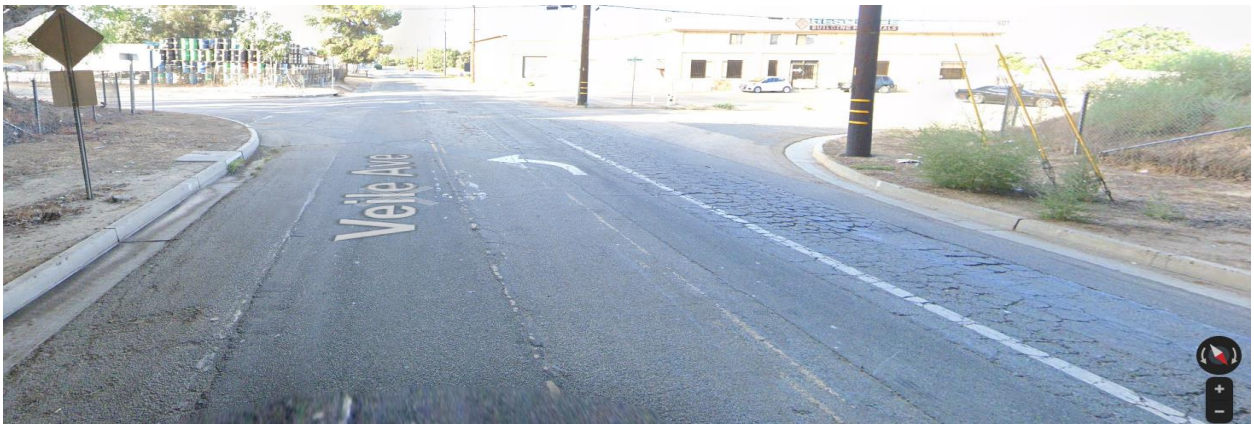


Figure 9 - Existing Traffic Control Devices and Striping at Southbound Veile Ave

Figure 10 - Existing Traffic Control Devices and Striping at Northbound Veile Ave

Figures 11, 12 and 13 show the existing conditions of AM, MD and PM peak hours respectively. Below figures show exactly the same geometric condition of the intersection of 6th St and Veile Ave and the intersection of Veile Ave and Luis Estrada Rd. The Levels of Service and average delays for AM, MD and PM peak hours are shown in Appendix A.

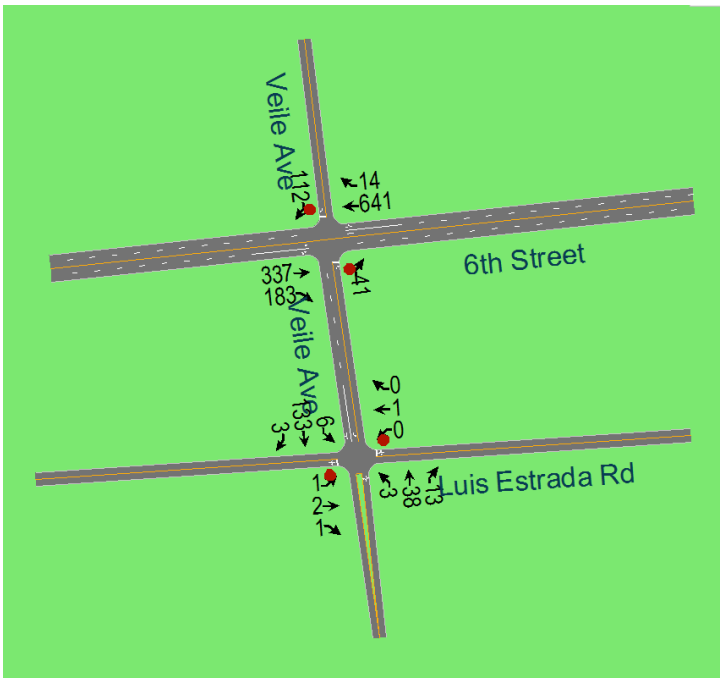


Figure 11 – Existing AM Peak Hour Volumes
6th St and Veile Ave
Veile Ave and Luis Estrada Rd

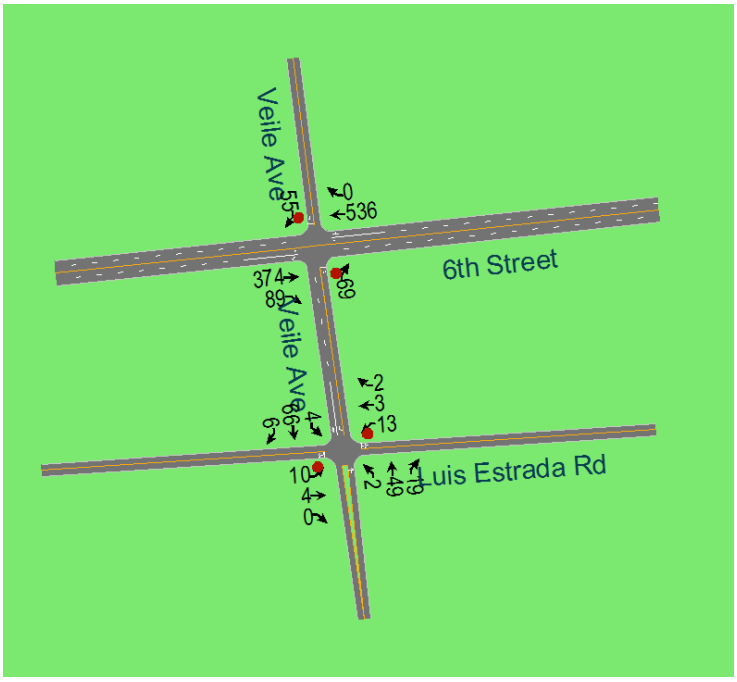


Figure 12 – Existing MD Peak Hour Volumes
6th St and Veile Ave
Veile Ave and Luis Estrada Rd

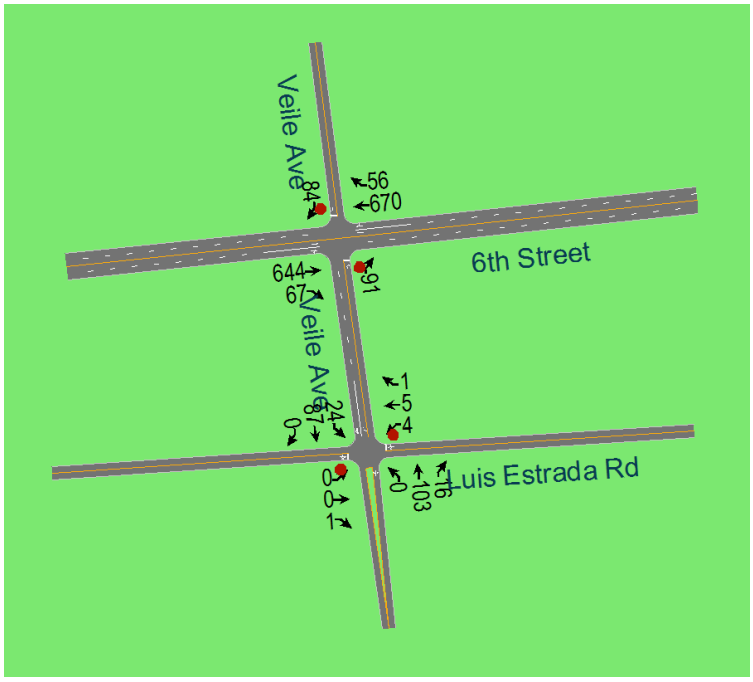


Figure 13 – Existing PM Peak Hour Volumes
6th Street and Veile Ave
Veile Ave and Luis Estrada Rd

Tables 2 and 3 show the results of LOS and delay values for the existing conditions for 6th St and Veile Ave and Luis Estrada Rd and Veile Ave.

Table 2: LOS Intersection Summary for the Existing Conditions for 6th St and Veile Ave

Baseline Year 2020 Existing Condition				
Study Intersection		Peak Hour	Intersection LOS	Delay Value (Second)
Location	Control			
6th St & Veile Ave	Stop	AM	A	1.3
		MD	A	1.2
		PM	A	1.3

Table 3: LOS Intersection Summary for the Existing Conditions for Luis Estrada Rd and Veile Ave

Baseline Year 2021 Existing Condition				
Study Intersection		Peak Hour	Intersection LOS	Delay Value (Second)
Location	Control			
Luis Estrada Rd & Veile Ave	Stop	AM	A	0.6
		MD	A	1.9
		PM	A	1.2

Subsequent to Minagar & Associates, Inc. analyses, it was revealed that the existing striping on Northbound and Southbound approaches of Veile Ave are faded and they need to be re-striped with thermoplastic paints. Specifically the Northbound approach of Veile Ave—at the southeast corner of the intersection needs to be re-painted for a stop bar and STOP legend.

Furthermore, City plans close Veile Ave from Luis Estrada Rd to W 6th St. In addition, City also plans to remove the existing rolled curb and install 8" raised Type-A curb on East-West bound to restrict left turns from 6th St to Veile Ave towards Northbound and Southbound. With the proposed closure and new raised Type-A curb, all the through traffic movements shall be restricted completely from the North- to Southbound direction on Veile Ave.

Figures 14, 15, and 16 show the AM, MD and PM peak hour traffic volumes with the proposed Veile Ave roadway closure respectively. Below figures show exactly the same geometric condition of the intersection of 6th St and Veile Ave and the intersection of Veile Ave and Luis Estrada Rd. The Levels of Service and average delays for AM, MD and PM peak hours are shown in Appendix A.

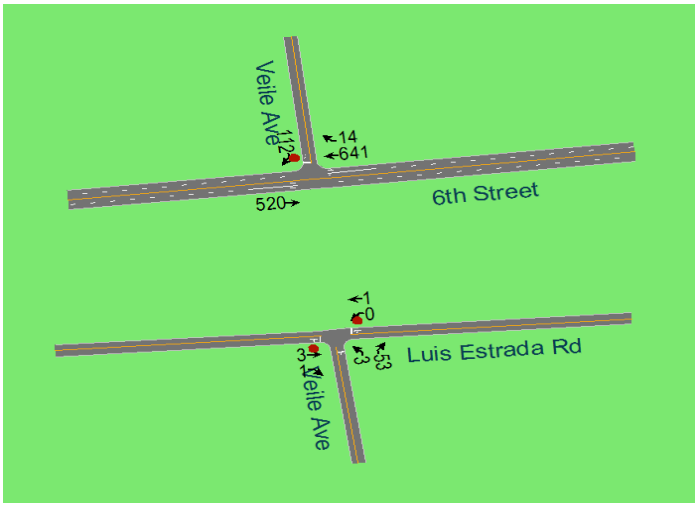


Figure 14 – AM Peak Hour Volumes with the Proposed Veile Ave Roadway Segment Closure Between 6th St and Luis Estrada Rd

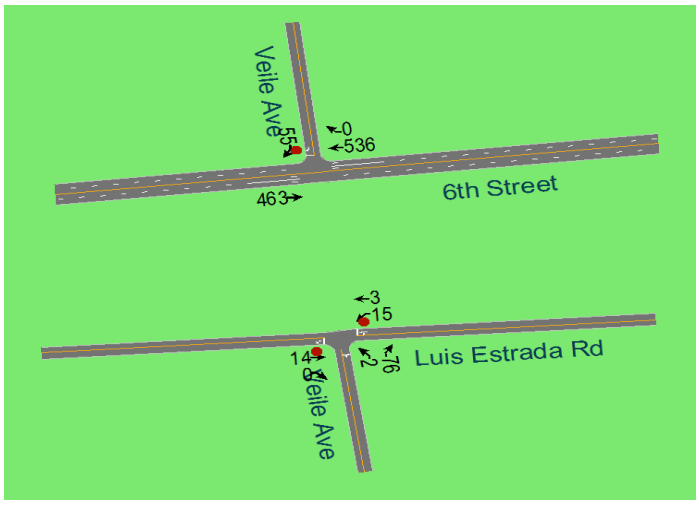


Figure 15 – MD Peak Hour Volumes with the Proposed Veile Ave Roadway Segment Closure Between 6th St and Luis Estrada Rd

Figure 16 – PM Peak Hour Volumes with the Proposed Veile Ave Roadway Segment Closure Between 6th St and Luis Estrada Rd

Tables 4 and 5 show the results of LOS and delay values for the proposed conditions for 6th St and Veile Ave and Luis Estrada Rd and Veile Ave.

Table 4: LOS Intersection Summary for the Proposed Conditions for 6th St & Veile Ave

Baseline Year 2020 With the Proposed Veile Ave Roadway Segment Closure Condition				
Study Intersection		Peak Hour	Intersection LOS	Delay Value (Second)
Location	Control			
6th St & Veile Ave	Stop	AM	A	1.0
		MD	A	0.6
		PM	A	0.6

Table 5: LOS Intersection Summary for the Proposed Conditions for Luis Estrada Rd & Veile Ave

Baseline Year 2021 With the Proposed Veile Ave Roadway Segment Closure Condition				
Study Intersection		Peak Hour	Intersection LOS	Delay Value (Second)
Location	Control			
Luis Estrada Rd & Veile Ave	Stop	AM	A	1.0
		MD	A	2.8
		PM	A	0.7

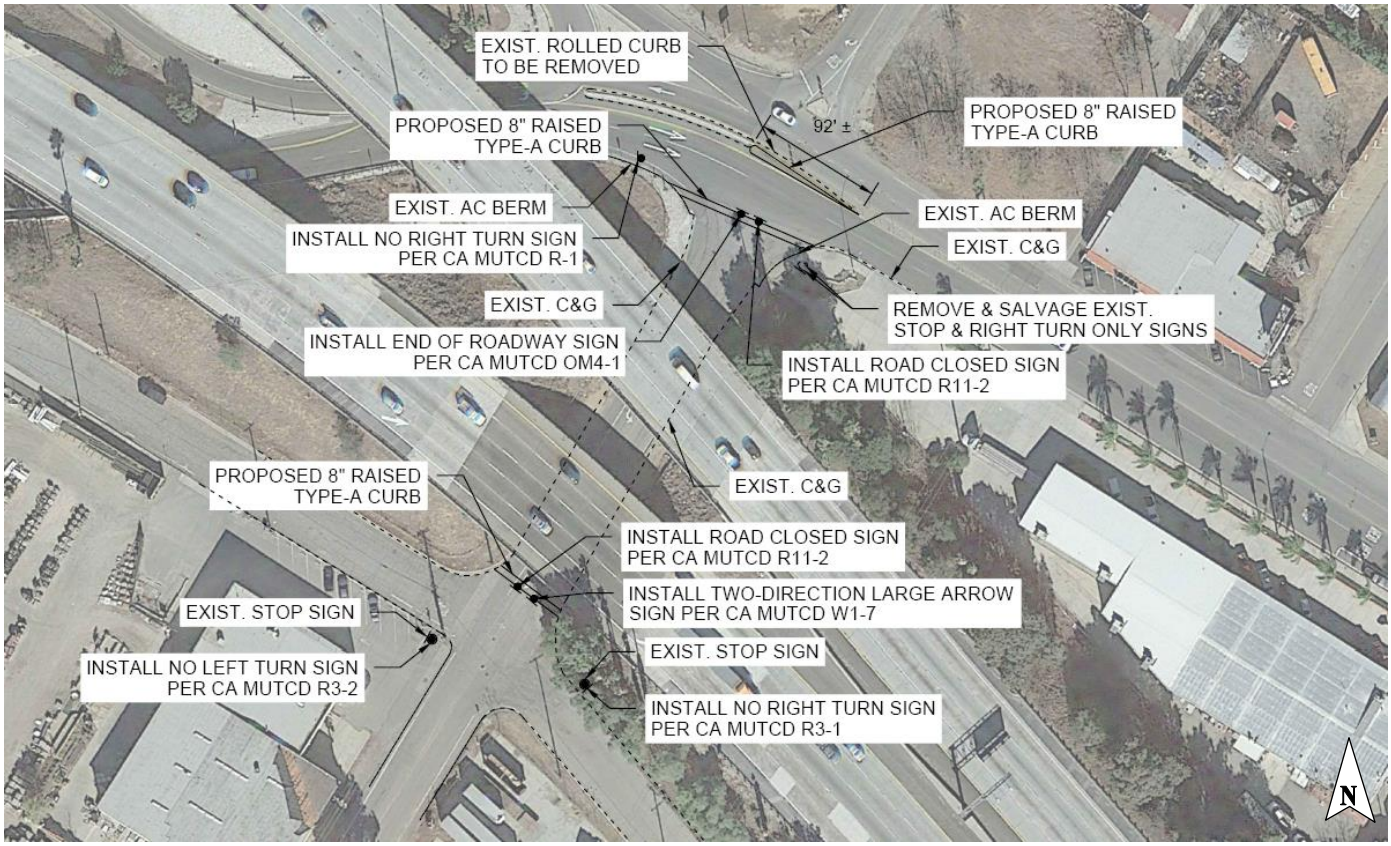


Figure 12 - Proposed Roadway Closure on Veile Ave from Luis Estrada Rd to W 6th St and Type-A Raised Curb at 6th St and Veile Ave

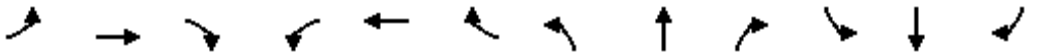
Based upon the analyses, it is therefore, concluded that by constructing the proposed improvements, the vehicular safety of the subject intersections shall be enhanced. Additionally by physically restricting all the left turn movements from the intersection of Veile Ave and 6th St, the number of potential traffic accidents shall be eliminated. The Level of Service of the subject intersection shall remain at the excellent Level of Service "A" with all the proposed physical improvements.

Respectfully submitted,

MINAGAR & ASSOCIATES, INC.
(A California Corporation)

Fred Minagar, MS, PE, RCE, FITE
City Traffic Engineer/Principal/Senior Project Manager

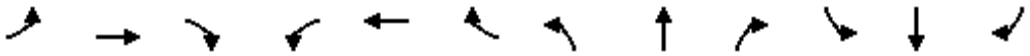
APPENDIX A
Synchro 10.0 Microcomputer Results



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	337	183	0	641	14	0	0	41	0	0	112
Future Volume (Veh/h)	0	337	183	0	641	14	0	0	41	0	0	112
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	366	199	0	697	15	0	0	45	0	0	122
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	712			565			936	1178	282	932	1270	356
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	712			565			936	1178	282	932	1270	356
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	94	100	100	81
cM capacity (veh/h)	884			1003			178	190	714	207	167	640

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	244	321	465	247	45	122
Volume Left	0	0	0	0	0	0
Volume Right	0	199	0	15	45	122
cSH	1700	1700	1700	1700	714	640
Volume to Capacity	0.14	0.19	0.27	0.15	0.06	0.19
Queue Length 95th (ft)	0	0	0	0	5	17
Control Delay (s)	0.0	0.0	0.0	0.0	10.4	11.9
Lane LOS					B	B
Approach Delay (s)	0.0		0.0		10.4	11.9
Approach LOS					B	B

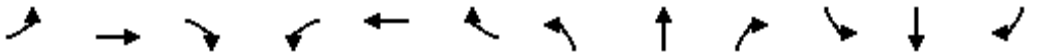
Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	31.8%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	1	0	1	0	3	38	13	6	133	3
Future Volume (Veh/h)	1	2	1	0	1	0	3	38	13	6	133	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	2	1	0	1	0	3	41	14	7	145	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	215	222	146	215	216	48	148			55		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	215	222	146	215	216	48	148			55		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	737	673	901	735	677	1021	1434			1550		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	4	1	58	7	148
Volume Left	1	0	3	7	0
Volume Right	1	0	14	0	3
cSH	735	677	1434	1550	1700
Volume to Capacity	0.01	0.00	0.00	0.00	0.09
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	9.9	10.3	0.4	7.3	0.0
Lane LOS	A	B	A	A	
Approach Delay (s)	9.9	10.3	0.4	0.3	
Approach LOS	A	B			

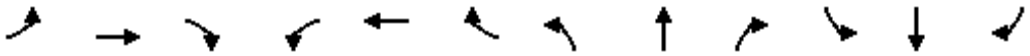
Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	17.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	374	89	0	536	0	0	0	69	0	0	55
Future Volume (Veh/h)	0	374	89	0	536	0	0	0	69	0	0	55
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	407	97	0	583	0	0	0	75	0	0	60
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	583			504			807	1038	252	862	1087	292
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	583			504			807	1038	252	862	1087	292
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	90	100	100	91
cM capacity (veh/h)	987			1057			250	229	748	224	215	705

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	271	233	389	194	75	60
Volume Left	0	0	0	0	0	0
Volume Right	0	97	0	0	75	60
cSH	1700	1700	1700	1700	748	705
Volume to Capacity	0.16	0.14	0.23	0.11	0.10	0.09
Queue Length 95th (ft)	0	0	0	0	8	7
Control Delay (s)	0.0	0.0	0.0	0.0	10.4	10.6
Lane LOS					B	B
Approach Delay (s)	0.0		0.0		10.4	10.6
Approach LOS					B	B

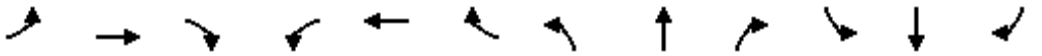
Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	24.9%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	4	0	13	3	2	2	49	19	4	66	6
Future Volume (Veh/h)	10	4	0	13	3	2	2	49	19	4	66	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	4	0	14	3	2	2	53	21	4	72	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	154	162	76	150	154	64	79			74		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	154	162	76	150	154	64	79			74		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	100	98	100	100	100			100		
cM capacity (veh/h)	806	728	986	812	734	1001	1519			1526		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	15	19	76	4	79
Volume Left	11	14	2	4	0
Volume Right	0	2	21	0	7
cSH	783	815	1519	1526	1700
Volume to Capacity	0.02	0.02	0.00	0.00	0.05
Queue Length 95th (ft)	1	2	0	0	0
Control Delay (s)	9.7	9.5	0.2	7.4	0.0
Lane LOS	A	A	A	A	
Approach Delay (s)	9.7	9.5	0.2	0.4	
Approach LOS	A	A			

Intersection Summary				
Average Delay	1.9			
Intersection Capacity Utilization	15.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	644	67	0	670	56	0	0	91	0	0	84
Future Volume (Veh/h)	0	644	67	0	670	56	0	0	91	0	0	84
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	700	73	0	728	61	0	0	99	0	0	91
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	789			773			1192	1526	386	1208	1532	394
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	789			773			1192	1526	386	1208	1532	394
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	84	100	100	85
cM capacity (veh/h)	827			838			121	117	612	116	116	605

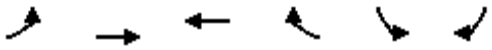
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	467	306	485	304	99	91
Volume Left	0	0	0	0	0	0
Volume Right	0	73	0	61	99	91
cSH	1700	1700	1700	1700	612	605
Volume to Capacity	0.27	0.18	0.29	0.18	0.16	0.15
Queue Length 95th (ft)	0	0	0	0	14	13
Control Delay (s)	0.0	0.0	0.0	0.0	12.0	12.0
Lane LOS					B	B
Approach Delay (s)	0.0		0.0		12.0	12.0
Approach LOS					B	B

Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	32.2%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	4	5	1	0	103	16	24	87	0
Future Volume (Veh/h)	0	0	1	4	5	1	0	103	16	24	87	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1	4	5	1	0	112	17	26	95	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	271	276	95	268	268	120	95			129		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	271	276	95	268	268	120	95			129		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	99	100	100			98		
cM capacity (veh/h)	667	620	962	674	627	931	1499			1457		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	1	10	129	26	95
Volume Left	0	4	0	26	0
Volume Right	1	1	17	0	0
cSH	962	667	1499	1457	1700
Volume to Capacity	0.00	0.01	0.00	0.02	0.06
Queue Length 95th (ft)	0	1	0	1	0
Control Delay (s)	8.7	10.5	0.0	7.5	0.0
Lane LOS	A	B		A	
Approach Delay (s)	8.7	10.5	0.0	1.6	
Approach LOS	A	B			

Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	18.6%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	520	641	14	0	112
Future Volume (Veh/h)	0	520	641	14	0	112
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	565	697	15	0	122
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	712				987	356
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	712				987	356
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	81
cM capacity (veh/h)	884				244	640

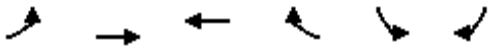
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	282	282	465	247	122
Volume Left	0	0	0	0	0
Volume Right	0	0	0	15	122
cSH	1700	1700	1700	1700	640
Volume to Capacity	0.17	0.17	0.27	0.15	0.19
Queue Length 95th (ft)	0	0	0	0	17
Control Delay (s)	0.0	0.0	0.0	0.0	11.9
Lane LOS					B
Approach Delay (s)	0.0		0.0		11.9
Approach LOS					B

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	3	1	0	1	3	53
Future Volume (Veh/h)	3	1	0	1	3	53
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	1	0	1	3	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	64	0	38	35	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	64	0	38	35	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	100	100	100	100	100	
cM capacity (veh/h)	825	1085	963	856	1623	

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	4	1	61
Volume Left	0	0	3
Volume Right	1	0	58
cSH	878	856	1623
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	9.1	9.2	0.4
Lane LOS	A	A	A
Approach Delay (s)	9.1	9.2	0.4
Approach LOS	A	A	

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	13.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	463	536	0	0	55
Future Volume (Veh/h)	0	463	536	0	0	55
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	503	583	0	0	60
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	583				834	292
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	583				834	292
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	91
cM capacity (veh/h)	987				306	705

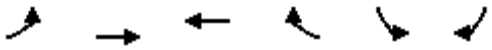
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	252	252	389	194	60
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	60
cSH	1700	1700	1700	1700	705
Volume to Capacity	0.15	0.15	0.23	0.11	0.09
Queue Length 95th (ft)	0	0	0	0	7
Control Delay (s)	0.0	0.0	0.0	0.0	10.6
Lane LOS					B
Approach Delay (s)	0.0		0.0		10.6
Approach LOS					B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	24.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	14	0	15	3	2	76
Future Volume (Veh/h)	14	0	15	3	2	76
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	0	16	3	2	83
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	87	0	53	46	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	87	0	53	46	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	98	100	98	100	100	
cM capacity (veh/h)	802	1085	931	845	1623	

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	15	19	85
Volume Left	0	16	2
Volume Right	0	0	83
cSH	802	916	1623
Volume to Capacity	0.02	0.02	0.00
Queue Length 95th (ft)	1	2	0
Control Delay (s)	9.6	9.0	0.2
Lane LOS	A	A	A
Approach Delay (s)	9.6	9.0	0.2
Approach LOS	A	A	

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	19.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	755	670	56	0	84
Future Volume (Veh/h)	0	755	670	56	0	84
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	821	728	61	0	91
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	789				1169	394
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	789				1169	394
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	85
cM capacity (veh/h)	827				186	605

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	410	410	485	304	91
Volume Left	0	0	0	0	0
Volume Right	0	0	0	61	91
cSH	1700	1700	1700	1700	605
Volume to Capacity	0.24	0.24	0.29	0.18	0.15
Queue Length 95th (ft)	0	0	0	0	13
Control Delay (s)	0.0	0.0	0.0	0.0	12.0
Lane LOS					B
Approach Delay (s)	0.0		0.0		12.0
Approach LOS					B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	32.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	1	5	5	0	119
Future Volume (Veh/h)	0	1	5	5	0	119
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	5	5	0	129
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	129	0	66	64	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	129	0	66	64	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	100	100	99	99	100	
cM capacity (veh/h)	762	1085	927	826	1623	

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	1	10	129
Volume Left	0	5	0
Volume Right	1	0	129
cSH	1085	874	1623
Volume to Capacity	0.00	0.01	0.00
Queue Length 95th (ft)	0	1	0
Control Delay (s)	8.3	9.2	0.0
Lane LOS	A	A	
Approach Delay (s)	8.3	9.2	0.0
Approach LOS	A	A	

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	18.8%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX B
Traffic Volumes and Vehicle Classifications

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Wed, Sep 9, 20

LOCATION: Beaumont
NORTH & SOUTH: Veile
EAST & WEST: 6th

PROJECT #: SC2651
LOCATION #: 1
CONTROL: STOP N/S

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

Add U-Turns to Left Turns

		NORTHBOUND Veile			SOUTHBOUND Veile			EASTBOUND 6th			WESTBOUND 6th				U-TURNS				
	LANES:	NL X	NT X	NR 1	SL X	ST X	SR 1	EL X	ET 2	ER 0	WL 1	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	14	0	13	23	0	73	51	26	123	2	325	0	0	0	0	0
	7:15 AM	0	0	12	0	10	15	0	63	42	27	132	6	307	0	0	0	0	0
	7:30 AM	0	0	10	0	13	18	0	85	40	25	169	2	362	0	0	0	0	0
	7:45 AM	0	0	5	0	5	15	0	116	50	15	124	4	334	0	0	0	0	0
	8:00 AM	0	0	8	0	9	16	0	62	34	23	124	7	283	0	0	0	0	0
	8:15 AM	0	0	19	0	4	14	0	69	18	24	84	4	236	0	0	0	0	0
	8:30 AM	0	0	12	0	1	10	0	62	33	21	98	3	240	0	0	0	0	0
	8:45 AM	0	0	9	0	3	16	0	60	18	17	89	5	217	0	0	0	0	0
	VOLUMES	0	0	89	0	58	127	0	590	286	178	943	33	2,304	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	31%	69%	0%	67%	33%	15%	82%	3%						
	APP/DEPART	89	/	33	185	/	522	876	/	679	1,154	/	1,070	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	41	0	41	71	0	337	183	93	548	14	1,328					
	APPROACH %	0%	0%	100%	0%	37%	63%	0%	65%	35%	14%	84%	2%						
	PEAK HR FACTOR		0.732			0.778			0.783			0.835		0.917					
	APP/DEPART	41	/	14	112	/	317	520	/	378	655	/	619	0					
PM	4:00 PM	0	0	26	0	5	9	0	161	30	25	158	10	424	0	0	0	0	0
	4:15 PM	0	0	22	0	6	11	0	153	26	25	119	12	374	0	0	0	0	0
	4:30 PM	0	0	32	0	3	14	0	156	21	35	130	11	402	0	0	0	0	0
	4:45 PM	0	0	16	0	7	10	0	165	27	23	89	10	347	0	0	0	0	0
	5:00 PM	0	0	41	0	9	11	0	136	24	41	172	21	455	0	0	0	0	0
	5:15 PM	0	0	15	0	4	19	0	165	17	32	133	11	396	0	0	0	0	0
	5:30 PM	0	0	10	0	7	12	0	178	18	21	85	7	338	0	0	0	0	0
	5:45 PM	0	0	25	0	6	16	0	165	8	21	165	17	423	0	0	0	0	0
	VOLUMES	0	0	187	0	47	102	0	1,279	171	223	1,051	99	3,159	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	32%	68%	0%	88%	12%	16%	77%	7%						
	APP/DEPART	187	/	99	149	/	441	1,450	/	1,466	1,373	/	1,153	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	91	0	26	58	0	644	67	115	555	56	1,612					
	APPROACH %	0%	0%	100%	0%	31%	69%	0%	91%	9%	16%	76%	8%						
	PEAK HR FACTOR		0.555			0.913			0.907			0.776		0.886					
	APP/DEPART	91	/	56	84	/	208	711	/	735	726	/	613	0					

Veile

NORTH SIDE

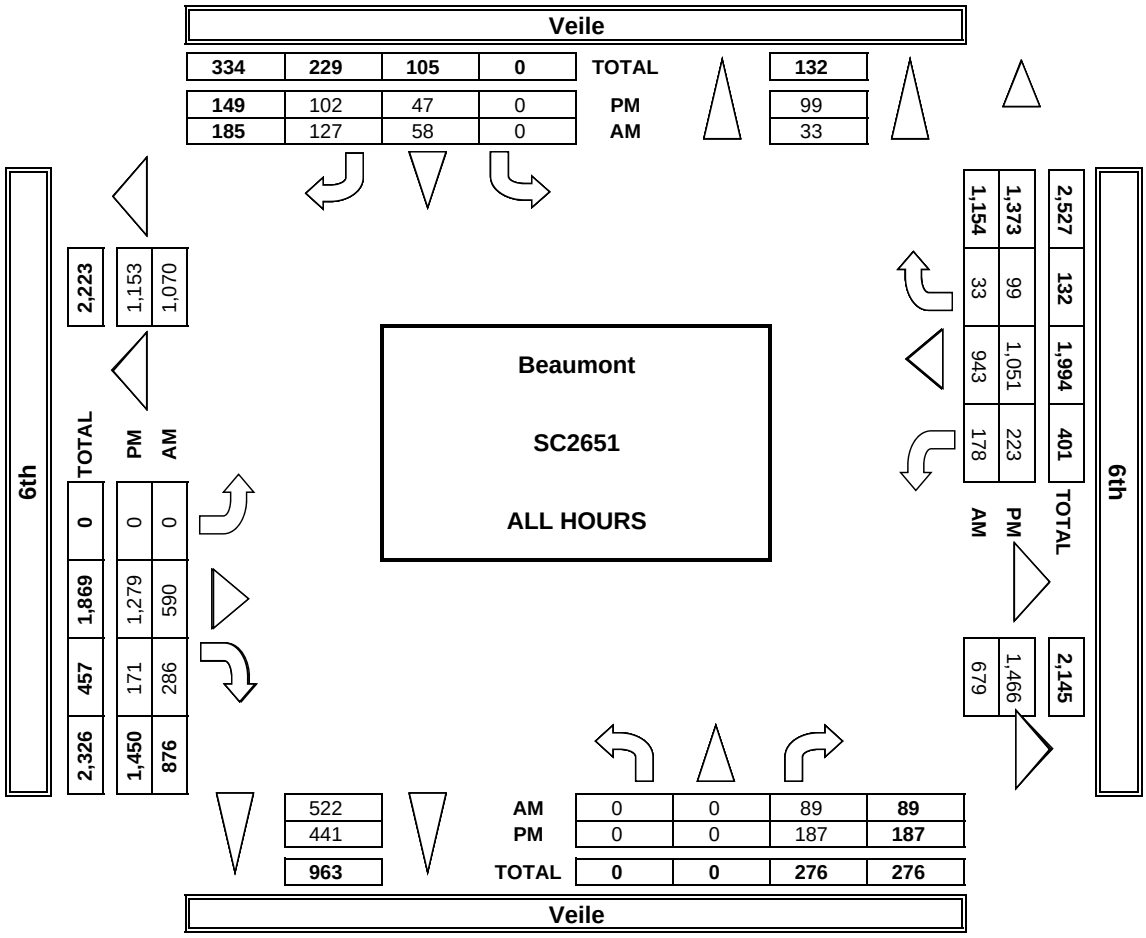
6th WEST SIDE EAST SIDE **6th**

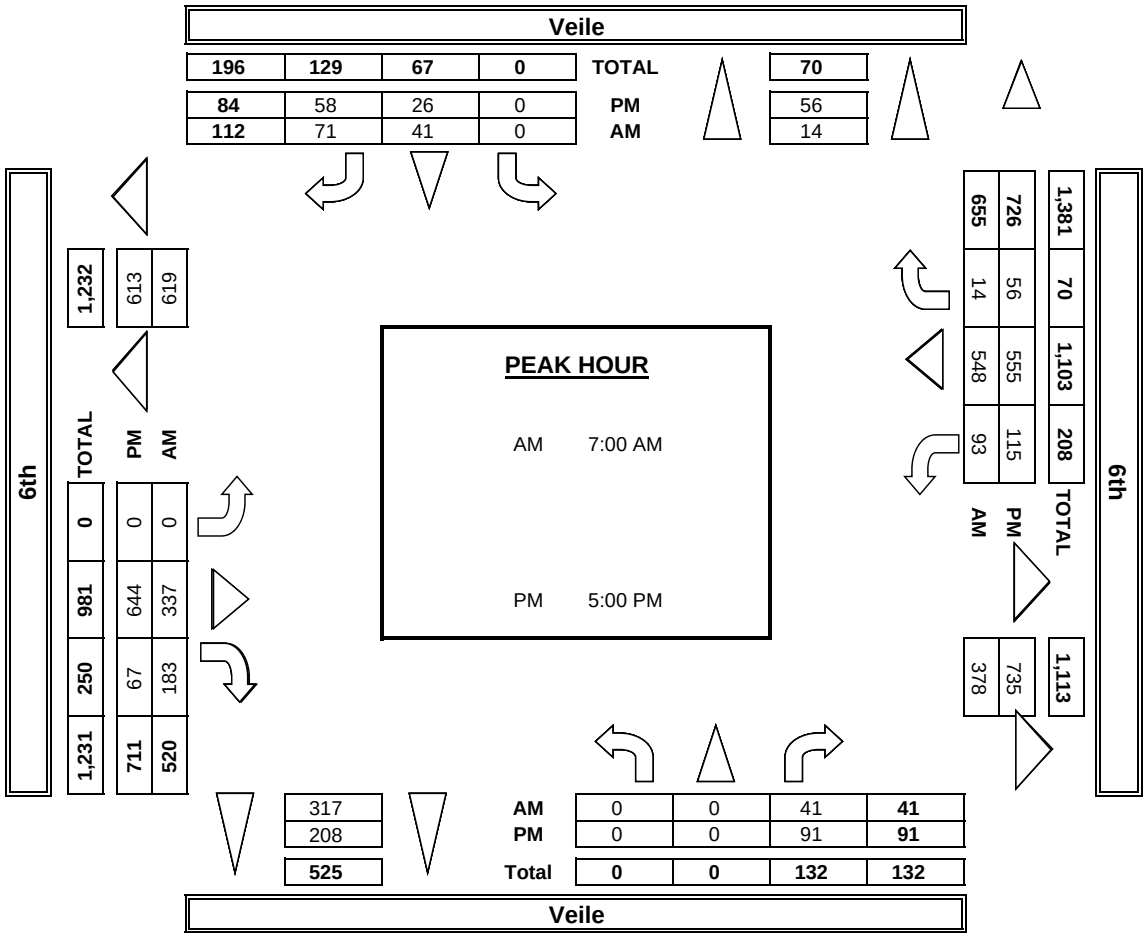
SOUTH SIDE

Veile

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
9/9/20	LOCATION:	Beaumont	PROJECT #:	SC2651	
WEDNESDAY	NORTH & SOUTH:	Veile	LOCATION #:	1	
	EAST & WEST:	6th	CONTROL:	STOP N/S	

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

	NORTHBOUND Veile			SOUTHBOUND Veile			EASTBOUND 6th			WESTBOUND 6th				U-TURNS				
LANES:	NL X	NT X	NR 1	SL X	ST X	SR 1	EL X	ET 2	ER 0	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	0	17	0	14	25	0	85	70	30	135	2	375					0
7:15 AM	0	0	15	0	10	16	0	69	49	31	145	6	340					0
7:30 AM	0	0	15	0	13	19	0	90	52	29	177	2	395					0
7:45 AM	0	0	5	0	5	16	0	123	64	18	133	4	367					0
8:00 AM	0	0	15	0	10	16	0	68	50	29	134	8	327					0
8:15 AM	0	0	22	0	5	14	0	77	26	28	91	6	267					0
8:30 AM	0	0	16	0	1	10	0	66	51	22	113	3	282					0
8:45 AM	0	0	10	0	3	18	0	67	30	19	96	5	247					0
AM VOLUMES	0	0	114	0	60	132	0	642	390	204	1,021	36	2,597	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	31%	69%	0%	62%	38%	16%	81%	3%						
APP/DEPART	114	/	36	192	/	653	1,032	/	756	1,260	/	1,153	0					
BEGIN PEAK HR	7:00 AM																	
VOLUMES	0	0	51	0	42	75	0	366	235	106	589	14	1,476					
APPROACH %	0%	0%	100%	0%	36%	64%	0%	61%	39%	15%	83%	2%						
PEAK HR FACTOR	0.773			0.763			0.802			0.854			0.935					
APP/DEPART	51	/	14	116	/	382	600	/	417	709	/	663	0					
4:00 PM	0	0	28	0	6	9	0	164	35	26	171	10	447					0
4:15 PM	0	0	25	0	6	11	0	162	29	25	130	13	401					0
4:30 PM	0	0	35	0	3	14	0	162	27	44	136	12	432					0
4:45 PM	0	0	18	0	10	11	0	176	34	26	93	10	376					0
5:00 PM	0	0	45	0	10	11	0	141	35	45	182	22	489					0
5:15 PM	0	0	19	0	5	19	0	172	27	35	137	11	424					0
5:30 PM	0	0	12	0	7	14	0	185	27	21	91	7	364					0
5:45 PM	0	0	27	0	6	17	0	174	9	26	172	17	446					0
PM VOLUMES	0	0	208	0	51	106	0	1,334	222	246	1,111	101	3,377	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	33%	67%	0%	86%	14%	17%	76%	7%						
APP/DEPART	208	/	101	157	/	519	1,556	/	1,542	1,458	/	1,216	0					
BEGIN PEAK HR	5:00 PM																	
VOLUMES	0	0	102	0	27	61	0	672	98	127	581	57	1,723					
APPROACH %	0%	0%	100%	0%	31%	69%	0%	87%	13%	17%	76%	7%						
PEAK HR FACTOR	0.567			0.931			0.907			0.770			0.881					
APP/DEPART	102	/	57	88	/	251	769	/	774	764	/	642	0					

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Beaumont	PROJECT #:	SC2651
9/9/20	NORTH & SOUTH:	Veile	LOCATION #:	1
WEDNESDAY	EAST & WEST:	6th	CONTROL:	STOP N/S

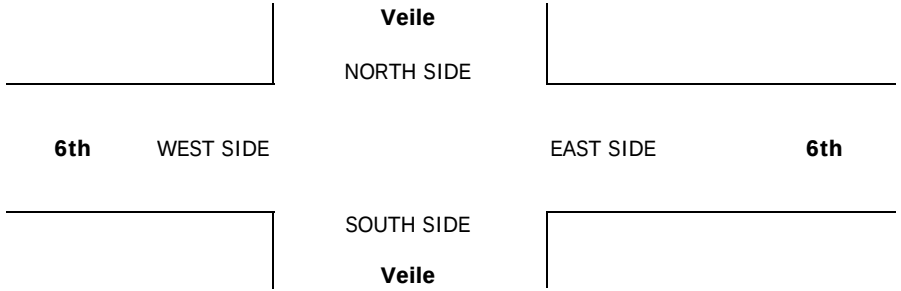
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND (Veile)			SOUTHBOUND (Veile)			EASTBOUND (6th)			WESTBOUND (6th)				U-TURNS				
	LANES:	NL X	NT X	NR 1	SL X	ST X	SR 1	EL X	ET 2	ER 0	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	12	0	12	20	0	61	36	22	109	2	274	0	0	0	0	0
	7:15 AM	0	0	10	0	10	14	0	55	37	24	116	6	272	0	0	0	0	0
	7:30 AM	0	0	7	0	13	17	0	79	33	21	155	2	327	0	0	0	0	0
	7:45 AM	0	0	5	0	5	14	0	109	38	11	115	4	301	0	0	0	0	0
	8:00 AM	0	0	4	0	8	16	0	55	24	17	113	6	243	0	0	0	0	0
	8:15 AM	0	0	17	0	3	14	0	60	13	20	78	3	208	0	0	0	0	0
	8:30 AM	0	0	10	0	1	10	0	57	23	19	87	3	210	0	0	0	0	0
	8:45 AM	0	0	7	0	3	13	0	53	12	14	80	5	187	0	0	0	0	0
	VOLUMES	0	0	72	0	55	118	0	529	216	148	853	31	2,022	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	32%	68%	0%	71%	29%	14%	83%	3%						
	APP/DEPART	72	/	31	173	/	419	745	/	601	1,032	/	971	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	34	0	40	65	0	304	144	78	495	14	1,174					
	APPROACH %	0%	0%	100%	0%	38%	62%	0%	68%	32%	13%	84%	2%						
	PEAK HR FACTOR		0.708			0.820			0.762			0.824		0.898					
	APP/DEPART	34	/	14	105	/	262	448	/	338	587	/	560	0					
PM	4:00 PM	0	0	24	0	4	9	0	156	23	24	146	10	396	0	0	0	0	0
	4:15 PM	0	0	20	0	6	11	0	138	24	25	108	11	343	0	0	0	0	0
	4:30 PM	0	0	29	0	3	14	0	148	17	30	125	10	376	0	0	0	0	0
	4:45 PM	0	0	13	0	5	9	0	152	23	21	85	10	318	0	0	0	0	0
	5:00 PM	0	0	39	0	8	11	0	130	17	36	163	20	424	0	0	0	0	0
	5:15 PM	0	0	12	0	3	19	0	156	12	29	127	11	369	0	0	0	0	0
	5:30 PM	0	0	9	0	7	11	0	171	12	21	81	7	319	0	0	0	0	0
	5:45 PM	0	0	23	0	6	15	0	157	7	17	157	17	399	0	0	0	0	0
	VOLUMES	0	0	169	0	42	99	0	1,208	135	203	992	96	2,944	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	30%	70%	0%	90%	10%	16%	77%	7%						
	APP/DEPART	169	/	96	141	/	380	1,343	/	1,377	1,291	/	1,091	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	83	0	24	56	0	614	48	103	528	55	1,511					
	APPROACH %	0%	0%	100%	0%	30%	70%	0%	93%	7%	15%	77%	8%						
	PEAK HR FACTOR		0.532			0.909			0.904			0.783		0.891					
	APP/DEPART	83	/	55	80	/	175	662	/	697	686	/	584	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

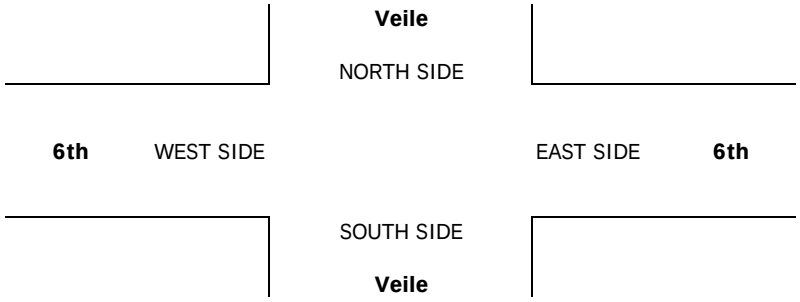
DATE:	LOCATION:	Beaumont	PROJECT #:	SC2651
9/9/20	NORTH & SOUTH:	Veile	LOCATION #:	1
WEDNESDAY	EAST & WEST:	6th	CONTROL:	STOP N/S

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

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Veile			SOUTHBOUND Veile			EASTBOUND 6th			WESTBOUND 6th				U-TURNS				
	LANES:	NL X	NT X	NR 1	SL X	ST X	SR 1	EL X	ET 2	ER 0	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	0	1	3	0	7	6	3	9	0	30	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	7	2	1	13	0	23	0	0	0	0	0
	7:30 AM	0	0	1	0	0	1	0	5	1	3	12	0	23	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	0	4	6	3	5	0	19	0	0	0	0	0
	8:00 AM	0	0	1	0	1	0	0	5	3	4	7	1	22	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	5	1	3	1	0	11	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	4	1	2	4	0	11	0	0	0	0	0
	8:45 AM	0	0	2	0	0	3	0	5	0	2	7	0	19	0	0	0	0	0
	VOLUMES	0	0	5	0	3	8	0	42	20	21	58	1	158	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	27%	73%	0%	68%	32%	26%	73%	1%						
	APP/DEPART	5	/	1	11	/	44	62	/	47	80	/	66	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	2	0	1	5	0	23	15	10	39	0	95					
	APPROACH %	0%	0%	100%	0%	17%	83%	0%	61%	39%	20%	80%	0%						
	PEAK HR FACTOR		0.500			0.375			0.731			0.817		0.792					
	APP/DEPART	2	/	0	6	/	26	38	/	25	49	/	44	0					
PM	4:00 PM	0	0	1	0	1	0	0	5	6	1	6	0	20	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	13	0	0	6	0	19	0	0	0	0	0
	4:30 PM	0	0	2	0	0	0	0	6	1	1	2	1	13	0	0	0	0	0
	4:45 PM	0	0	2	0	1	0	0	9	1	1	3	0	17	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	5	2	3	4	1	16	0	0	0	0	0
	5:15 PM	0	0	1	0	1	0	0	6	0	2	4	0	14	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	4	2	0	1	0	7	0	0	0	0	0
	5:45 PM	0	0	1	0	0	1	0	4	1	2	5	0	14	0	0	0	0	0
	VOLUMES	0	0	7	0	4	1	0	52	13	10	31	2	120	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	80%	20%	0%	80%	20%	23%	72%	5%						
	APP/DEPART	7	/	2	5	/	27	65	/	59	43	/	32	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	5	0	2	0	0	33	8	3	17	1	69					
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	80%	20%	14%	81%	5%						
	PEAK HR FACTOR		0.625			0.500			0.788			0.750		0.863					
	APP/DEPART	5	/	1	2	/	13	41	/	38	21	/	17	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

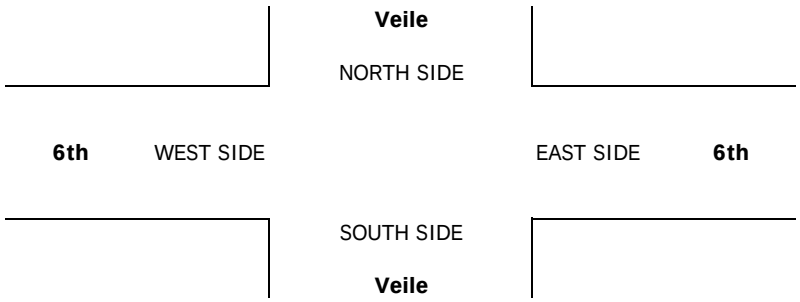
DATE:	LOCATION:	Beaumont	PROJECT #:	SC2651
9/9/20	NORTH & SOUTH:	Veile	LOCATION #:	1
WEDNESDAY	EAST & WEST:	6th	CONTROL:	STOP N/S

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

	NORTHBOUND Veile			SOUTHBOUND Veile			EASTBOUND 6th			WESTBOUND 6th				U-TURNS				
LANES:	NL X	NT X	NR 1	SL X	ST X	SR 1	EL X	ET 2	ER 0	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	0	0	0	0	0	0	2	2	0	2	0	6	0	0	0	0	0
7:15 AM	0	0	1	0	0	1	0	0	0	1	0	0	3	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	1	1	1	0	4	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	2	1	0	4	0	8	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0
AM VOLUMES	0	0	2	0	0	1	0	5	6	3	13	0	30	0	0	0	0	0
AM APPROACH %	0%	0%	100%	0%	0%	100%	0%	45%	55%	19%	81%	0%						
AM APP/DEPART	2	/	0	1	/	9	11	/	7	16	/	14	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	1	0	0	0	0	3	3	1	9	0	17					
APPROACH %	0%	0%	100%	0%	0%	0%	0%	50%	50%	10%	90%	0%						
PEAK HR FACTOR		0.250			0.000			0.500			0.625		0.531					
AM APP/DEPART	1	/	0	0	/	4	6	/	4	10	/	9	0					
4:00 PM	0	0	1	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	2	1	0	2	1	7	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	1	0	1	0	3	0	0	0	0	0
4:45 PM	0	0	1	0	0	1	0	1	0	0	0	0	3	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	2	0	0	1	0	4	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	1	0	0	2	0	4	0	0	0	0	0
PM VOLUMES	0	0	5	0	0	1	0	7	2	2	11	1	29	0	0	0	0	0
PM APPROACH %	0%	0%	100%	0%	0%	100%	0%	78%	22%	14%	79%	7%						
PM APP/DEPART	5	/	1	1	/	4	9	/	12	14	/	12	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	0	0	2	0	0	1	0	4	2	2	5	1	17					
APPROACH %	0%	0%	100%	0%	0%	100%	0%	67%	33%	25%	63%	13%						
PEAK HR FACTOR		0.500			0.250			0.500			0.500		0.607					
PM APP/DEPART	2	/	1	1	/	4	6	/	6	8	/	6	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Beaumont	PROJECT #:	SC2651
9/9/20	NORTH & SOUTH:	Veile	LOCATION #:	1
WEDNESDAY	EAST & WEST:	6th	CONTROL:	STOP N/S

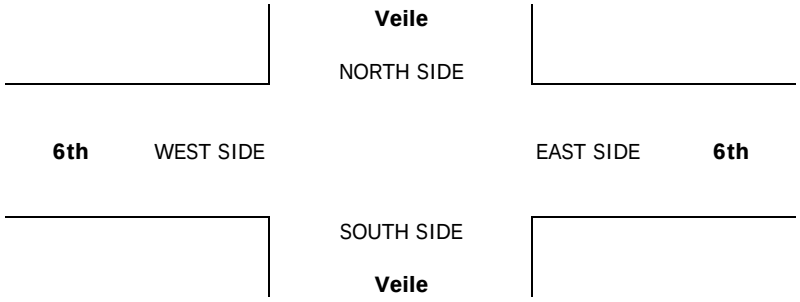
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Veile			SOUTHBOUND Veile			EASTBOUND 6th			WESTBOUND 6th				U-TURNS				
	LANES:	NL X	NT X	NR 1	SL X	ST X	SR 1	EL X	ET 2	ER 0	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	0	0	0	0	3	7	1	2	0	14	0	0	0	0	0
	7:15 AM	0	0	1	0	0	0	0	1	3	1	3	0	9	0	0	0	0	0
	7:30 AM	0	0	2	0	0	0	0	1	5	1	0	0	9	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	2	5	0	2	0	9	0	0	0	0	0
	8:00 AM	0	0	3	0	0	0	0	1	7	2	2	0	15	0	0	0	0	0
	8:15 AM	0	0	1	0	0	0	0	1	3	1	1	1	8	0	0	0	0	0
	8:30 AM	0	0	2	0	0	0	0	1	8	0	6	0	17	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	2	6	0	1	0	9	0	0	0	0	0
	VOLUMES	0	0	10	0	0	0	0	12	44	6	17	1	90	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	21%	79%	25%	71%	4%						
	APP/DEPART	10	/	1	0	/	50	56	/	22	24	/	17	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	6	0	0	0	0	5	23	3	11	1	49					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	18%	82%	20%	73%	7%						
	PEAK HR FACTOR		0.500			0.000			0.778			0.625		0.721					
	APP/DEPART	6	/	1	0	/	26	28	/	11	15	/	11	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	1	0	4	0	5	0	0	0	0	0
	4:15 PM	0	0	1	0	0	0	0	0	1	0	3	0	5	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	1	2	4	2	0	10	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	2	3	1	1	0	8	0	0	0	0	0
	5:00 PM	0	0	2	0	0	0	0	1	5	0	3	0	11	0	0	0	0	0
	5:15 PM	0	0	1	0	0	0	0	1	5	1	0	0	8	0	0	0	0	0
	5:30 PM	0	0	1	0	0	1	0	2	4	0	2	0	10	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	3	0	2	1	0	6	0	0	0	0	0
	VOLUMES	0	0	6	0	1	1	0	10	21	8	16	0	63	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	50%	50%	0%	32%	68%	33%	67%	0%						
	APP/DEPART	6	/	0	2	/	30	31	/	16	24	/	17	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	4	0	1	0	0	5	15	6	6	0	37					
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	25%	75%	50%	50%	0%						
	PEAK HR FACTOR		0.500			0.250			0.833			0.500		0.841					
	APP/DEPART	4	/	0	1	/	22	20	/	9	12	/	6	0					



INTERSECTION TURNING MOVEMENT COUNTS

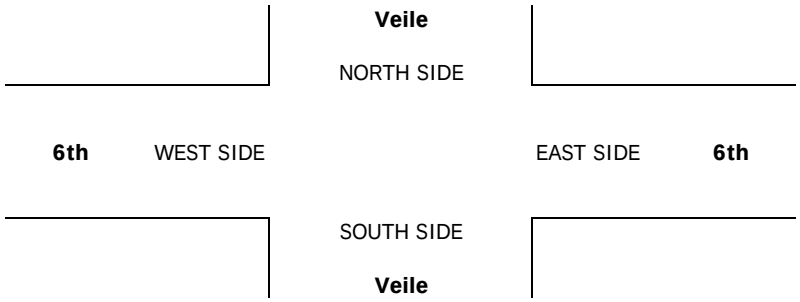
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Beaumont	PROJECT #:	SC2651
9/9/20	NORTH & SOUTH:	Veile	LOCATION #:	1
WEDNESDAY	EAST & WEST:	6th	CONTROL:	STOP N/S

CLASS 5:	NOTES:
RV	

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

		NORTHBOUND Veile			SOUTHBOUND Veile			EASTBOUND 6th			WESTBOUND 6th				U-TURNS				
	LANES:	NL X	NT X	NR 1	SL X	ST X	SR 1	EL X	ET 2	ER 0	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					



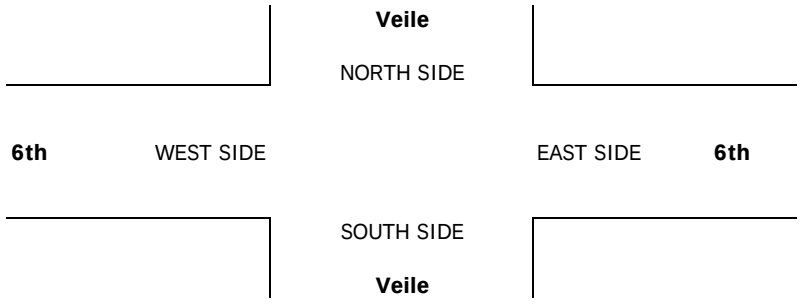
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 9/9/20 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Beaumont Veile 6th	
	PROJECT #: LOCATION #: CONTROL:	SC2651 1 STOP N/S	

CLASS 6:	**NOTES:**	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
BUSES			

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



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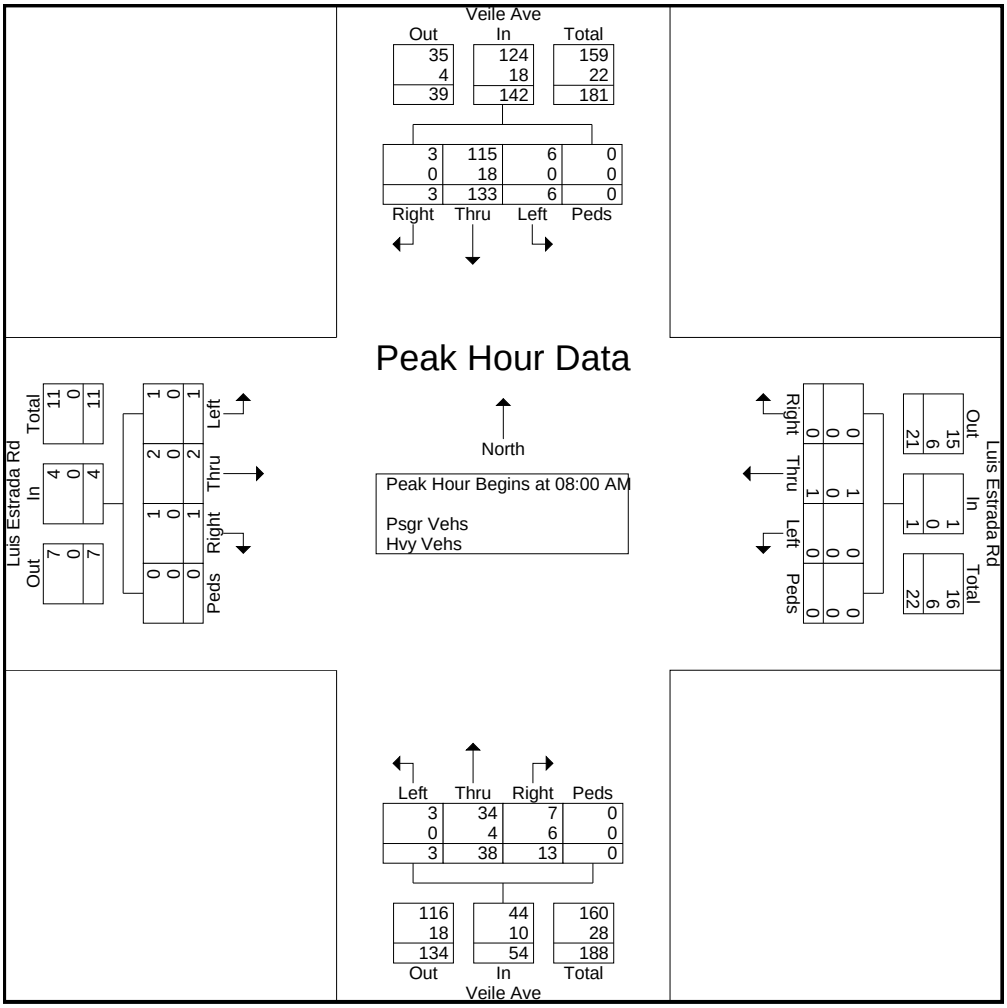
Client/Agency/Location:
City of Beaumont

File Name : Veile Ave & Luis Estrada Rd
Site Code : 01
Start Date : 3/11/2021
Page No : 4

	Luis Estrada Rd Eastbound					Luis Estrada Rd Westbound					Veile Ave Northbound					Veile Ave Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	**1**	0	0	**1**	0	8	**6**					**3**			
08:15 AM	**0**	**1**	0	0	1	0	0	0	0	0	**1**	**10**	**1**	**0**	**12**	**1**	**29**	**0**	**0**	**30**	**43**
08:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**3**	**0**	**10**	**3**	**37**	**0**	**0**	**40**	50
08:45 AM	**1**		**1**		**3**	0	0	0	0	0	1	**14**	3	0	**18**	0	**39**	0	0	39	**60**
Total Volume	1	2	1	0	4	0	1	0	0	1	3	38	13	0	54	6	133	3	0	142	201
% App. Total	25	50	25	0		0	100	0	0		5.6	70.4	24.1	0		4.2	93.7	2.1	0		
PHF	.250	.500	.250	.000	.333	.000	.250	.000	.000	.250	.750	.679	.542	.000	.750	.500	.853	.250	.000	.888	.838
Psgr Vehs																					
% Psgr Vehs	100	100	100	0	100	0	100	0	0	100	100	89.5	53.8	0	81.5	100	86.5	100	0	87.3	86.1
Hvy Vehs	0	0	0	0	0	0	0	0	0	0	0	4	6	0	10	0	18	0	0	18	28
% Hvy Vehs	0	0	0	0	0	0	0	0	0	0	0	10.5	46.2	0	18.5	0	13.5	0	0	12.7	13.9



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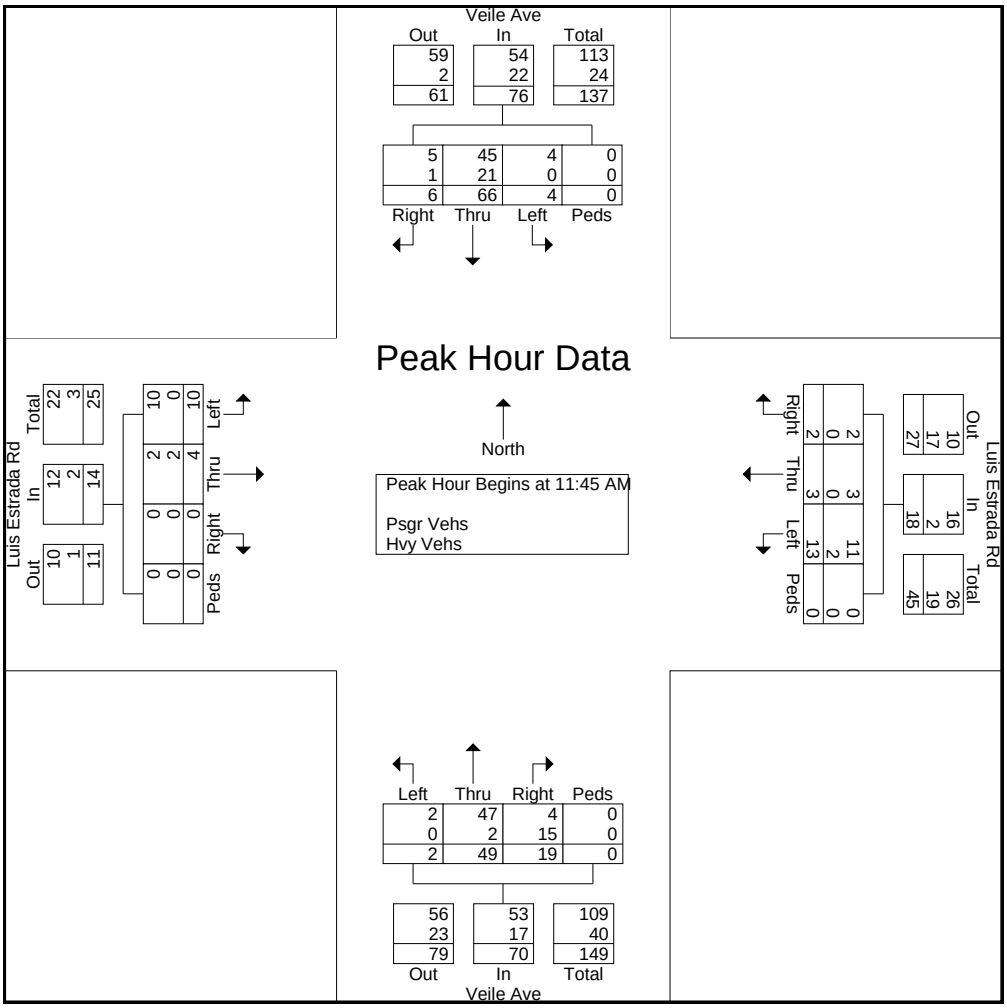
Page No : 4

	Luis Estrada Rd Eastbound					Luis Estrada Rd Westbound					Veile Ave Northbound					Veile Ave Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	2	**2**	0	0	4	2	0	0	0	2	0	9	3	0	12	**2**		**4**		**22**	40
12:00 PM	3	2	0	0	**5**	1	0	**1**			**1**	**15**	6	0	**22**	0	**18**	0	0	18	**47**
12:15 PM	**5**					**5**	**2**	0	0	**7**	0	12	3	0	15	1	18	1	0	20	47
12:30 PM	0	0	0	0	0	5	1	1	0	7	1	13	**7**								
Total Volume	10	4	0	0	14	13	3	2	0	18	2	49	19	0	70	4	66	6	0	76	178
% App. Total	71.4	28.6	0	0		72.2	16.7	11.1	0		2.9	70	27.1	0		5.3	86.8	7.9	0		
PHF	.500	.500	.000	.000	.700	.650	.375	.500	.000	.643	.500	.817	.679	.000	.795	.500	.917	.375	.000	.864	.947
Psgr Vehs																					
% Psgr Vehs	100	50.0	0	0	85.7	84.6	100	100	0	88.9	100	95.9	21.1	0	75.7	100	68.2	83.3	0	71.1	75.8
Hvy Vehs	0	2	0	0	2	2	0	0	0	2	0	2	15	0	17	0	21	1	0	22	43
% Hvy Vehs		50.0				15.4	0	0	0	11.1	0	4.1	78.9	0	24.3	0	31.8	16.7	0	28.9	24.2



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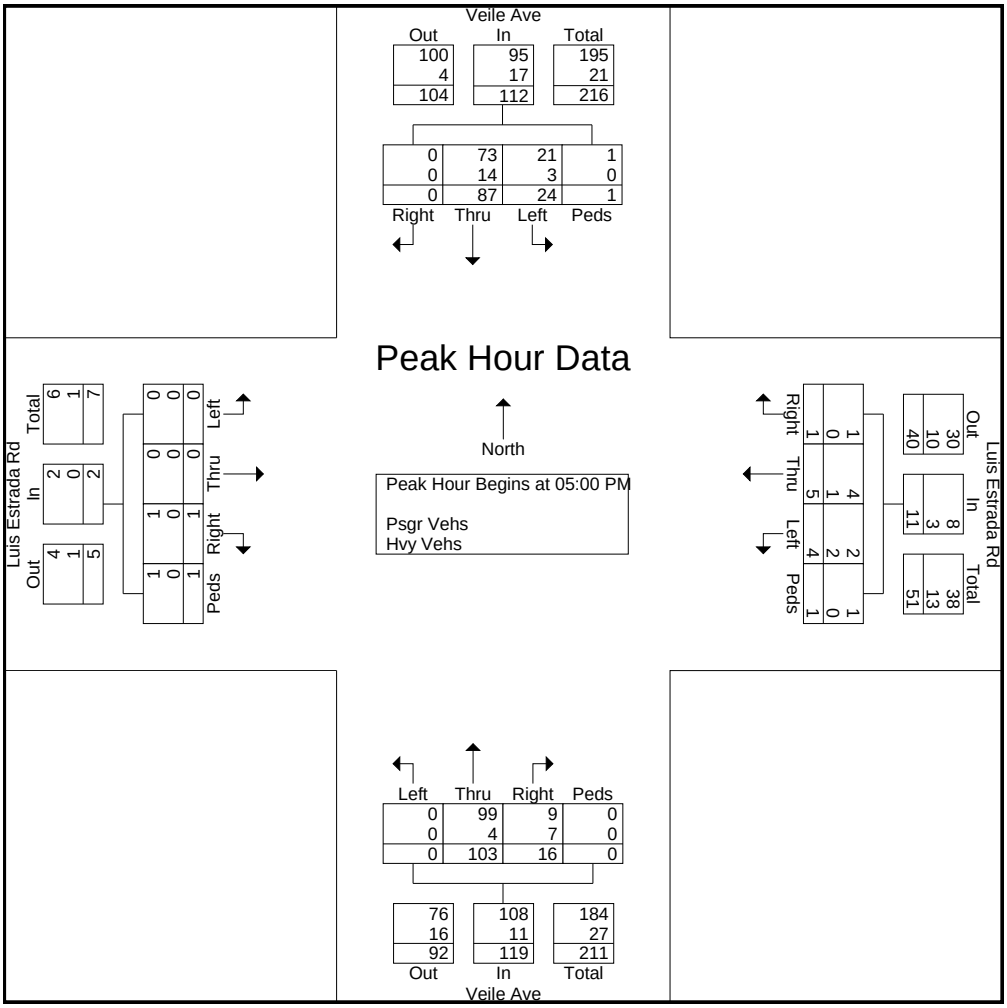
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	**1**							**12**					
05:15 PM	**0**	**0**	**0**	**1**	**1**	1	**4**	0	0	**5**	0	32	6	0	38	7	27	0	**1**	**35**	**79**
05:30 PM	0	0	0	0	0	1	1	**1**					**8**		**41**	2	24	0	0	26	70
05:45 PM	0	0	**1**			**2**						**35**	1	0	36	3	**30**	0	0	33	72
Total Volume	0	0	1	1	2	4	5	1	1	11	0	103	16	0	119	24	87	0	1	112	244
% App. Total	0	0	50	50		36.4	45.5	9.1	9.1		0	86.6	13.4	0		21.4	77.7	0	0.9		
PHF	.000	.000	.250	.250	.500	.500	.313	.250	.250	.550	.000	.736	.500	.000	.726	.500	.725	.000	.250	.800	.772
Psgr Vehs																					
% Psgr Vehs	0	0	100	100	100	50.0	80.0	100	100	72.7	0	96.1	56.3	0	90.8	87.5	83.9	0	100	84.8	87.3
Hvy Vehs	0	0	0	0	0	2	1	0	0	3	0	4	7	0	11	3	14	0	0	17	31
% Hvy Vehs	0	0	0	0	0	50.0	20.0	0	0	27.3	0	3.9	43.8	0	9.2	12.5	16.1	0	0	15.2	12.7



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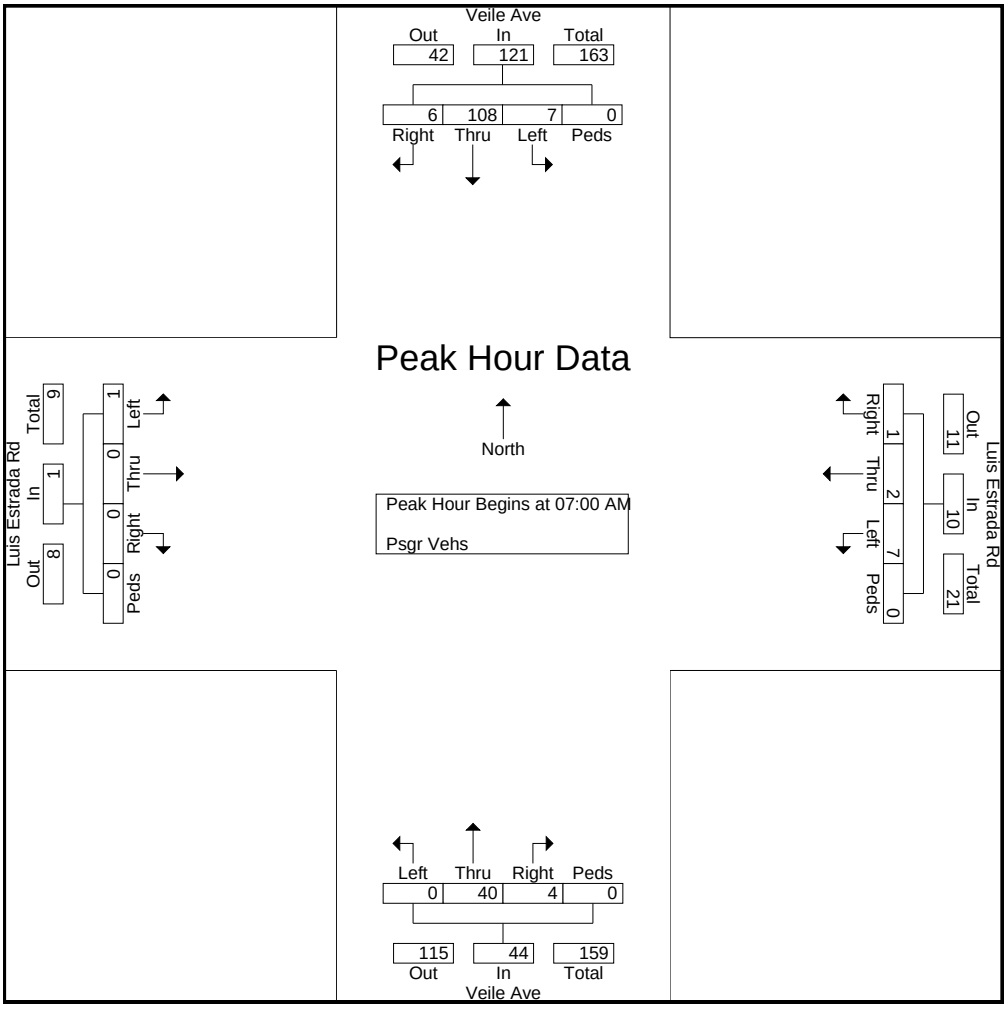
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	**3**				**3**	0	8	1	0	9	2	25	**3**			
07:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	0	0	2	0	**12**	1	0	**13**	1	28	2	0	31	46
07:30 AM	0	0	0	0	0	3	0	0	0	3	0	8	**2**								
07:45 AM	**1**	**0**	**0**	**0**	**1**	0	1	**1**	**0**	**2**	**0**	**12**	**0**	**0**	**12**	**4**	**30**	0	0	**34**	**49**
Total Volume	1	0	0	0	1	7	2	1	0	10	0	40	4	0	44	7	108	6	0	121	176
% App. Total	100	0	0	0		70	20	10	0		0	90.9	9.1	0		5.8	89.3	5	0		
PHF	.250	.000	.000	.000	.250	.583	.500	.250	.000	.833	.000	.833	.500	.000	.846	.438	.900	.500	.000	.890	.898



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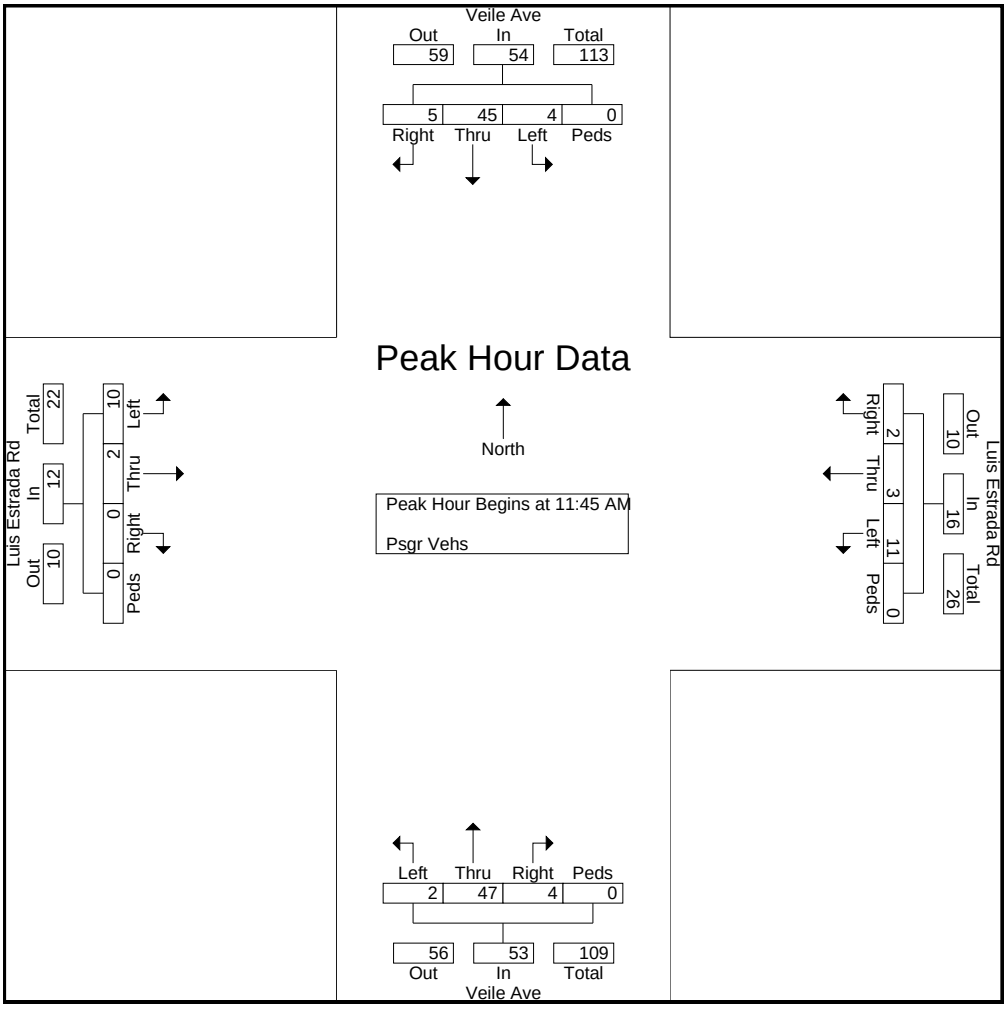
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	2	**1**	0	0	3	2	0	0	0	2	0	8	**1**			**2**		**3**			
12:00 PM	**3**	**1**	**0**	**0**	**4**	**1**	**0**	**1**	**0**	**2**	**1**	**15**	1	0	**17**	0	12	0	0	12	35
12:15 PM	**5**				**5**	**4**	**2**	0	0	**6**	0	12	1	0	13	1	**14**	1	0	**16**	**40**
12:30 PM	0	0	0	0	0	4	1	1	0	6	1	12	1	0	14	1	10	1	0	12	32
Total Volume	10	2	0	0	12	11	3	2	0	16	2	47	4	0	53	4	45	5	0	54	135
% App. Total	83.3	16.7	0	0		68.8	18.8	12.5	0		3.8	88.7	7.5	0		7.4	83.3	9.3	0		
PHF	.500	.500	.000	.000	.600	.688	.375	.500	.000	.667	.500	.783	1.00	.000	.779	.500	.804	.417	.000	.844	.844



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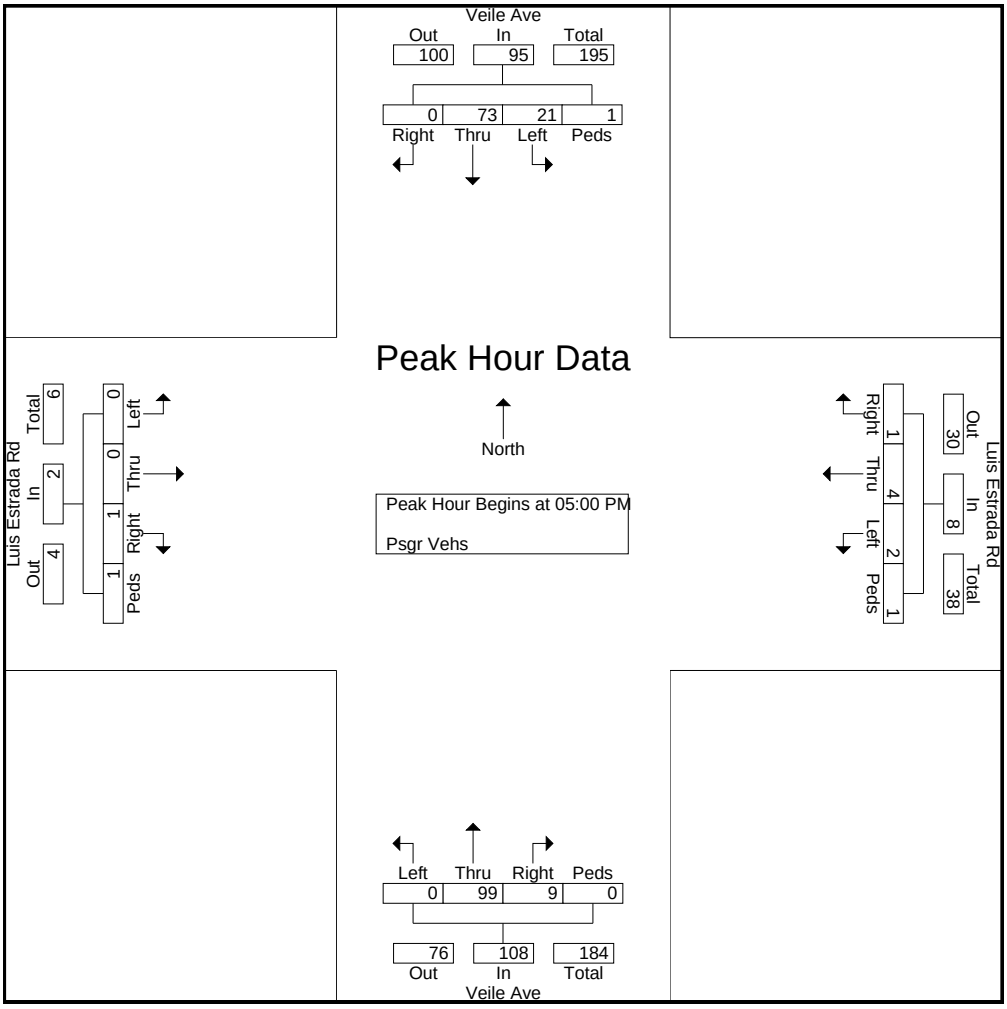
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	**1**							**12**					
05:15 PM	**0**	**0**	**0**	**1**	**1**	**1**	**3**	0	0	**4**	0	30	2	0	32	6	20	0	**1**	**27**	**64**
05:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**0**	**31**	**5**	**0**	**36**	2	23	0	0	25	63
05:45 PM	0	0	**1**									**35**	1	0	36	1	**29**	0	0	**30**	**68**
Total Volume	0	0	1	1	2	2	4	1	1	8	0	99	9	0	108	21	73	0	1	95	213
% App. Total	0	0	50	50		25	50	12.5	12.5		0	91.7	8.3	0		22.1	76.8	0	1.1		
PHF	.000	.000	.250	.250	.500	.500	.333	.250	.250	.500	.000	.707	.450	.000	.750	.438	.629	.000	.250	.792	.783



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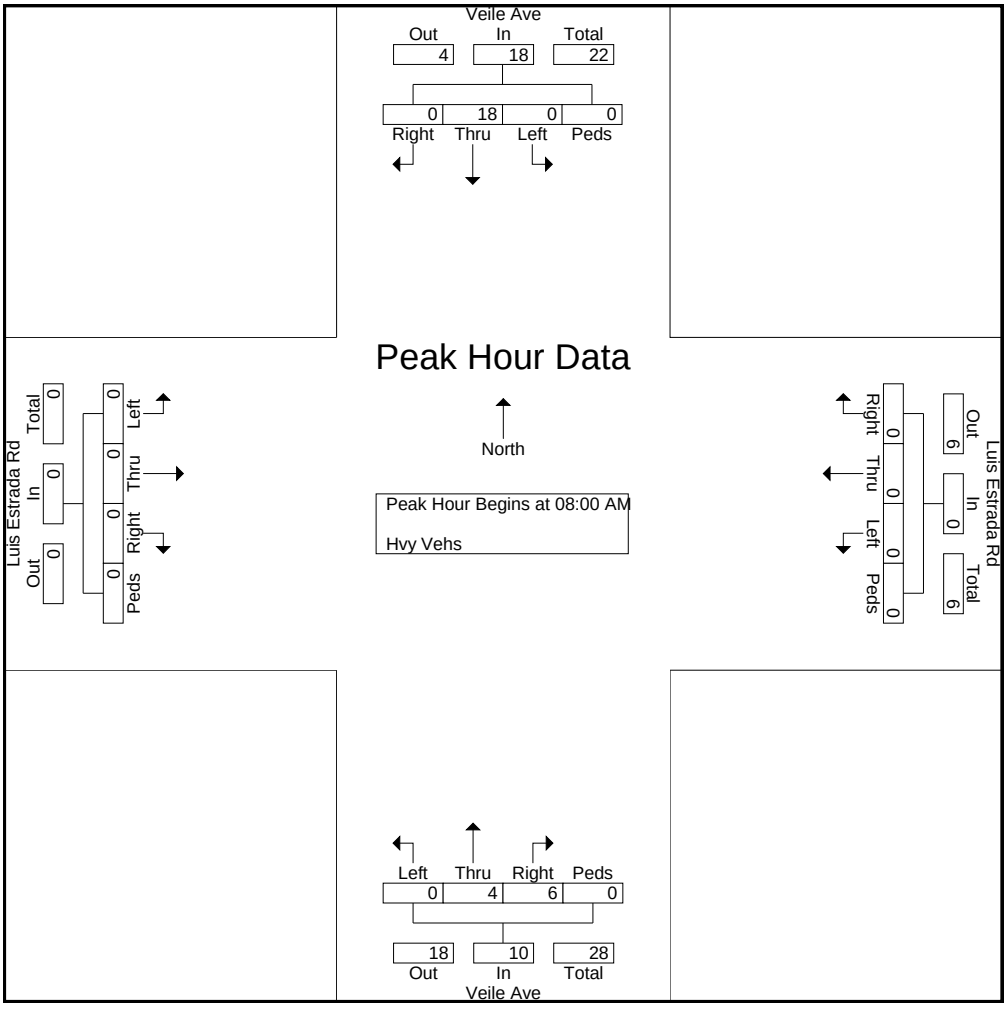
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	**2**	**4**		**6**	0	2	0	0	2	8
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	7
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	**8**	0	0	**8**	**10**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	4	6	0	10	0	18	0	0	18	28
% App. Total	0	0	0	0		0	0	0	0		0	40	60	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.375	.000	.417	.000	.563	.000	.000	.563	.700



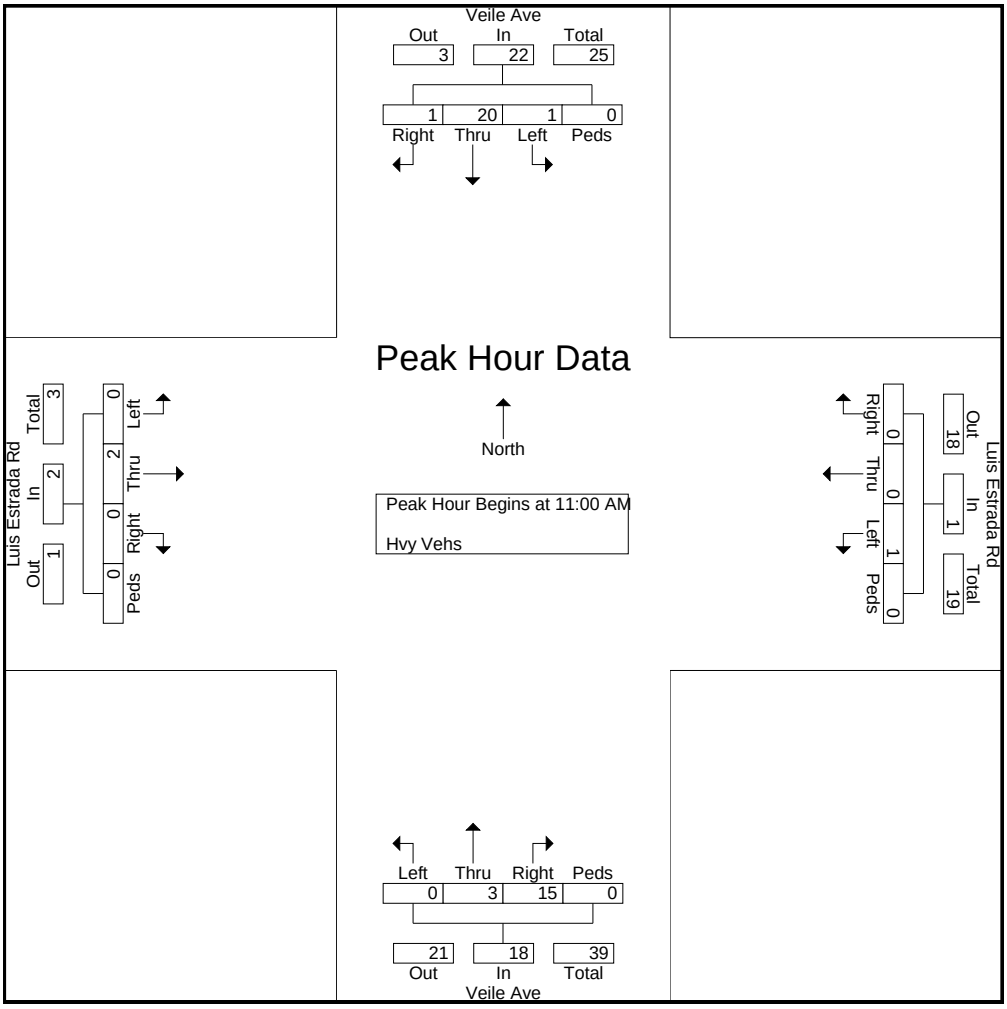
MINAGAR & ASSOCIATES, INC.

ITS - Traffic/Civil/Electrical Engineering - Transportation Planning - CEM
23282 Mill Creek Drive, Suite 120, Laguna Hills, CA 92653
Ph: (949)707-1199 - Web:minagarinc.com

Client/Agency/Location:
City of Beaumont

File Name : Veile Ave & Luis Estrada Rd
Site Code : 01
Start Date : 3/11/2021
Page No : 4

	Luis Estrada Rd Eastbound					Luis Estrada Rd Westbound					Veile Ave Northbound					Veile Ave Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	**1**	0	0	**1**	0	0	0	0	0	0	**1**	**8**		**9**	0	6	0	0	6	**16**
11:15 AM	0	0	0	0	0	**1**				**1**	0	1	5	0	6	**1**					
11:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**4**	**4**
11:45 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**3**	**0**	**7**	**1**	**0**	**8**	12
Total Volume	0	2	0	0	2	1	0	0	0	1	0	3	15	0	18	1	20	1	0	22	43
% App. Total	0	100	0	0		100	0	0	0		0	16.7	83.3	0		4.5	90.9	4.5	0		
PHF	.000	.500	.000	.000	.500	.250	.000	.000	.000	.250	.000	.750	.469	.000	.500	.250	.714	.250	.000	.688	.672



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	Luis Estrada Rd Eastbound					Luis Estrada Rd Westbound					Veile Ave Northbound					Veile Ave Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	**1**				**1**	0	1	0	0	1	**1**	**8**	0	0	**9**	11
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	**1**			
05:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**5**	**5**
05:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0	0	1	0	**2**	**4**	**0**	**6**	1	7	0	0	8	**15**
Total Volume	0	0	0	0	0	1	1	0	0	2	0	3	5	0	8	2	20	1	0	23	33
% App. Total	0	0	0	0		50	50	0	0		0	37.5	62.5	0		8.7	87	4.3	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.000	.000	.500	.000	.375	.313	.000	.333	.500	.625	.250	.000	.639	.550