APPENDIX F

Traffic

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MEMORANDUM

To:	Nancy Chung, Los Angeles Department of Water and Power
From:	Sabita Tewani, AICP, Transportation Planner
Subject:	Construction Traffic Analysis Memorandum for Valley Generating Station Demolition Project
Date:	October 15, 2020
cc:	Dennis Pascua, Dudek Rachel Struglia, Dudek
Attachment(s):	Figures 1–9 Attachment A, Traffic Counts, CMA Worksheets, Synchro Worksheets, Construction Schedule and Phasing

This memorandum provides a Construction Traffic Analysis of the roadway network identified in the project area of the proposed Valley Generation Station Demolition Project (project). The analysis conducted by Dudek is included only for informational purposes.

The Los Angeles Department of Water and Power proposes to demolish Units 1–4 and associated structures and systems within the Valley Generating Station (VGS). The project site is located is located at 11801 Sheldon Street within the VGS in the City of Los Angeles in the San Fernando Valley region of the County of Los Angeles. Generally, the VGS is in the northeastern portion of the City of Los Angeles in the Sun Valley neighborhood, approximately 1 mile northeast of the Interstate (I) 5 and State Route 170 intersection.

Main access to the VGS is provided from Sheldon Street, which forms the southern site boundary. Old San Fernando Road has secondary access driveways into the VGS and forms the western site boundary. Worker and truck traffic related to the proposed project would use the access along Old San Fernando Road and Sheldon Street; however, recommendations for use of alternate access during peak construction period have been provided in this memorandum.

Study Area

The project proposes to demolish structures and systems on the Los Angeles Department of Water and Power VGS Units 1–4 on its site located at 11801 Sheldon Street in the City of Los Angeles. Figure 1, Project Site Location and Study Area, shows the project site location and study area. The study area for the traffic analysis includes the intersections most likely to be used by the proposed project, as follows:

1. Glenoaks Boulevard/Branford Street (signalized)
2. Glenoaks Boulevard/Sheldon Street (signalized)
3. Glenoaks Boulevard/Tuxford Street – La Tuna Canyon Road (signalized)
4. San Fernando Road/Sheldon Street (signalized)
5. San Fernando Road/Lankershim Boulevard (signalized)

6. I-5 northbound on ramp/Rincon Avenue/Sheldon Street
7. Laurel Canyon Boulevard/Sheldon Street (signalized)
8. I-5 northbound off ramp-Jerome Street/Laurel Canyon Boulevard
9. I-5 southbound ramps/Laurel Canyon Boulevard
10. I-5 northbound ramps/Lankershim Boulevard (signalized)
11. I-5 southbound ramps/Lankershim Boulevard (signalized)

The project setting was developed by reviewing the existing transportation network in the project vicinity. This review was supplemented with traffic counts collected in September 2019. Trip generation during the Peak Construction Year period was analyzed to determine project-level effects to the transportation network. Worker, vendor truck, and haul truck trips were calculated for each phase of the proposed construction schedule to identify the Peak Construction Year period. The Peak Construction Year period analyzes the scenario during which the maximum total daily trips are generated. The information review also included review of intersection analysis methodologies for analyzing effects to the intersections identified in the study area.

Intersection Analysis Methodology

Per LADOT Traffic Impact Study Guidelines (2016) the intersection evaluation methodology for development projects is based on the Transportation Research Board, Circular 212 Critical Movement Analysis (CMA) Planning Method for analyzing traffic operating conditions at study intersections. CMA is a method that determines the volume-to-capacity (V/C) ratio on a critical lane basis and the level of service (LOS) associated with each V/C ratio at an intersection. The intersections within LADOT jurisdiction were analyzed using the CMA methodology.

The intersection evaluation methodology for transportation infrastructure projects is based on the Highway Capacity Manual (HCM) methodology for analyzing traffic operating conditions at study intersections. HCM is a method that determines the average control delay per vehicle (in seconds) and the LOS associated with vehicle delays at an intersection. Per Caltrans requirements, the ramp intersections with I-5 in the study area were analyzed using the HCM methodology.

The operational characteristics of an intersection are also determined by calculating the intersection's LOS. The intersection as a whole and its individual turning movements can be described alphabetically with a range of levels of service (A through F), with LOS A indicating free-flow traffic and LOS F indicating extreme congestion and long vehicle delays. Caltrans and LADOT (for transportation infrastructure projects) utilize the HCM delay-based methodology to assess transportation effects on intersections. Table 1 provides a description of the different LOS performance measures and associated terms of delay per vehicle.

Table 1. Level of Service Definitions for Signalized Intersections

Level of Service	Volume/Capacity Ratio	Delay per Vehicle (seconds per vehicle)	General Description
A	≤0.600	≤10	Free flow
B	0.601 to ≤0.700	>10–20	Stable flow (slight delays)
C	0.701 to ≤0.800	>20–35	Stable flow (acceptable delays)

Table 1. Level of Service Definitions for Signalized Intersections

Level of Service	Volume/Capacity Ratio	Delay per Vehicle (seconds per vehicle)	General Description
D	0.801 to ≤0.900	>35–55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	0.901 to ≤1.00	>55–80	Unstable flow (intolerable delay)
F	>1.00	>80	Forced flow (jammed)

Source: LADOT 2016.

Caltrans

In the study area, the I-5 facility and its ramp intersections with Laurel Canyon Boulevard and Lankershim Boulevard are under Caltrans jurisdiction. Per Caltrans Guide for the Preparation of Traffic Impact Studies (2002), the LOS for operating State highway facilities is based upon measures of effectiveness (MOEs). These MOEs describe the measures best suited for analyzing State highway facilities (i.e., freeway segments, signalized intersections, on- or off-ramps, etc.). Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and if an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained. Caltrans guidelines recommend utilizing HCM methodology for freeway segments and ramps. Therefore, Caltrans facilities were analyzed using the HCM methodology.

Existing Conditions

Figure 2, Existing Traffic Control and Geometrics, shows the study area intersections and indicates their existing traffic controls and geometrics. Characteristics of the existing street system in the study area are shown in Table 2.

Table 2. Study Area Existing Street System Summary

Roadway	Street Classification	Posted Speed Limit (mph)	No. of Travel Lanes	Parking	Sidewalks	Existing Bicycle Lanes
Glenoaks Boulevard	Boulevard II	50	4 lanes with center turn lane	Some sections/Time restrictions	Yes	Yes
San Fernando Road	Avenue I	35	4 lanes	Some sections	Yes (along eastern side of the street)	No
Sheldon Street	Avenue II	40	4 lanes with center turn lane	Some sections	Yes	No

Source: LADCP 2017.

Transit Network

The Los Angeles County Metropolitan Transportation Authority (LA Metro) provides transit service in the area.

LA Metro Routes 794 and 94 operate along San Fernando Road and connect Downtown LA with Sylmar Station and Downtown LA with Sun Valley, respectively. The service is available approximately every 20 minutes on both routes. The Route 94 operates on all weekdays and weekends and Route 794 operates only on weekdays. Route 224 operates along San Fernando Road and connects Studio City Station with Olive View Medical Center in Sylmar. The service is available approximately every 25 minutes. The Route 224 operates on all weekdays and weekends.

LA Metro Route 166/364 operates along Glenoaks Boulevard and connects Chatsworth Station with Sun Valley. The service is available approximately at an interval of 15-20 minutes. The Route 166/364 operates on all weekdays while Route 166 operates on weekends and holidays.

Existing Traffic Volumes

Existing peak hour turn movement counts at the study intersections were conducted in September 2019. Worksheets for the raw peak hour turn movement counts in the LADOT format are provided as an attachment to this memo. Figure 3, Existing Traffic Volumes, shows the Existing AM and PM peak hour traffic volumes.

Existing Levels of Service

An intersection LOS analysis was prepared for the Existing conditions using the CMA and HCM methodologies, and Table 3 shows the results of the existing weekday peak hour LOS analysis. Worksheets for the LOS analysis are provided as an attachment to this memo.

Table 3. Existing (2019) Peak Hour Intersection Level of Service

No.	Intersection	Control Type	LOS Method	AM Peak		PM Peak	
				V/C [1] /Delay[2]	LOS	V/C [1] /Delay[2]	LOS
1.	Glenoaks Boulevard/Branford Street	signalized	CMA	0.582	A	0.627	B
2.	Glenoaks Boulevard/Sheldon Street	signalized	CMA	0.509	A	0.603	B
3.	Glenoaks Boulevard/Tuxford Street – La Tuna Canyon Road	signalized	CMA	0.775	C	0.670	B
4.	San Fernando Road/Sheldon Street	signalized	CMA	0.772	C	0.765	C
5.	San Fernando Road/Lankershim Boulevard	signalized	CMA	0.528	A	0.355	A
6.	I-5 NB on ramp – Rincon Avenue/Sheldon Street	unsignalized	CMA HCM	0.754 51.9	C **F**	0.788 43.1	C **E**
7.	Laurel Canyon Boulevard/Sheldon Street	signalized	CMA	0.778	C	0.826	D

Table 3. Existing (2019) Peak Hour Intersection Level of Service

No.	Intersection	Control Type	LOS Method	AM Peak		PM Peak	
				V/C [1] /Delay[2]	LOS	V/C [1] /Delay[2]	LOS
8.	I-5 NB off ramp – Jerome Street/Laurel Canyon Boulevard	unsignalized	CMA HCM	0.749 607.3	C **F**	0.904 900.9	**E** **F**
9.	I-5 SB ramps/Laurel Canyon Boulevard	unsignalized	CMA HCM	0.659 1316.9	B **F**	0.976 3871.6	**E** **F**
10.	I-5 NB ramps/Lankershim Boulevard	signalized	CMA HCM	0.505 19.2	A B	0.436 15.8	A B
11.	I-5 SB ramps/Lankershim Boulevard	signalized	CMA HCM	0.445 17.8	A B	0.385 13.3	A B

Notes: LOS = level of service; V/C = volume to capacity; CMA = LADOT CMA Methodology; I = Interstate; HCM = HCM Methodology (for Caltrans facilities); NB = Northbound; SB = Southbound.

1 Volume-to-Capacity (V/C) ratio.

2 Delay is calculated in seconds per vehicle.

Per LADOT methodology, as shown in the table, most of the study area intersections are currently operating at LOS D or better under existing conditions, except for the following:

- **Intersection No. 8:** I-5 northbound off- ramp- Jerome Street/Laurel Canyon Boulevard operates at LOS E during the PM peak hour;
- **Intersection No. 9:** I-5 southbound ramps/Laurel Canyon Boulevard operates at LOS E during the PM peak hour.

Per HCM methodology utilized for Caltrans facilities, the following intersections operate at LOS E or F under existing conditions:

- **Intersection No. 6**: I-5 northbound on ramp/Rincon Avenue/Sheldon Street operates at LOS F and E during the AM and PM peak hour, respectively;
- **Intersection No. 8:** I-5: northbound off- ramp- Jerome Street/Laurel Canyon Boulevard intersection operates at LOS F during both the AM and PM peak hours;
- **Intersection No. 9:** I-5 southbound ramps/Laurel Canyon Boulevard operates at LOS F during both the AM and PM peak hours.

Peak Construction Year Conditions

Per the project's construction schedule (exact dates are tentative), peak phase of construction activities which would contain the highest volumes of construction traffic (i.e., a total of workers and trucks) related to the demolition activities on the proposed project site was identified. It is anticipated that peak construction phase would correspond to the year 2023.

Peak Construction Year Traffic Volumes

Peak Construction Year Baseline traffic volumes include traffic from ambient growth, and traffic from the addition of cumulative projects in the vicinity of the project. A growth rate of 0.50% per year, provided in the "General Traffic

Volume Growth Factors" (from the respective Regional Statistical Area No. 13 and No. 14) found in Exhibit D-1 of the Los Angeles County Congestion Management Program (Metro 2010) was applied to the existing traffic volumes to account for the year 2023 Peak Construction Year timeframe. A list of cumulative projects cumulative (approved/pending but not yet constructed) from the Department of City Planning (LADCP 2019), Case Reports, was reviewed, however no projects were identified that would add traffic to the project study area. Figure 4, Peak Construction Year Traffic Volumes, shows the Peak Construction Year AM and PM peak hour traffic volumes.

Peak Construction Year Levels of Service

An intersection LOS analysis was prepared for the Peak Construction Year 2023 traffic volumes using the CMA and HCM methodologies, and Table 4 shows the results of the Peak Construction Year Baseline peak hour LOS analysis. Worksheets for the LOS analysis are provided in as an attachment to this memo.

Table 4. Peak Construction Year Peak Hour Intersection Level of Service

No.	Intersection	Control Type	LOS Method	AM Peak		PM Peak	
				V/C [1] /Delay[2]	LOS	V/C [1] /Delay[2]	LOS
1.	Glenoaks Boulevard/Branford	signalized	CMA	0.596	A	0.641	B
2.	Glenoaks Boulevard/Sheldon	signalized	CMA	0.523	A	0.617	B
3.	Glenoaks Boulevard/Tuxford Street – La Tuna Canyon Road	signalized	CMA	0.792	C	0.685	B
4.	San Fernando Road/Sheldon	signalized	CMA	0.789	C	0.783	C
5.	San Fernando Road/Lankershim Boulevard	signalized	CMA	0.541	A	0.365	A
6.	I-5 NB on ramp – Rincon Avenue/Sheldon Street	unsignalized	CMA HCM	0.770 59.6	C **F**	0.803 45.6	D **E**
7.	Laurel Canyon Boulevard/Sheldon Street	signalized	CMA	0.795	C	0.843	D
8.	I-5 NB off ramp – Jerome Street/Laurel Canyon Boulevard	unsignalized	CMA HCM	0.764 833.0	C **F**	0.922 1006.2	**E** **F**
9.	I-5 SB ramps/Laurel Canyon Boulevard	unsignalized	CMA HCM	0.673 1479.9	B **F**	0.995 4664.7	**E** **F**
10.	I-5 NB ramps/Lankershim Boulevard	signalized	CMA HCM	0.517 19.2	A B	0.447 15.9	A B
11.	I-5 SB ramps/Lankershim Boulevard	signalized	CMA HCM	0.456 19.8	A B	0.395 13.4	A B

Notes: LOS = level of service; V/C = volume to capacity; CMA = LADOT CMA Methodology; I = Interstate; NB = Northbound; HCM = HCM Methodology (for Caltrans facilities); SB = Southbound.

[1] Volume-to-Capacity (V/C) ratio.

[2] Delay is calculated in seconds per vehicle.

Per LADOT methodology, as shown in the table, most of the study area intersections are currently operating at LOS D or better under peak construction year 2023, except for the following:

- **Intersection No. 8:** I-5 northbound off- ramp- Jerome Street/Laurel Canyon Boulevard operates at LOS E during the PM peak hour;
- **Intersection No. 9:** I-5 southbound ramps/Laurel Canyon Boulevard operates at LOS E during the PM peak hour.

Per HCM methodology utilized for Caltrans facilities, the following intersections operate at LOS E or F under peak construction year 2023 conditions:

- **Intersection No. 6:** I-5 northbound on ramp/Rincon Avenue/Sheldon Street operates at LOS F and E during the AM and PM peak hour, respectively;
- **Intersection No. 8:** I-5 northbound off- ramp- Jerome Street/Laurel Canyon Boulevard intersection operates at LOS F during both the AM and PM peak hours;
- **Intersection No. 9:** I-5 southbound ramps/Laurel Canyon Boulevard operates intersection operates at LOS F during both the AM and PM peak hours.

Trip Generation

The Institute of Transportation Engineers' *Trip Generation* manual (ITE 2017) does not contain trip rates for the construction-related activities; therefore, project's general construction phasing and schedule was utilized to estimate the proposed project's construction traffic generation. Based on the estimated average number of workers, vendor, and haul truck trips across the various phases and months of the proposed project, the Peak Construction Year period was identified. During this Peak Construction Year period (demolition activities), the maximum number of daily on-site workers would be 112 workers and the maximum number of trucks would be 1 vendor truck and 14 haul trucks.

Based on the construction hour, most workers would likely arrive at the construction site before 6:00 a.m. and leave after 3:00 p.m. Therefore, approximately 90% of the workers were assumed to arrive before the AM peak hour, and a same percentage was assumed to depart during the peak hours. The daily off-site truck trips would generally be distributed throughout the work day. Based on these assumptions, Table 5 provides projects' trip generation for the Peak Construction Year phase.

Table 5. Peak Construction Trip Generation

Vehicle Type	Daily Quantity	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation								
Workers[1]	112 workers	224	11	0	11	0	101	101
Vendor Trucks[2]	1 truck	2	1	0	1	0	1	1
Haul Trucks[3]	14 trucks	28	2	2	4	2	2	4
	Total	**254**	**14**	**2**	**16**	**2**	**104**	**106**
Trip Generation with PCE								
Workers (1.0 PCE)	112 workers	224	11	0	11	0	101	101

Table 5. Peak Construction Trip Generation

Vehicle Type	Daily Quantity	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Vendor Trucks (2.0 PCE)	1 truck	4	2	0	2	0	2	2
Haul Trucks (3.0 PCE)	14 trucks	84	6	6	12	6	6	12
Total (with PCE)		**312**	**19**	**6**	**25**	**6**	**109**	**115**

Note: PCE = passenger car equivalent.

1 Workers are assumed to utilize passenger cars and no carpooling is assumed. Based on working hours 6:00 a.m. to 3:00 p.m., approximately 10% of the workers are assumed to arrive during the AM and 90% depart during the PM peak hour.

2 Vendor trucks are assumed to be distributed evenly across the 8-hour work shift to estimate AM and PM peak hour trips.

3 Haul truck trips are distributed evenly over the duration of construction phase to estimate daily haul truck trips and across the 8-hour work shift to estimate AM and PM peak hour trips.

As shown in Table 5, the project would generate approximately 254 daily trips, 16 AM peak hour trips (2 inbound and 14 outbound), and 106 PM peak hour trips (2 inbound and 104 outbound). With the application of a passenger-car-equivalent factor to truck trips, the proposed project would generate approximately 312 passenger-car-equivalent daily trips, 25 passenger-car-equivalent AM peak hour trips (19 inbound and 6 outbound), and 115 passenger-car-equivalent PM peak hour trips (6 inbound and 109 outbound).

Trip Distribution and Assignment

Temporary staging and laydown areas for construction materials and equipment, as well as parking for construction workers would be accommodated within the project site. Worker and employee vehicle parking would also be accommodated within the project site for most of the construction duration. Construction traffic was distributed to the study area intersections and roadway segments based on logical commute routes for workers, and the nearest freeway access with truck routes for construction-related trucks. Construction related trips were assigned to the study area intersections by applying the project trip generation estimates to the trip distribution percentages at each study area intersection and roadway segments.

Worker traffic is anticipated to access the project site via Old San Fernando Road and Sheldon Street (full access). The truck traffic would not be routed to the project site via the San Fernando Road/Sheldon Street intersection. This intersection does not allow adequate storage length that would be needed for trucks to make an eastbound left turn at the rail road crossing of San Fernando Road/Sheldon Street in order to turn onto Old San Fernando Road. Therefore, the trucks would be routed to access the project site via the Glenoaks Boulevard/Sheldon Street intersection. All truck traffic will likely enter the study area from I-5 and use the interchanges at Tuxford Street and Sunland Boulevard. A number of landfill and recycling sites are located within 2 or 3 miles of the project site. Therefore, the trucks from the project site would be hauling material to those sites. The project trip distribution and assignment for workers is shown in Figure 5, Project Trip Distribution and Assignment-Workers, while the project trip distribution and assignment for trucks is shown in Figure 6, Project Trip Distribution and Assignment-Trucks. Figure 7, Total Project Trip Assignment, shows the total project trip assignments, at the study area intersections.

Construction Traffic Analysis

Traffic effects due to construction of the proposed project under the Existing plus Project and Peak Construction Year plus Project conditions were forecast by adding project traffic volumes to the existing traffic volumes and the Peak Construction Year traffic volumes, respectively.

Existing plus Project Conditions

The project trip assignments shown in Figure 7 for construction-related project traffic (workers and trucks), were added to the existing traffic volumes shown in Figure 3 to derive the Existing plus Project traffic volumes. Figure 8, Existing Plus Project Traffic Volumes, illustrates the Existing plus Project traffic volumes that were used to evaluate the Existing plus Project traffic conditions. An intersection LOS analysis was conducted using the CMA and HCM methodologies, and Table 6 shows the results. Worksheets for the LOS analysis are provided as an attachment to this memo.

Therefore, as shown in Table 6, the addition of project traffic would contribute to existing operational deficiency at the following intersections:

- **Intersection No. 6:** I-5 northbound on ramp-Rincon Avenue/Sheldon Street operates at LOS F during the AM and the PM peak hours;
- **Intersection No. 8:** I-5 northbound off ramp-Jerome Street/Laurel Canyon Boulevard operates at LOS F during the AM and the PM peak hours;
- **Intersection 9:** I-5 southbound ramps/Laurel Canyon Boulevard: operates at LOS F during the AM and the PM peak hours.

Peak Construction Year plus Project Conditions

The project trip assignments shown in Figure 7 for construction-related project traffic (workers and trucks) were added to the peak construction year traffic volumes shown in Figure 4 to derive the Peak Construction Year plus Project traffic volumes. Figure 9, Peak Construction Year Plus Project Traffic Volumes, illustrates Peak Construction Year plus Project traffic volumes that were used to evaluate the Peak Construction Year 2023 plus Project traffic conditions. An intersection LOS analysis was conducted using the CMA and HCM methodologies, and Table 7 shows the results. Worksheets for the LOS analysis are provided as an attachment to this memo.

Therefore, as shown in Table 7, the addition of project traffic would contribute to existing operational deficiency at the following intersections:

- **Intersection No. 6:** I-5 northbound on ramp-Rincon Avenue/Sheldon Street operates at LOS F during the AM and the PM peak hour;
- **Intersection No. 8**: I-5 northbound off ramp-Jerome Street/Laurel Canyon Boulevard operates at LOS F during the AM and the PM peak hours;
- **Intersection No. 9**: I-5 southbound ramps/Laurel Canyon Boulevard: operates at LOS F during the AM and the PM peak hours.

In order to reduce the project traffic that would add to the operational deficiency during the PM peak hour (i.e., when the workers would depart from the proposed project) during peak construction period, **PDF-TRAF-1: Use of Alternate Project Access** would be implemented.

Improvement Measure

The following measure is recommended to address the (temporary) traffic effects of the proposed project at the study area intersections:

PDF-TRAF-1 **Use of Alternate Project Access**: For the duration of peak construction phase (anticipated to occur during the overlap of construction phases with demolition of Units 3 and 4), the project Construction Manager/Contractor shall allow the construction-related worker traffic to use an alternate exit (Main Gate) from the site located along Sheldon Street, during the PM peak hour. The Contractor shall install a sign prohibiting right turn out of the Main Gate along Sheldon Street to ensure that the outbound traffic turns left and travels east along Sheldon Street during the PM peak hour (3:00 p.m.–6:00 p.m.) With fewer workers being allowed to utilize an alternate exit during the PM peak hour, the proposed project would not contribute to cause a hazardous condition at the San Fernando Road/Sheldon Street intersection and operational deficiencies at the Interstate (I) 5 northbound on-ramp–Rincon Avenue/Sheldon Street, I-5 northbound off-ramp–Jerome Street/Laurel Canyon Boulevard, and I-5 southbound ramps/Laurel Canyon Boulevard intersections.

Table 6. Existing (2019) Peak Hour Intersection Level of Service

No.	Intersection	Control Type	LOS Method	Existing				Existing plus Project				Change in V/C or Delay	
				AM Peak		PM Peak		AM Peak		PM Peak			
				V/C [1] /Delay[2]	LOS	V/C [1] /Delay[2]	LOS	V/C [1] /Delay[2]	LOS	V/C [1] /Delay[2]	LOS	AM	PM
1.	Glenoaks Boulevard/Branford Street	signalized	CMA	0.582	A	0.627	B	0.582	A	0.630	B	0.000	0.003
2.	Glenoaks Boulevard/Sheldon Street	signalized	CMA	0.509	A	0.603	B	0.515	A	0.605	B	0.006	0.002
3.	Glenoaks Boulevard/Tuxford Street – La Tuna Canyon Road	signalized	CMA	0.775	C	0.670	B	0.775	C	0.671	B	0.000	0.001
4.	San Fernando Road/Sheldon Street	signalized	CMA	0.772	C	0.765	C	0.773	C	0.797	C	0.001	0.032
5.	San Fernando Road/Lankershim Boulevard	signalized	CMA	0.528	A	0.355	A	0.529	A	0.367	A	0.001	0.012
6.	I-5 NB on ramp-Rincon Avenue/Sheldon Street	unsignalized	CMA	0.754	C	0.788	C	0.756	C	0.788	C	0.002	0.000
			HCM	51.9	**F**	43.1	**E**	51.9	**F**	50.0	**F**	0.00	6.90
7.	Laurel Canyon Boulevard/Sheldon Street	signalized	CMA	0.778	C	0.826	D	0.779	C	0.826	D	0.001	0.000
8.	I-5 NB off ramp – Jerome Street/Laurel Canyon Boulevard	unsignalized	CMA	0.749	C	0.904	**E**	0.749	C	0.904	**E**	0.000	0.000
			HCM	607.3	**F**	900.9	**F**	607.3	**F**	900.9	**F**	0.00	0.00
9.	I-5 SB ramps/Laurel Canyon Boulevard	unsignalized	CMA	0.659	B	0.976	**E**	0.659	B	0.976	**E**	0.000	0.000
			HCM	1316.9	**F**	3871.6	**F**	1316.9	**F**	3871.6	**F**	0.00	0.00
10.	I-5 NB ramps/Lankershim Boulevard	signalized	CMA	0.505	A	0.436	A	0.506	A	0.447	A	0.001	0.011
			HCM	19.2	B	15.8	B	19.2	B	15.8	B	0.00	0.00
11.	I-5 SB ramps/Lankershim Boulevard	signalized	CMA	0.445	A	0.385	A	0.445	A	0.385	A	0.000	0.000
			HCM	17.8	B	13.3	B	17.8	B	13.3	B	0.00	0.00

Notes: LOS = level of service; V/C = volume to capacity; CMA = LADOT CMA Methodology; I = Interstate; NB = Northbound; HCM = HCM Methodology (for Caltrans facilities); SB = Southbound.
[1] Volume-to-Capacity (V/C) ratio.
[2] Delay is calculated in seconds per vehicle.

Table 7. Peak Construction Year Weekday Peak Hour Intersection Level of Service

No.	Intersection	Control Type	LOS Method	Peak Construction				Peak Construction plus Project				Change in V/C or Delay	
				AM Peak		PM Peak		AM Peak		PM Peak			
				V/C [1] /Delay[2]	LOS	V/C [1] /Delay[2]	LOS	V/C [1] /Delay[2]	LOS	V/C [1] /Delay[2]	LOS	AM	PM
1.	Glenoaks Boulevard/Branford Street	signalized	CMA	0.596	A	0.641	B	0.596	A	0.644	B	0.000	0.003
2.	Glenoaks Boulevard/Sheldon Street	signalized	CMA	0.523	A	0.617	B	0.528	A	0.619	B	0.005	0.002
3.	Glenoaks Boulevard/Tuxford Street – La Tuna Canyon Road	signalized	CMA	0.792	C	0.685	B	0.792	C	0.686	B	0.000	0.001
4.	San Fernando Road/Sheldon Street	signalized	CMA	0.789	C	0.783	C	0.790	C	0.814	D	0.001	0.031
5.	San Fernando Road/Lankershim Boulevard	signalized	CMA	0.541	A	0.365	A	0.541	A	0.376	A	0.000	0.011
6.	I-5 NB on ramp-Rincon Avenue/Sheldon Street	unsignalized	CMA	0.770	C	0.803	D	0.772	C	0.803	D	0.002	0.000
			HCM	59.6	**F**	45.6	**E**	59.6	**F**	53.6	**F**	0.00	8.00
7.	Laurel Canyon Boulevard/Sheldon Street	signalized	CMA	0.795	C	0.843	D	0.796	C	0.843	D	0.001	0.000
8.	I-5 NB off ramp – Jerome Street /Laurel Canyon Boulevard	unsignalized	CMA	0.764	C	0.922	**E**	0.764	C	0.922	**E**	0.000	0.000
			HCM	833.0	**F**	1006.2	**F**	833	**F**	1006.2	**F**	0.00	0.00
9.	I-5 SB ramps/Laurel Canyon Boulevard	unsignalized	CMA	0.673	B	0.995	**E**	0.673	B	0.995	**E**	0.000	0.000
			HCM	1479.9	**F**	4664.7	**F**	1479.9	**F**	4664.7	**F**	0.00	0.00

Table 7. Peak Construction Year Weekday Peak Hour Intersection Level of Service

No.	Intersection	Control Type	LOS Method	Peak Construction				Peak Construction plus Project				Change in V/C or Delay	
				AM Peak		PM Peak		AM Peak		PM Peak			
				V/C [1] /Delay[2]	LOS	V/C [1] /Delay[2]	LOS	V/C [1] /Delay[2]	LOS	V/C [1] /Delay[2]	LOS	AM	PM
10.	I-5 NB ramps/Lankershim Boulevard	signalized	CMA	0.517	A	0.447	A	0.518	A	0.457	A	0.001	0.010
			HCM	19.2	B	15.9	B	19.2	B	16.0	B	0.00	0.10
11.	I-5 SB ramps/Lankershim Boulevard	signalized	CMA	0.456	A	0.395	A	0.456	A	0.395	A	0.000	0.000
			HCM	19.8	B	13.4	B	19.8	B	13.4	B	0.00	0.00

Notes: LOS = level of service; V/C = volume to capacity; CMA = LADOT CMA Methodology; I = Interstate; NB = Northbound; HCM = HCM Methodology (for Caltrans facilities); SB = Southbound.

[1] Volume-to-Capacity (V/C) ratio.

[2] Delay is calculated in seconds per vehicle.

References Cited

Caltrans (California Department of Transportation) 2002. Guide for the Preparation of Traffic Impact Studies.

ITE (Institute of Engineers). 2017. *Trip Generation Manual*, 10th Edition, September 2017.

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LADOT (Los Angeles Department of Transportation). 2016. *Transportation Impact Study Guidelines*. December 2016.

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SOURCE: NAIP 2016; LADWP 2017

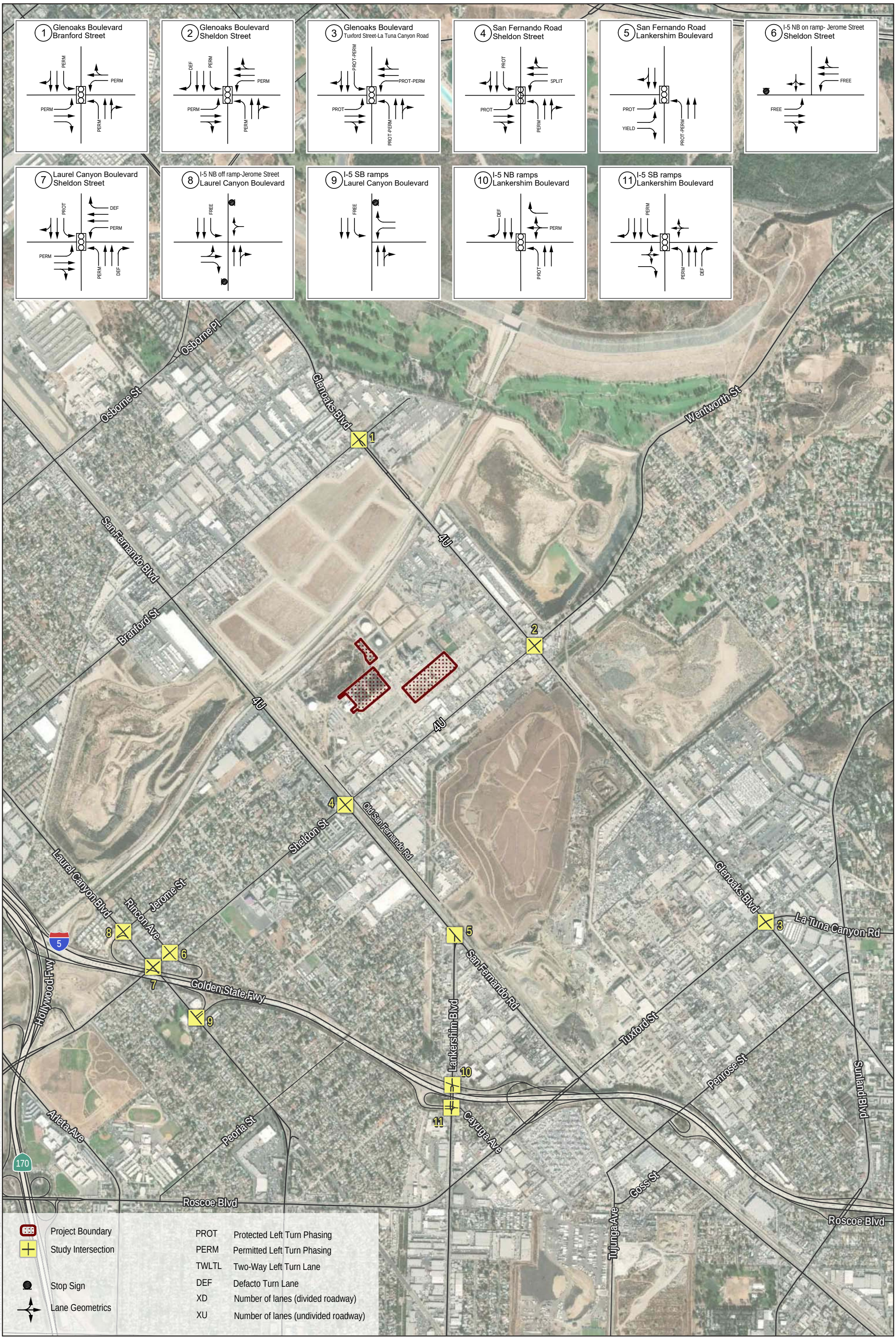
Los Angeles Department of Water & Power

0 1,000 2,000 Feet

FIGURE 1

Project Site Location and Study Area

Valley Generating Station



SOURCE: Esri and Digital Globe, OpenStreetMap 2019

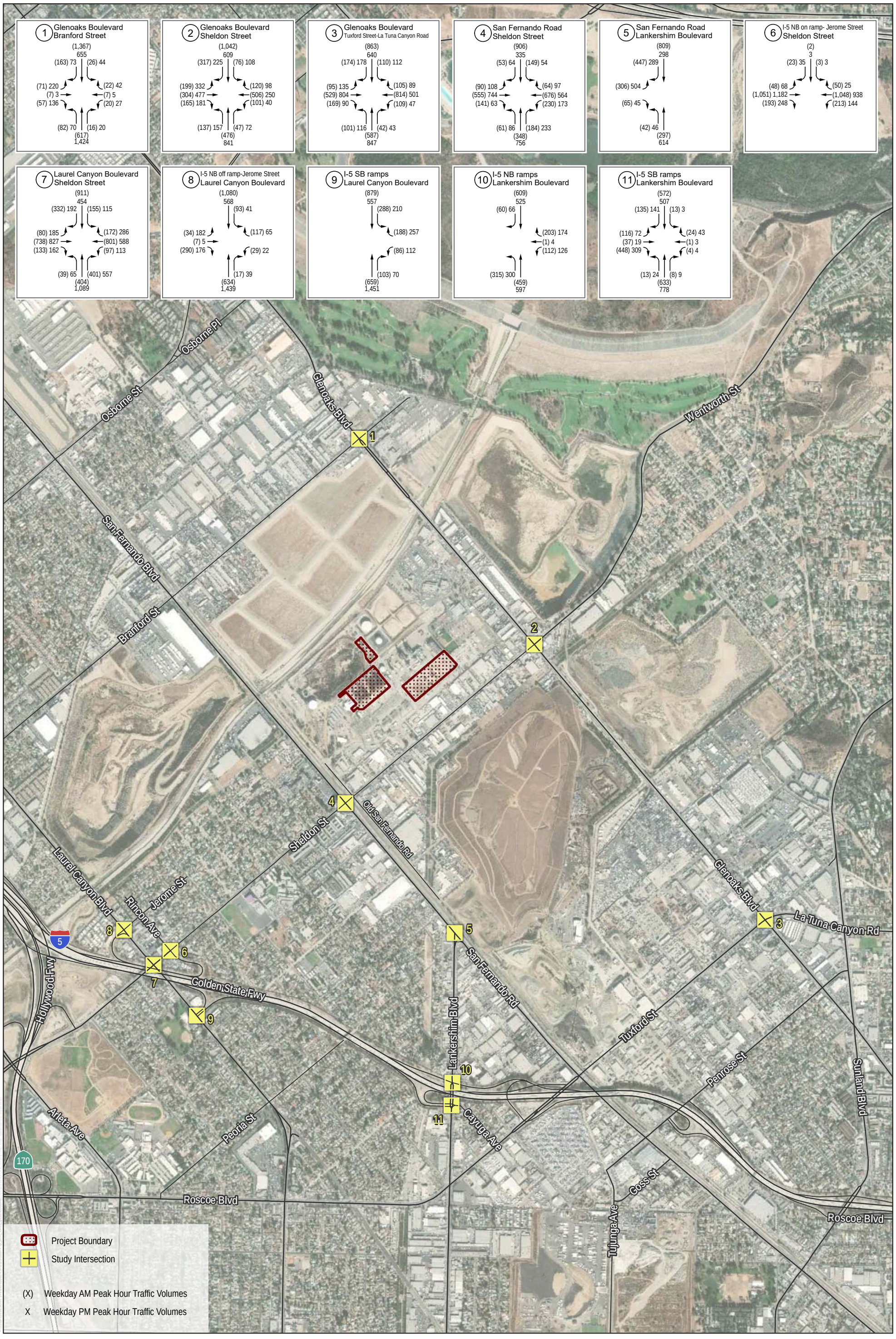
Los Angeles Department of Water & Power

0 0.125 0.25 Miles

FIGURE 2

Existing Traffic Control and Geomterics

Valley Generating Station



SOURCE: Esri and Digital Globe, OpenStreetMap 2019

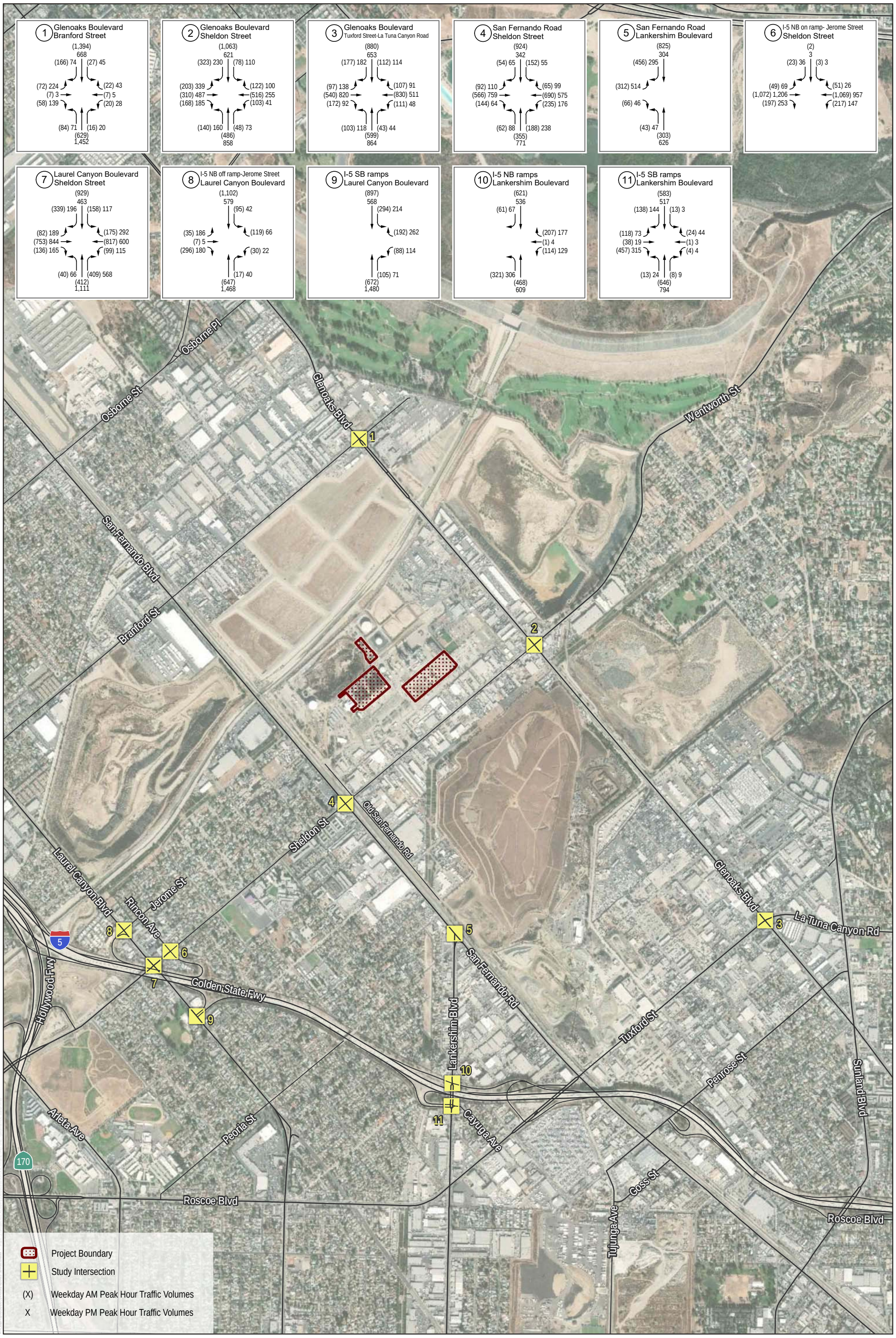
Los Angeles Department of Water & Power

0 0.125 0.25 Miles

FIGURE 3

Existing Traffic Volumes

Valley Generating Station



SOURCE: Esri and Digital Globe, OpenStreetMap 2019

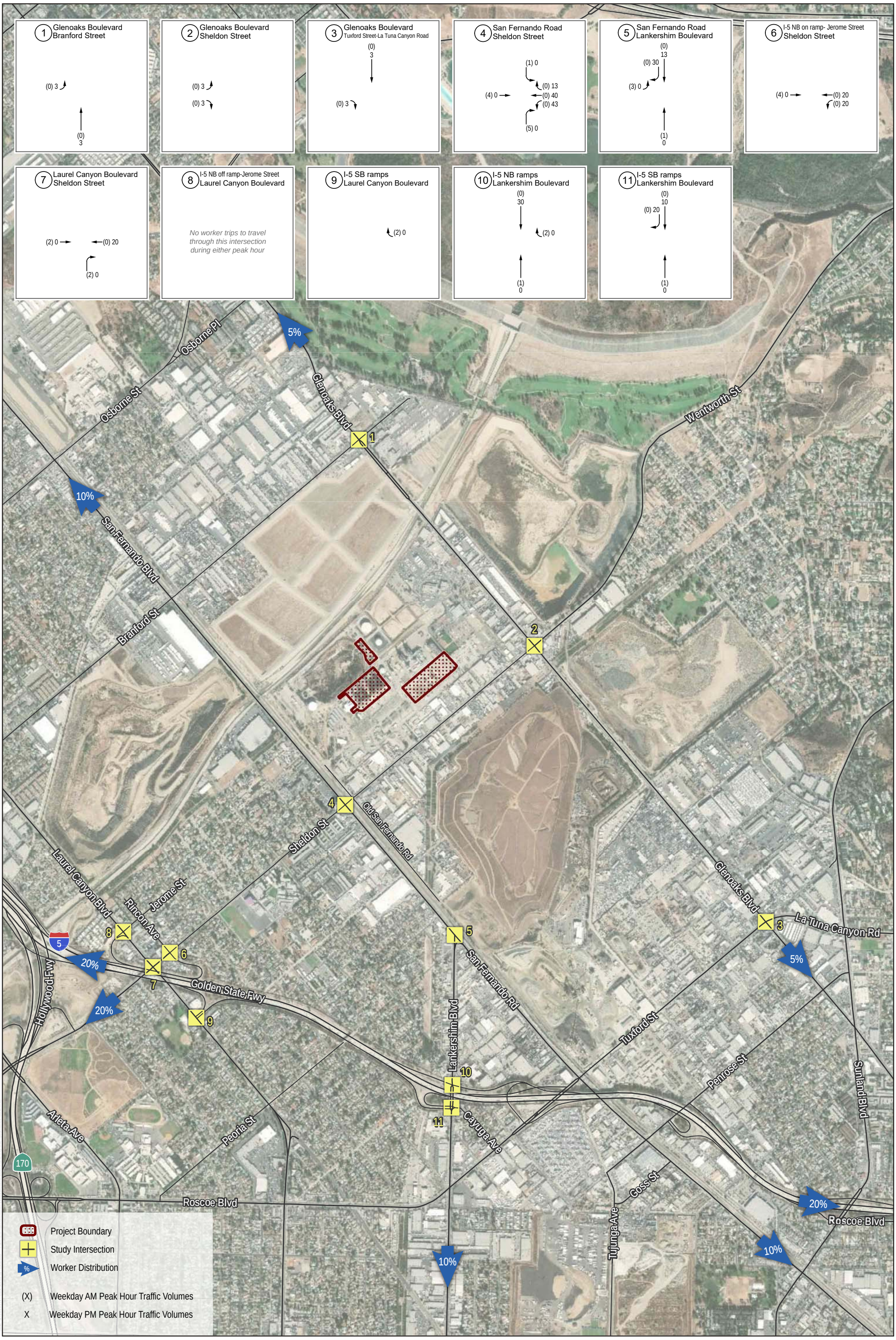
Los Angeles Department of Water & Power

0 0.125 0.25 Miles

FIGURE 4

Peak Construction Year Traffic Volumes

Valley Generating Station



SOURCE: Esri and Digital Globe, OpenStreetMap 2019

Los Angeles Department of Water & Power

0 0.125 0.25 Miles

FIGURE 5

Project Trip Distribution and Assignment-Workers

Valley Generating Station

1 Glenoaks Boulevard
Branford Street

No truck trips to travel through this intersection during either peak hour

2 Glenoaks Boulevard
Sheldon Street

(2) 0 → ← (0) 2
(0) 3 ↓
(3) 0

3 Glenoaks Boulevard
Tuxford Street-La Tuna Canyon Road

(0) 2 ↓
(0) 2 ↓
(3) 0 ↑

4 San Fernando Road
Sheldon Street

No truck trips to travel through this intersection during either peak hour

5 San Fernando Road
Lankershim Boulevard

No truck trips to travel through this intersection during either peak hour

6 I-5 NB on ramp- Jerome Street
Sheldon Street

No truck trips to travel through this intersection during either peak hour

7 Laurel Canyon Boulevard
Sheldon Street

No truck trips to travel through this intersection during either peak hour

8 I-5 NB off ramp-Jerome Street
Laurel Canyon Boulevard

No truck trips to travel through this intersection during either peak hour

9 I-5 SB ramps
Laurel Canyon Boulevard

10 I-5 NB ramps
Lankershim Boulevard

No truck trips to travel through this intersection during either peak hour

11 I-5 SB ramps
Lankershim Boulevard

No truck trips to travel through this intersection during either peak hour

Project Boundary
Study Intersection
(X) Weekday AM Peak Hour Traffic Volumes
X Weekday PM Peak Hour Traffic Volumes
Inbound/Outbound Route
Outbound Route
% Truck Distribution

SOURCE: Esri and Digital Globe, OpenStreetMap 2019

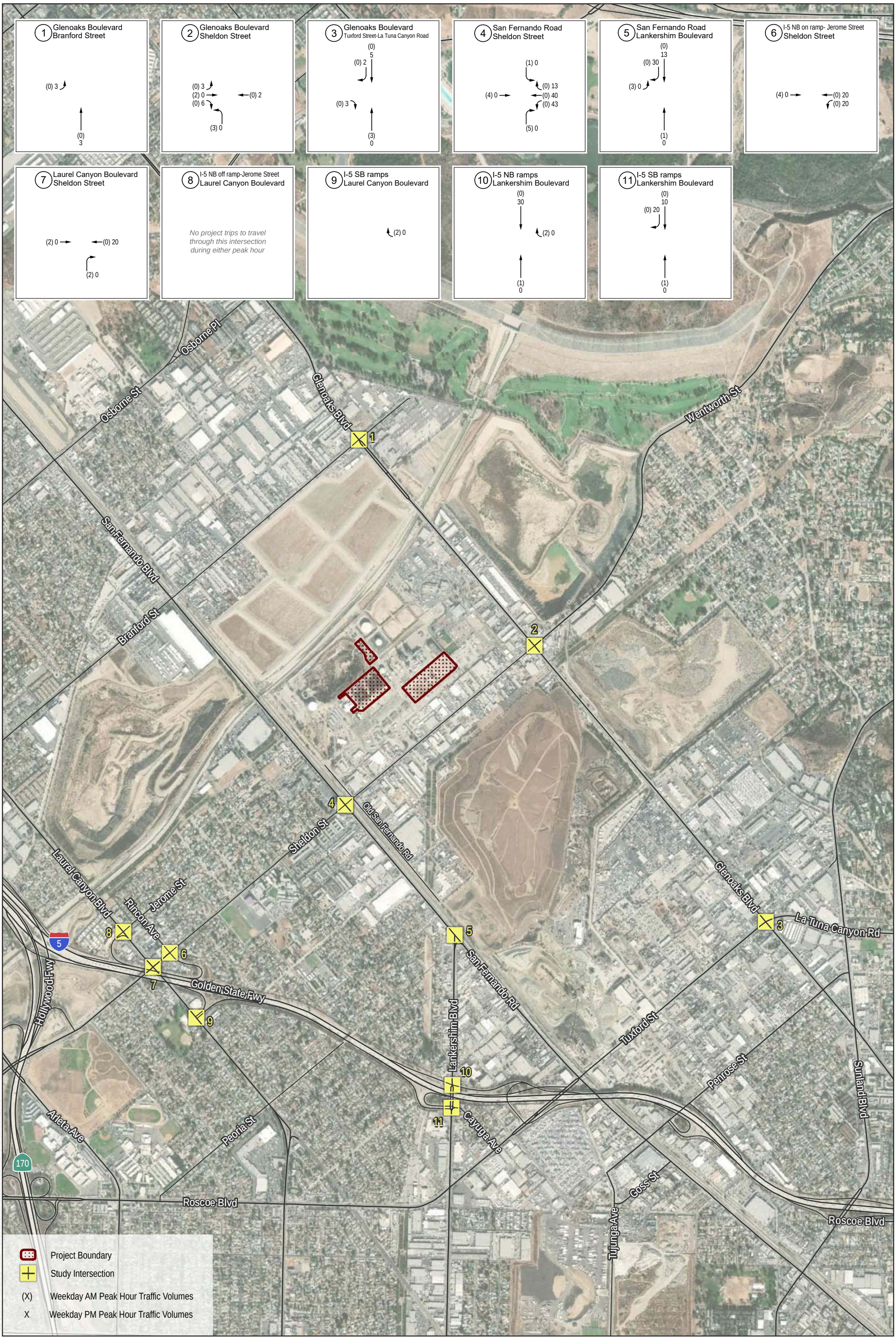
LA DWP Los Angeles Department of Water & Power

0 0.125 0.25 Miles

FIGURE 6

Project Trip Distribution and Assignment-Trucks

Valley Generating Station



SOURCE: Esri and Digital Globe, OpenStreetMap 2019

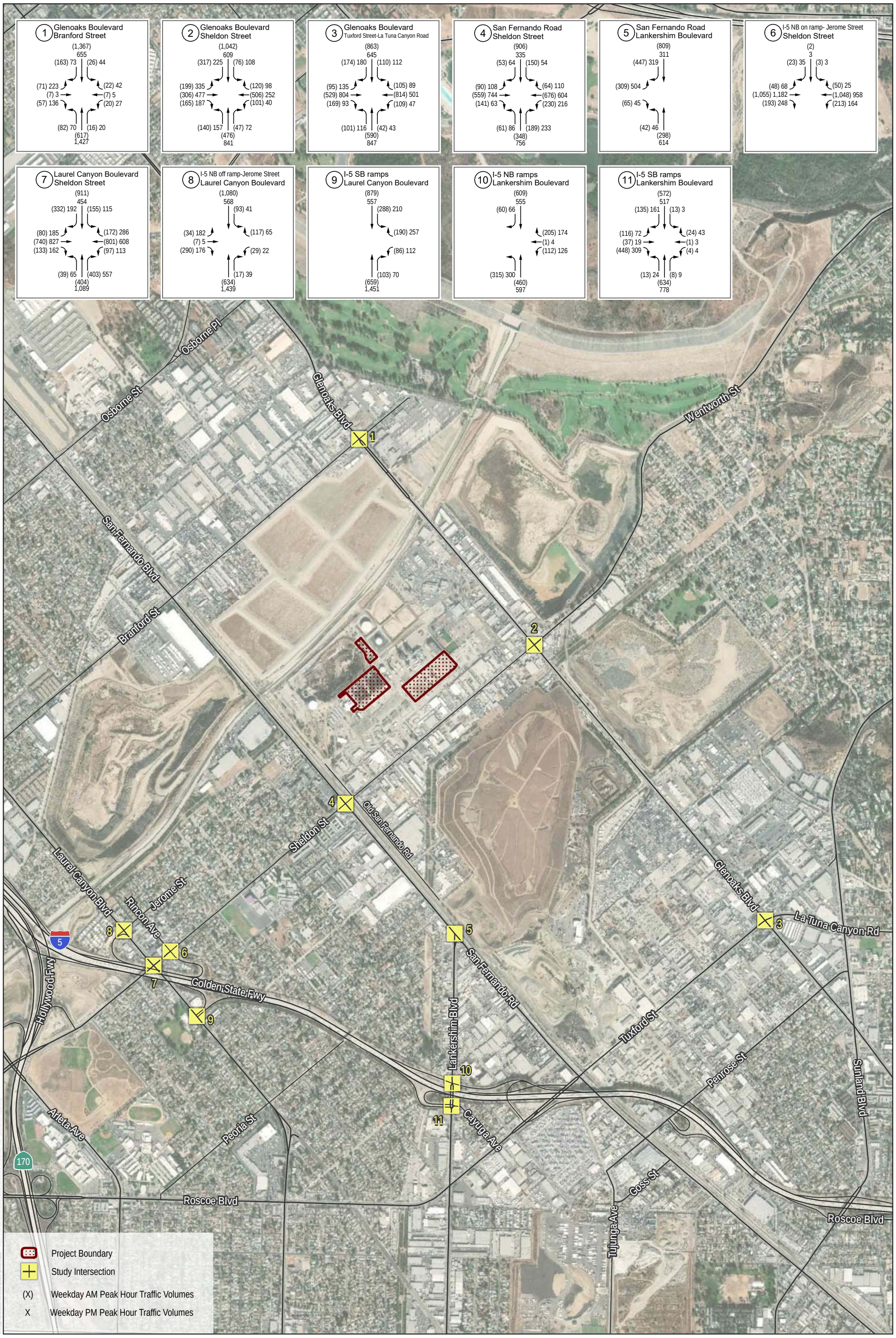
Los Angeles Department of Water & Power

0 0.125 0.25 Miles

FIGURE 7

Total Project Trip Assignment

Valley Generating Station



SOURCE: Esri and Digital Globe, OpenStreetMap 2019

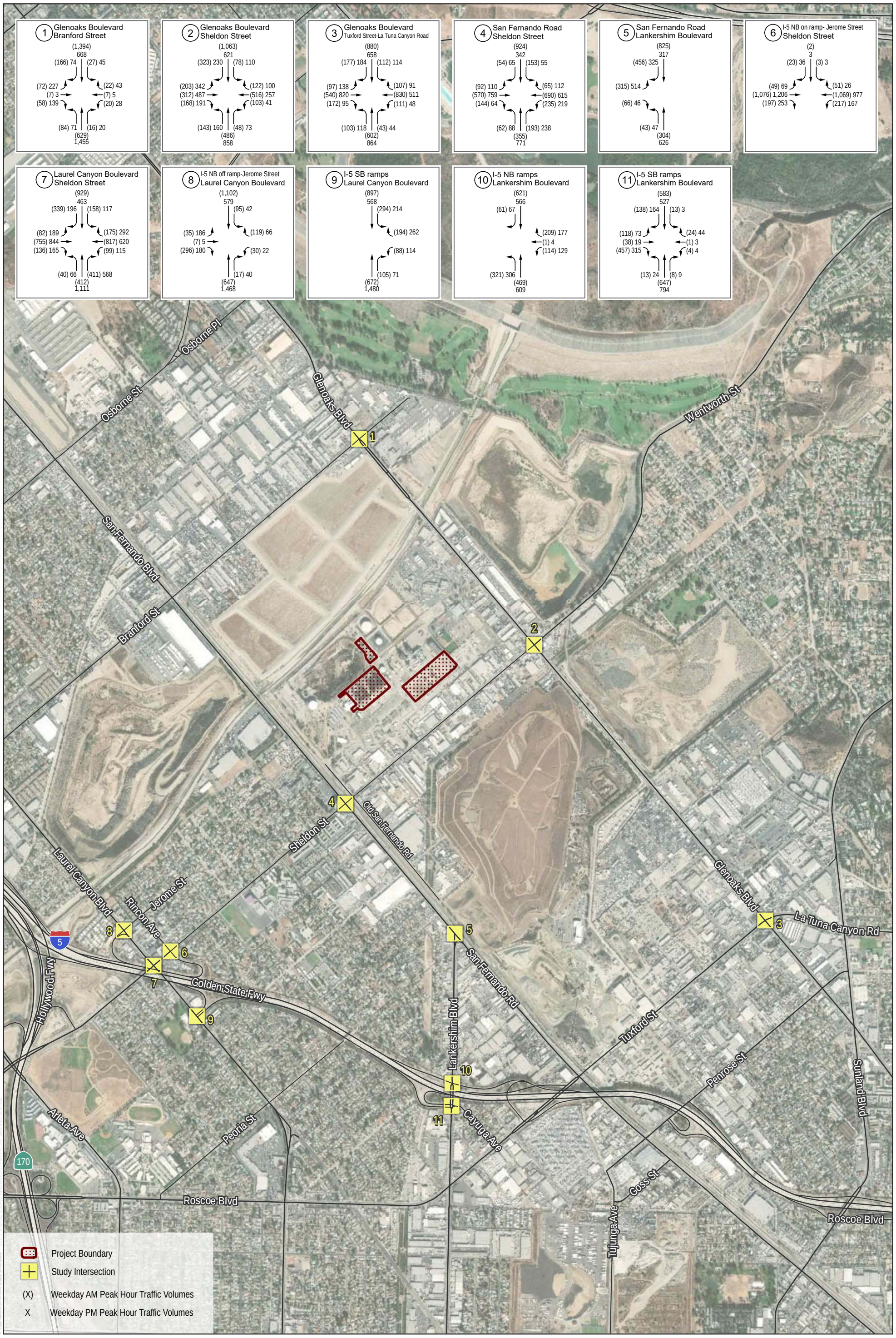
Los Angeles Department of Water & Power

0 0.125 0.25 Miles

FIGURE 8

Existing Plus Project Traffic Volumes

Valley Generating Station



SOURCE: Esri and Digital Globe, OpenStreetMap 2019

Los Angeles Department of Water & Power

0 0.125 0.25 Miles

FIGURE 9

Peak Construction Year Plus Project Traffic Volumes

Valley Generating Station

Attachment A

Traffic Counts
CMA Worksheets
Synchro Worksheets
Construction Schedule and Phasing

Attachment A

Technical Data for Transportation Analysis

Traffic Counts

Thursday, October 03, 2019 CITY: Sun Valley PROJECT: SC2380

ADT1 Glenoaks north of Sheldon. **Prepared by AimTD LLC tel. 714 253 7888**

AM Period	NB		SB		EB		WB			PM Period	NB		SB		EB		WB		
0:00	32		20		0		0			12:00	191		167		0		0		
0:15	13		16		0		0			12:15	186		156		0		0		
0:30	24		17		0		0			12:30	179		201		0		0		
0:45	22	91	21	74	0	0	0	0	165	12:45	175	731	189	713	0	0	0	0	1444
1:00	14		10		0		0			13:00	183		195		0		0		
1:15	17		5		0		0			13:15	160		164		0		0		
1:30	16		8		0		0			13:30	203		184		0		0		
1:45	9	56	9	32	0	0	0	0	88	13:45	189	735	156	699	0	0	0	0	1434
2:00	10		15		0		0			14:00	214		191		0		0		
2:15	9		12		0		0			14:15	207		198		0		0		
2:30	13		15		0		0			14:30	268		245		0		0		
2:45	9	41	15	57	0	0	0	0	98	14:45	236	925	188	822	0	0	0	0	1747
3:00	10		10		0		0			15:00	237		231		0		0		
3:15	13		16		0		0			15:15	285		197		0		0		
3:30	12		31		0		0			15:30	331		299		0		0		
3:45	19	54	37	94	0	0	0	0	148	15:45	313	1166	213	940	0	0	0	0	2106
4:00	23		40		0		0			16:00	343		233		0		0		
4:15	26		57		0		0			16:15	307		209		0		0		
4:30	30		81		0		0			16:30	345		220		0		0		
4:45	58	137	96	274	0	0	0	0	411	16:45	332	1327	205	867	0	0	0	0	2194
5:00	54		85		0		0			17:00	352		199		0		0		
5:15	76		130		0		0			17:15	327		180		0		0		
5:30	125		178		0		0			17:30	325		179		0		0		
5:45	162	417	200	593	0	0	0	0	1010	17:45	324	1328	164	722	0	0	0	0	2050
6:00	101		168		0		0			18:00	354		145		0		0		
6:15	128		217		0		0			18:15	276		177		0		0		
6:30	140		320		0		0			18:30	336		143		0		0		
6:45	152	521	345	1050	0	0	0	0	1571	18:45	243	1209	128	593	0	0	0	0	1802
7:00	163		386		0		0			19:00	221		162		0		0		
7:15	164		378		0		0			19:15	161		103		0		0		
7:30	199		381		0		0			19:30	152		131		0		0		
7:45	196	722	356	1501	0	0	0	0	2223	19:45	98	632	96	492	0	0	0	0	1124
8:00	236		320		0		0			20:00	98		89		0		0		
8:15	182		333		0		0			20:15	87		79		0		0		
8:30	186		355		0		0			20:30	79		85		0		0		
8:45	158	762	277	1285	0	0	0	0	2047	20:45	78	342	62	315	0	0	0	0	657
9:00	121		292		0		0			21:00	73		70		0		0		
9:15	111		215		0		0			21:15	85		52		0		0		
9:30	141		221		0		0			21:30	66		95		0		0		
9:45	134	507	162	890	0	0	0	0	1397	21:45	47	271	67	284	0	0	0	0	555
10:00	157		187		0		0			22:00	37		56		0		0		
10:15	132		132		0		0			22:15	57		51		0		0		
10:30	150		183		0		0			22:30	46		41		0		0		
10:45	146	585	161	663	0	0	0	0	1248	22:45	45	185	39	187	0	0	0	0	372
11:00	156		178		0		0			23:00	52		27		0		0		
11:15	158		156		0		0			23:15	32		33		0		0		
11:30	169		171		0		0			23:30	21		24		0		0		
11:45	141	624	170	675	0	0	0	0	1299	23:45	33	138	21	105	0	0	0	0	243
Total Vol.		4517		7188					**11705**			8989		6739					**15728**

Daily Totals

NB	SB	EB	WB	**Combined**
13506	13927			**27433**

	AM			**PM**		
Split %	38.6%	61.4%	**42.7%**	57.2%	42.8%	**57.3%**
Peak Hour	7:30	7:00	**7:15**	16:30	15:30	**15:30**
Volume	813	1501	**2230**	1356	954	**2248**
P.H.F.	0.86	0.97	**0.96**	0.98	0.80	**0.89**

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Thursday, October 03, 2019 CITY: Sun Valley PROJECT: SC2380

ADT2 Glenoaks south of Sheldon. **Prepared by AimTD LLC tel. 714 253 7888**

AM Period	NB		SB		EB		WB			PM Period	NB		SB		EB		WB		
0:00	35		14		0		0			12:00	180		178		0		0		
0:15	10		17		0		0			12:15	151		139		0		0		
0:30	22		17		0		0			12:30	177		196		0		0		
0:45	24	91	20	68	0	0	0	0	159	12:45	154	662	171	684	0	0	0	0	1346
1:00	17		9		0		0			13:00	162		197		0		0		
1:15	13		6		0		0			13:15	142		156		0		0		
1:30	15		8		0		0			13:30	218		147		0		0		
1:45	7	52	8	31	0	0	0	0	83	13:45	182	704	157	657	0	0	0	0	1361
2:00	8		13		0		0			14:00	202		181		0		0		
2:15	9		7		0		0			14:15	178		176		0		0		
2:30	8		12		0		0			14:30	244		225		0		0		
2:45	6	31	17	49	0	0	0	0	80	14:45	213	837	164	746	0	0	0	0	1583
3:00	7		10		0		0			15:00	206		206		0		0		
3:15	14		11		0		0			15:15	253		186		0		0		
3:30	12		27		0		0			15:30	255		252		0		0		
3:45	10	43	41	89	0	0	0	0	132	15:45	289	1003	174	818	0	0	0	0	1821
4:00	18		43		0		0			16:00	273		218		0		0		
4:15	15		61		0		0			16:15	259		162		0		0		
4:30	20		78		0		0			16:30	282		199		0		0		
4:45	41	94	93	275	0	0	0	0	369	16:45	265	1079	181	760	0	0	0	0	1839
5:00	44		84		0		0			17:00	285		181		0		0		
5:15	53		128		0		0			17:15	269		163		0		0		
5:30	109		161		0		0			17:30	257		171		0		0		
5:45	117	323	172	545	0	0	0	0	868	17:45	258	1069	155	670	0	0	0	0	1739
6:00	76		152		0		0			18:00	301		139		0		0		
6:15	97		180		0		0			18:15	237		153		0		0		
6:30	130		270		0		0			18:30	268		131		0		0		
6:45	116	419	300	902	0	0	0	0	1321	18:45	185	991	105	528	0	0	0	0	1519
7:00	133		327		0		0			19:00	167		141		0		0		
7:15	136		324		0		0			19:15	132		86		0		0		
7:30	180		343		0		0			19:30	119		108		0		0		
7:45	155	604	340	1334	0	0	0	0	1938	19:45	92	510	80	415	0	0	0	0	925
8:00	189		301		0		0			20:00	98		79		0		0		
8:15	143		293		0		0			20:15	79		60		0		0		
8:30	148		322		0		0			20:30	82		63		0		0		
8:45	138	618	282	1198	0	0	0	0	1816	20:45	72	331	52	254	0	0	0	0	585
9:00	111		250		0		0			21:00	64		59		0		0		
9:15	107		217		0		0			21:15	70		43		0		0		
9:30	129		212		0		0			21:30	60		61		0		0		
9:45	120	467	166	845	0	0	0	0	1312	21:45	54	248	51	214	0	0	0	0	462
10:00	141		181		0		0			22:00	38		47		0		0		
10:15	122		138		0		0			22:15	57		49		0		0		
10:30	149		183		0		0			22:30	38		40		0		0		
10:45	146	558	161	663	0	0	0	0	1221	22:45	36	169	32	168	0	0	0	0	337
11:00	152		154		0		0			23:00	51		25		0		0		
11:15	141		145		0		0			23:15	28		29		0		0		
11:30	164		160		0		0			23:30	26		17		0		0		
11:45	122	579	164	623	0	0	0	0	1202	23:45	25	130	20	91	0	0	0	0	221
Total Vol.		3879		6622					**10501**			7733		6005					**13738**

Daily Totals

NB	SB	EB	WB	**Combined**
11612	12627			**24239**

	AM			**PM**		
Split %	36.9%	63.1%	**43.3%**	56.3%	43.7%	**56.7%**
Peak Hour	7:30	7:00	**7:15**	15:45	15:15	**15:15**
Volume	667	1334	**1968**	1103	830	**1900**
P.H.F.	0.88	0.97	**0.94**	0.93	0.82	**0.94**

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Thursday, October 03, 2019 CITY: Sun Valley PROJECT: SC2380

ADT3 Sheldon west of Glenoaks. **Prepared by AimTD LLC tel. 714 253 7888**

AM Period	NB		SB		EB		WB			PM Period	NB		SB		EB		WB		
0:00	0		0		20		17			12:00	0		0		137		112		
0:15	0		0		27		14			12:15	0		0		137		109		
0:30	0		0		20		9			12:30	0		0		117		128		
0:45	0	0	0	0	16	83	13	53	136	12:45	0	0	0	0	155	546	138	487	1033
1:00	0		0		4		9			13:00	0		0		147		116		
1:15	0		0		15		5			13:15	0		0		160		124		
1:30	0		0		7		8			13:30	0		0		116		145		
1:45	0	0	0	0	10	36	5	27	63	13:45	0	0	0	0	155	578	139	524	1102
2:00	0		0		7		7			14:00	0		0		156		140		
2:15	0		0		8		14			14:15	0		0		176		130		
2:30	0		0		10		5			14:30	0		0		155		156		
2:45	0	0	0	0	6	31	4	30	61	14:45	0	0	0	0	199	686	172	598	1284
3:00	0		0		10		3			15:00	0		0		201		181		
3:15	0		0		5		17			15:15	0		0		243		164		
3:30	0		0		11		11			15:30	0		0		247		173		
3:45	0	0	0	0	19	45	11	42	87	15:45	0	0	0	0	249	940	169	687	1627
4:00	0		0		11		6			16:00	0		0		251		126		
4:15	0		0		22		13			16:15	0		0		239		169		
4:30	0		0		28		26			16:30	0		0		238		150		
4:45	0	0	0	0	45	106	44	89	195	16:45	0	0	0	0	236	964	147	592	1556
5:00	0		0		34		46			17:00	0		0		251		185		
5:15	0		0		44		60			17:15	0		0		238		159		
5:30	0		0		68		105			17:30	0		0		244		151		
5:45	0	0	0	0	92	238	125	336	574	17:45	0	0	0	0	247	980	146	641	1621
6:00	0		0		71		134			18:00	0		0		226		128		
6:15	0		0		73		154			18:15	0		0		201		131		
6:30	0		0		73		180			18:30	0		0		209		118		
6:45	0	0	0	0	118	335	207	675	1010	18:45	0	0	0	0	199	835	111	488	1323
7:00	0		0		127		212			19:00	0		0		167		111		
7:15	0		0		150		240			19:15	0		0		154		85		
7:30	0		0		151		237			19:30	0		0		128		91		
7:45	0	0	0	0	201	629	260	949	1578	19:45	0	0	0	0	104	553	77	364	917
8:00	0		0		166		223			20:00	0		0		80		65		
8:15	0		0		129		242			20:15	0		0		82		55		
8:30	0		0		124		185			20:30	0		0		67		64		
8:45	0	0	0	0	150	569	189	839	1408	20:45	0	0	0	0	72	301	46	230	531
9:00	0		0		115		172			21:00	0		0		72		53		
9:15	0		0		127		148			21:15	0		0		78		40		
9:30	0		0		111		136			21:30	0		0		79		67		
9:45	0	0	0	0	136	489	141	597	1086	21:45	0	0	0	0	61	290	61	221	511
10:00	0		0		137		125			22:00	0		0		39		33		
10:15	0		0		135		131			22:15	0		0		54		33		
10:30	0		0		124		134			22:30	0		0		26		16		
10:45	0	0	0	0	112	508	138	528	1036	22:45	0	0	0	0	49	168	27	109	277
11:00	0		0		116		139			23:00	0		0		26		21		
11:15	0		0		123		131			23:15	0		0		42		19		
11:30	0		0		106		104			23:30	0		0		18		26		
11:45	0	0	0	0	118	463	102	476	939	23:45	0	0	0	0	27	113	18	84	197
Total Vol.					3532		4641	**8173**							6954		5025		**11979**

Daily Totals

NB	SB	EB	WB	**Combined**
		10486	9666	**20152**

	AM			**PM**		
Split %	43.2%	56.8%	**40.6%**	58.1%	41.9%	**59.4%**
Peak Hour	7:15	7:30	**7:15**	15:15	14:45	**15:00**
Volume	668	962	**1628**	990	690	**1627**
P.H.F.	0.83	0.93	**0.88**	0.99	0.95	**0.97**

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Thursday, October 03, 2019 CITY: Sun Valley PROJECT: SC2380

ADT4 San Fernando north of Sheldon. **Prepared by AimTD LLC tel. 714 253 7888**

AM Period	NB		SB		EB		WB			PM Period	NB		SB		EB		WB		
0:00	17		10		0		0			12:00	94		100		0		0		
0:15	16		11		0		0			12:15	97		100		0		0		
0:30	12		13		0		0			12:30	98		122		0		0		
0:45	14	59	7	41	0	0	0	0	100	12:45	89	378	113	435	0	0	0	0	813
1:00	12		10		0		0			13:00	109		132		0		0		
1:15	5		14		0		0			13:15	102		148		0		0		
1:30	7		6		0		0			13:30	109		98		0		0		
1:45	15	39	4	34	0	0	0	0	73	13:45	119	439	104	482	0	0	0	0	921
2:00	10		9		0		0			14:00	99		115		0		0		
2:15	8		7		0		0			14:15	93		114		0		0		
2:30	12		12		0		0			14:30	157		122		0		0		
2:45	7	37	11	39	0	0	0	0	76	14:45	150	499	142	493	0	0	0	0	992
3:00	17		7		0		0			15:00	164		135		0		0		
3:15	14		14		0		0			15:15	172		120		0		0		
3:30	12		17		0		0			15:30	216		150		0		0		
3:45	27	70	18	56	0	0	0	0	126	15:45	202	754	155	560	0	0	0	0	1314
4:00	14		15		0		0			16:00	177		131		0		0		
4:15	19		29		0		0			16:15	201		129		0		0		
4:30	18		37		0		0			16:30	226		151		0		0		
4:45	30	81	69	150	0	0	0	0	231	16:45	221	825	113	524	0	0	0	0	1349
5:00	28		55		0		0			17:00	211		133		0		0		
5:15	28		73		0		0			17:15	262		112		0		0		
5:30	50		104		0		0			17:30	241		115		0		0		
5:45	69	175	127	359	0	0	0	0	534	17:45	247	961	93	453	0	0	0	0	1414
6:00	46		107		0		0			18:00	226		113		0		0		
6:15	65		142		0		0			18:15	183		97		0		0		
6:30	63		134		0		0			18:30	160		84		0		0		
6:45	77	251	206	589	0	0	0	0	840	18:45	141	710	95	389	0	0	0	0	1099
7:00	86		215		0		0			19:00	154		71		0		0		
7:15	109		271		0		0			19:15	120		81		0		0		
7:30	124		299		0		0			19:30	80		88		0		0		
7:45	159	478	293	1078	0	0	0	0	1556	19:45	63	417	84	324	0	0	0	0	741
8:00	110		245		0		0			20:00	43		66		0		0		
8:15	82		228		0		0			20:15	66		61		0		0		
8:30	81		234		0		0			20:30	45		54		0		0		
8:45	67	340	177	884	0	0	0	0	1224	20:45	46	200	42	223	0	0	0	0	423
9:00	67		136		0		0			21:00	43		51		0		0		
9:15	71		128		0		0			21:15	43		42		0		0		
9:30	84		101		0		0			21:30	44		41		0		0		
9:45	111	333	111	476	0	0	0	0	809	21:45	52	182	45	179	0	0	0	0	361
10:00	74		104		0		0			22:00	41		43		0		0		
10:15	60		86		0		0			22:15	38		32		0		0		
10:30	79		119		0		0			22:30	36		23		0		0		
10:45	86	299	84	393	0	0	0	0	692	22:45	41	156	26	124	0	0	0	0	280
11:00	99		114		0		0			23:00	37		24		0		0		
11:15	93		113		0		0			23:15	23		27		0		0		
11:30	89		103		0		0			23:30	28		15		0		0		
11:45	93	374	103	433	0	0	0	0	807	23:45	20	108	15	81	0	0	0	0	189
Total Vol.		2536		4532					**7068**			5629		4267					**9896**

Daily Totals

NB	SB	EB	WB	**Combined**
8165	8799			**16964**

	AM			**PM**		
Split %	35.9%	64.1%	**41.7%**	56.9%	43.1%	**58.3%**
Peak Hour	7:15	7:15	**7:15**	17:15	15:45	**16:30**
Volume	502	1108	**1610**	976	566	**1429**
P.H.F.	0.79	0.93	**0.89**	0.95	0.91	**0.95**

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Thursday, October 03, 2019 CITY: Sun Valley PROJECT: SC2380

ADT5 San Fernando south of Sheldon. **Prepared by AimTD LLC tel. 714 253 7888**

AM Period	NB		SB		EB		WB			PM Period	NB		SB		EB		WB		
0:00	15		12		0		0			12:00	107		112		0		0		
0:15	21		14		0		0			12:15	123		132		0		0		
0:30	8		19		0		0			12:30	102		128		0		0		
0:45	13	57	8	53	0	0	0	0	110	12:45	111	443	123	495	0	0	0	0	938
1:00	14		9		0		0			13:00	112		132		0		0		
1:15	6		12		0		0			13:15	113		169		0		0		
1:30	6		4		0		0			13:30	136		128		0		0		
1:45	14	40	5	30	0	0	0	0	70	13:45	130	491	113	542	0	0	0	0	1033
2:00	9		8		0		0			14:00	109		153		0		0		
2:15	7		10		0		0			14:15	114		145		0		0		
2:30	14		8		0		0			14:30	157		168		0		0		
2:45	12	42	9	35	0	0	0	0	77	14:45	158	538	161	627	0	0	0	0	1165
3:00	24		6		0		0			15:00	177		171		0		0		
3:15	13		14		0		0			15:15	204		176		0		0		
3:30	15		21		0		0			15:30	246		190		0		0		
3:45	33	85	17	58	0	0	0	0	143	15:45	237	864	160	697	0	0	0	0	1561
4:00	16		17		0		0			16:00	216		146		0		0		
4:15	21		27		0		0			16:15	236		148		0		0		
4:30	27		42		0		0			16:30	264		170		0		0		
4:45	41	105	64	150	0	0	0	0	255	16:45	255	971	143	607	0	0	0	0	1578
5:00	32		53		0		0			17:00	229		171		0		0		
5:15	42		77		0		0			17:15	297		141		0		0		
5:30	78		108		0		0			17:30	261		147		0		0		
5:45	103	255	135	373	0	0	0	0	628	17:45	288	1075	112	571	0	0	0	0	1646
6:00	68		120		0		0			18:00	252		137		0		0		
6:15	93		149		0		0			18:15	212		102		0		0		
6:30	85		167		0		0			18:30	170		97		0		0		
6:45	98	344	224	660	0	0	0	0	1004	18:45	171	805	98	434	0	0	0	0	1239
7:00	126		256		0		0			19:00	161		88		0		0		
7:15	135		314		0		0			19:15	123		104		0		0		
7:30	135		381		0		0			19:30	87		102		0		0		
7:45	198	594	325	1276	0	0	0	0	1870	19:45	63	434	87	381	0	0	0	0	815
8:00	125		257		0		0			20:00	56		78		0		0		
8:15	93		243		0		0			20:15	73		57		0		0		
8:30	91		262		0		0			20:30	59		68		0		0		
8:45	79	388	208	970	0	0	0	0	1358	20:45	46	234	44	247	0	0	0	0	481
9:00	88		145		0		0			21:00	41		59		0		0		
9:15	77		152		0		0			21:15	53		44		0		0		
9:30	103		131		0		0			21:30	52		53		0		0		
9:45	121	389	137	565	0	0	0	0	954	21:45	49	195	55	211	0	0	0	0	406
10:00	87		115		0		0			22:00	47		49		0		0		
10:15	77		111		0		0			22:15	42		38		0		0		
10:30	94		143		0		0			22:30	39		24		0		0		
10:45	116	374	114	483	0	0	0	0	857	22:45	37	165	27	138	0	0	0	0	303
11:00	101		140		0		0			23:00	43		25		0		0		
11:15	112		128		0		0			23:15	28		27		0		0		
11:30	104		118		0		0			23:30	27		18		0		0		
11:45	90	407	134	520	0	0	0	0	927	23:45	21	119	15	85	0	0	0	0	204
Total Vol.		3080		5173					**8253**			6334		5035					**11369**

Daily Totals

NB	SB	EB	WB	**Combined**
9414	10208			**19622**

	AM			**PM**		
Split %	37.3%	62.7%	**42.1%**	55.7%	44.3%	**57.9%**
Peak Hour	7:00	7:15	**7:00**	17:15	14:45	**16:30**
Volume	594	1277	**1870**	1098	698	**1670**
P.H.F.	0.75	0.84	**0.89**	0.95	0.92	**0.95**

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Thursday, October 03, 2019 CITY: Sun Valley PROJECT: SC2380

ADT6 Sheldon west of San Fernando. **Prepared by AimTD LLC tel. 714 253 7888**

AM Period	NB		SB		EB		WB			PM Period	NB		SB		EB		WB		
0:00	0		0		25		15			12:00	0		0		151		112		
0:15	0		0		31		20			12:15	0		0		138		94		
0:30	0		0		15		11			12:30	0		0		120		151		
0:45	0	0	0	0	15	86	14	60	146	12:45	0	0	0	0	142	551	130	487	1038
1:00	0		0		8		13			13:00	0		0		143		119		
1:15	0		0		16		8			13:15	0		0		141		122		
1:30	0		0		8		10			13:30	0		0		113		140		
1:45	0	0	0	0	15	47	6	37	84	13:45	0	0	0	0	158	555	142	523	1078
2:00	0		0		14		8			14:00	0		0		171		131		
2:15	0		0		12		10			14:15	0		0		180		139		
2:30	0		0		11		4			14:30	0		0		177		174		
2:45	0	0	0	0	14	51	6	28	79	14:45	0	0	0	0	181	709	182	626	1335
3:00	0		0		18		11			15:00	0		0		192		194		
3:15	0		0		26		9			15:15	0		0		242		197		
3:30	0		0		18		12			15:30	0		0		206		184		
3:45	0	0	0	0	13	75	13	45	120	15:45	0	0	0	0	228	868	184	759	1627
4:00	0		0		17		8			16:00	0		0		220		166		
4:15	0		0		26		16			16:15	0		0		224		163		
4:30	0		0		31		26			16:30	0		0		212		165		
4:45	0	0	0	0	59	133	38	88	221	16:45	0	0	0	0	248	904	157	651	1555
5:00	0		0		49		45			17:00	0		0		242		225		
5:15	0		0		69		56			17:15	0		0		193		155		
5:30	0		0		101		76			17:30	0		0		222		178		
5:45	0	0	0	0	146	365	75	252	617	17:45	0	0	0	0	258	915	156	714	1629
6:00	0		0		96		137			18:00	0		0		245		178		
6:15	0		0		85		132			18:15	0		0		219		135		
6:30	0		0		113		162			18:30	0		0		198		148		
6:45	0	0	0	0	136	430	174	605	1035	18:45	0	0	0	0	179	841	130	591	1432
7:00	0		0		147		181			19:00	0		0		180		121		
7:15	0		0		174		182			19:15	0		0		139		105		
7:30	0		0		180		210			19:30	0		0		144		96		
7:45	0	0	0	0	225	726	188	761	1487	19:45	0	0	0	0	95	558	90	412	970
8:00	0		0		207		210			20:00	0		0		75		73		
8:15	0		0		98		201			20:15	0		0		82		65		
8:30	0		0		131		166			20:30	0		0		67		70		
8:45	0	0	0	0	138	574	176	753	1327	20:45	0	0	0	0	77	301	55	263	564
9:00	0		0		85		153			21:00	0		0		85		56		
9:15	0		0		126		118			21:15	0		0		79		48		
9:30	0		0		104		109			21:30	0		0		86		66		
9:45	0	0	0	0	126	441	128	508	949	21:45	0	0	0	0	61	311	68	238	549
10:00	0		0		153		135			22:00	0		0		52		38		
10:15	0		0		126		121			22:15	0		0		55		50		
10:30	0		0		125		133			22:30	0		0		32		28		
10:45	0	0	0	0	107	511	143	532	1043	22:45	0	0	0	0	56	195	31	147	342
11:00	0		0		132		135			23:00	0		0		21		30		
11:15	0		0		130		141			23:15	0		0		44		32		
11:30	0		0		136		112			23:30	0		0		22		23		
11:45	0	0	0	0	115	513	96	484	997	23:45	0	0	0	0	26	113	23	108	221
Total Vol.					3952		4153		**8105**						6821		5519		**12340**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
			10773	9672	**20445**

	AM			**PM**		
Split %	48.8%	51.2%	**39.6%**	55.3%	44.7%	**60.4%**
Peak Hour	7:15	7:30	**7:15**	17:30	15:00	**16:15**
Volume	786	809	**1576**	944	759	**1636**
P.H.F.	0.87	0.96	**0.94**	0.91	0.96	**0.88**

cs@aimtd.com Tell. 714 253 7888

INTERSECTION TURNING MOVEMENT COUNTS

T219

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

DATE: Thu, Oct 3, 19	LOCATION:	Sun Valley	PROJECT #: SC2380
	NORTH & SOUTH:	Glenoaks	LOCATION #: 1
	EAST & WEST:	Branford	CONTROL: SIGNAL

NOTES:

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

Add U-Turns to Left Turns

		NORTHBOUND Glenoaks			SOUTHBOUND Glenoaks			EASTBOUND Branford			WESTBOUND Branford			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL
AM	7:00 AM	5	130	4	7	349	27	11	0	10	6	7	4	560
	7:15 AM	10	137	3	6	395	27	20	2	13	14	0	10	637
	7:30 AM	21	150	6	6	390	43	22	1	11	2	1	3	656
	7:45 AM	29	156	1	7	294	61	18	4	18	1	3	6	598
	8:00 AM	22	174	6	7	288	32	11	0	15	3	3	3	564
	8:15 AM	25	145	8	11	293	38	13	1	20	1	3	7	565
	8:30 AM	17	124	5	12	307	19	13	1	8	3	0	9	518
	8:45 AM	17	117	9	8	255	17	11	0	11	5	0	10	460
	9:00 AM	18	82	6	10	246	16	15	0	24	8	2	10	437
	9:15 AM	20	72	5	13	231	18	8	1	15	3	1	10	397
	9:30 AM	19	93	9	7	193	25	9	0	31	6	0	9	401
	9:45 AM	18	100	12	14	151	23	21	2	18	6	3	17	385
	VOLUMES	221	1,480	74	108	3,392	346	172	12	194	58	23	98	6,178
	APPROACH %	12%	83%	4%	3%	88%	9%	46%	3%	51%	32%	13%	55%	
	APP/DEPART	1,775	/	1,750	3,846	/	3,645	378	/	194	179	/	589	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	82	617	16	26	1,367	163	71	7	57	20	7	22	2,455
	APPROACH %	11%	86%	2%	2%	88%	10%	53%	5%	42%	41%	14%	45%	
	PEAK HR FACTOR		0.885			0.886			0.844			0.510		0.936
	APP/DEPART	715	/	710	1,556	/	1,444	135	/	49	49	/	252	0
PM	03:00 PM	24	193	3	5	173	23	29	1	32	7	0	14	504
	3:15 PM	17	271	7	6	151	17	25	0	20	3	0	11	528
	3:30 PM	23	297	5	11	164	26	35	0	31	5	0	8	605
	3:45 PM	21	315	9	8	164	29	37	4	24	4	0	10	625
	4:00 PM	28	329	8	7	160	23	41	1	23	0	2	8	630
	4:15 PM	17	301	6	11	166	26	32	1	29	3	0	16	608
	4:30 PM	20	323	4	12	152	15	73	2	43	5	1	11	661
	4:45 PM	10	353	6	8	192	19	45	1	26	6	2	14	682
	5:00 PM	23	397	8	13	169	22	61	0	51	8	1	10	763
	5:15 PM	17	351	2	11	142	17	41	0	16	8	1	7	613
	5:30 PM	12	369	3	9	147	15	42	4	26	2	0	8	637
	5:45 PM	14	376	8	7	141	18	46	4	11	5	0	3	633
	VOLUMES	226	3,875	69	108	1,921	250	507	18	332	56	7	120	7,489
	APPROACH %	5%	93%	2%	5%	84%	11%	59%	2%	39%	31%	4%	66%	
	APP/DEPART	4,170	/	4,503	2,279	/	2,309	857	/	194	183	/	483	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	70	1,424	20	44	655	73	220	3	136	27	5	42	2,719
	APPROACH %	5%	94%	1%	6%	85%	9%	61%	1%	38%	36%	7%	57%	
	PEAK HR FACTOR		0.884			0.881			0.761			0.841		0.891
	APP/DEPART	1,514	/	1,686	772	/	818	359	/	67	74	/	148	0

U-TURNS

	NB	SB	EB	WB	TTL
	0	0	0	0	
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
	1	0	0	0	1
03:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	1	0	0	1
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
	0	1	0	0	1

Glenoaks

NORTH SIDE

Branford WEST SIDE EAST SIDE **Branford**

SOUTH SIDE

Glenoaks

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	7:30 AM	0	1	1	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	4	5	0	1	0	1	2	0	0	0	3	3	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	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1
	8:45 AM	1	0	0	1	2	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0
	9:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	9:15 AM	0	0	1	1	2	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	TOTAL	1	3	4	9	17	1	2	2	2	7	0	0	1	7	8	0	1	1	0	2
PM	3:00 PM	1	0	2	0	3	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	2	1	1	4	0	2	1	0	3	0	0	0	1	1	0	0	0	0	0
	3:30 PM	1	0	2	1	4	1	0	0	0	1	0	0	1	1	2	0	0	1	0	1
	3:45 PM	1	0	4	1	6	1	0	2	0	3	0	0	2	1	3	0	0	0	0	0
	4:00 PM	0	2	0	3	5	0	2	0	0	2	0	0	0	1	1	0	0	0	2	2
	4:15 PM	0	0	2	1	3	0	0	0	1	1	0	0	2	0	2	0	0	0	0	0
	4:30 PM	0	0	3	2	5	0	0	0	2	2	0	0	2	0	2	0	0	1	0	1
	4:45 PM	3	1	3	2	9	0	1	0	0	1	3	0	3	2	8	0	0	0	0	0
	5:00 PM	1	0	2	1	4	1	0	1	0	2	0	0	1	1	2	0	0	0	0	0
	5:15 PM	3	2	1	1	7	2	2	0	0	4	1	0	1	1	3	0	0	0	0	0
	5:30 PM	2	0	2	0	4	2	0	1	0	3	0	0	1	0	1	0	0	0	0	0
	5:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	TOTAL	12	7	22	14	55	8	7	7	3	25	4	0	13	9	26	0	0	2	2	4

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

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

STREET:
North / Sounth: Glenoaks

East/West: Branford

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	752	741	183	83
BIKES	14	16	0	4
BUSES	62	94	0	61

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	202	8:00:00 AM	439	7:30:00 AM	41	9:45:00 AM	26	9:45:00 AM
PM PK 15 MIN	428	5:00:00 PM	219	4:45:00 PM	118	4:30:00 PM	22	4:45:00 PM
AM PK HOUR	743	7:30:00 AM	1612	7:00:00 AM	144	9:00:00 AM	75	9:00:00 AM
PM PK HOUR	1580	5:00:00 PM	805	4:15:00 PM	364	4:15:00 PM	77	4:15:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	65	573	14	652
8-9	81	560	28	669
9-10	75	347	32	454
3-4	85	1076	24	1185
4-5	75	1306	24	1405
5-6	66	1493	21	1580
TOTAL	447	5355	143	5945

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	26	1428	158	1612
8-9	38	1143	106	1287
9-10	44	821	82	947
3-4	30	652	95	777
4-5	38	670	83	791
5-6	40	599	72	711
TOTAL	216	5313	596	6125

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2264	2	0	0	0
1956	0	0	1	0
1401	0	1	0	0
1962	2	0	3	0
2196	3	0	0	0
2291	2	0	5	0
12070	9	1	9	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	71	7	52	130
8-9	48	2	54	104
9-10	53	3	88	144
3-4	126	5	107	238
4-5	191	5	121	317
5-6	190	8	104	302
TOTAL	679	30	526	1235

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	23	11	23	57
8-9	12	6	29	47
9-10	23	6	46	75
3-4	19	0	43	62
4-5	14	5	49	68
5-6	23	2	28	53
TOTAL	114	30	218	362

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
187	1	0	1	0
151	0	0	0	1
219	1	0	1	0
300	0	0	5	1
385	3	2	0	1
355	0	0	2	0
1597	5	2	9	3

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

PCE ADJUSTED

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

STREET:
North / Sounth: Glenoaks

East/West: Branford

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	752	741	183	83
BIKES	0	0	0	0
BUSES	62	94	0	61

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	215	8:00:00 AM	468	7:30:00 AM	47	9:45:00 AM	36	7:15:00 AM
PM PK 15 MIN	449	5:00:00 PM	232	4:45:00 PM	123	4:30:00 PM	32	4:45:00 PM
AM PK HOUR	788	7:30:00 AM	1713	7:00:00 AM	161	9:00:00 AM	89	9:00:00 AM
PM PK HOUR	1670	5:00:00 PM	852	4:15:00 PM	383	4:15:00 PM	92	4:15:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	70	599	15	683
8-9	92	605	40	737
9-10	85	366	50	500
3-4	100	1156	29	1284
4-5	89	1389	33	1510
5-6	77	1565	29	1670
TOTAL	511	5679	194	6383

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	33	1519	162	1713
8-9	53	1235	113	1401
9-10	67	907	92	1065
3-4	38	689	101	827
4-5	52	698	88	838
5-6	58	613	76	747
TOTAL	301	5659	631	6590

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2396	0	0	0	0
2137	0	0	0	0
1565	0	0	0	0
2111	0	0	0	0
2348	0	0	0	0
2416	0	0	0	0
12973	0	0	0	0

EASTBOUND Approach

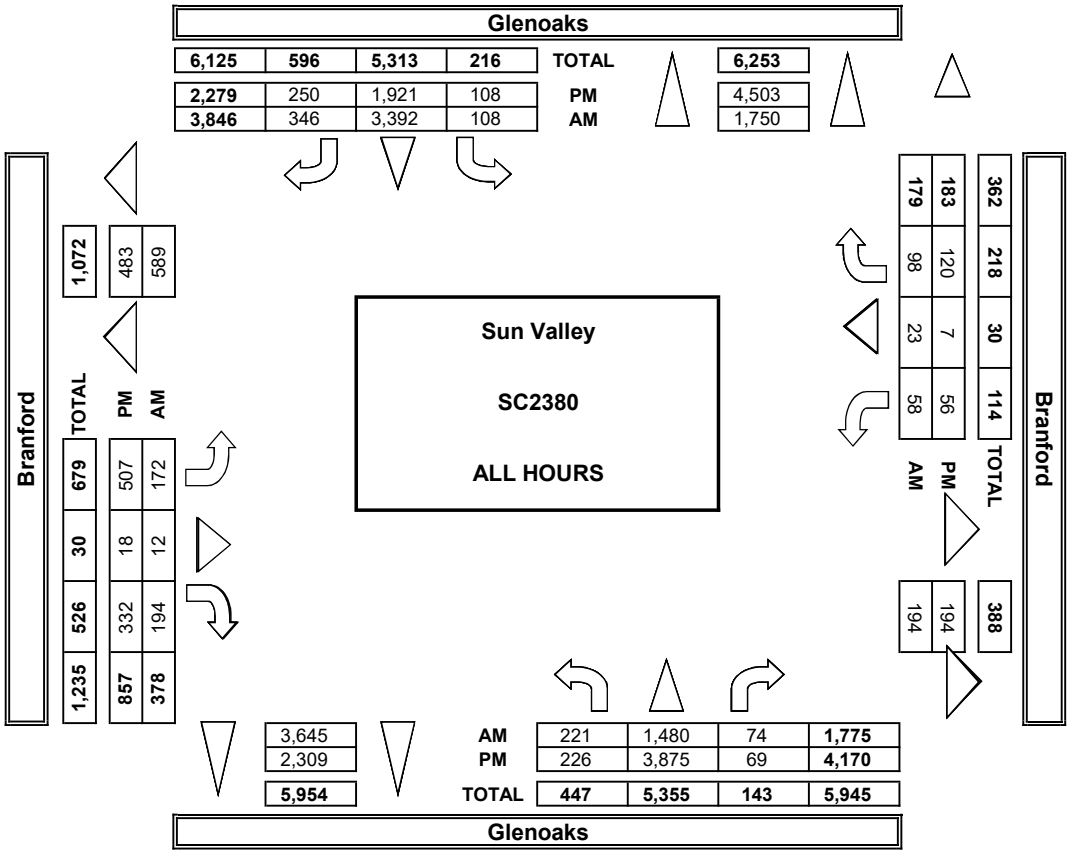
Hours	Lt	Th	Rt	Total
7-8	77	9	57	143
8-9	52	3	65	120
9-10	59	4	99	161
3-4	134	5	115	254
4-5	199	6	131	335
5-6	198	9	107	314
TOTAL	718	36	573	1327

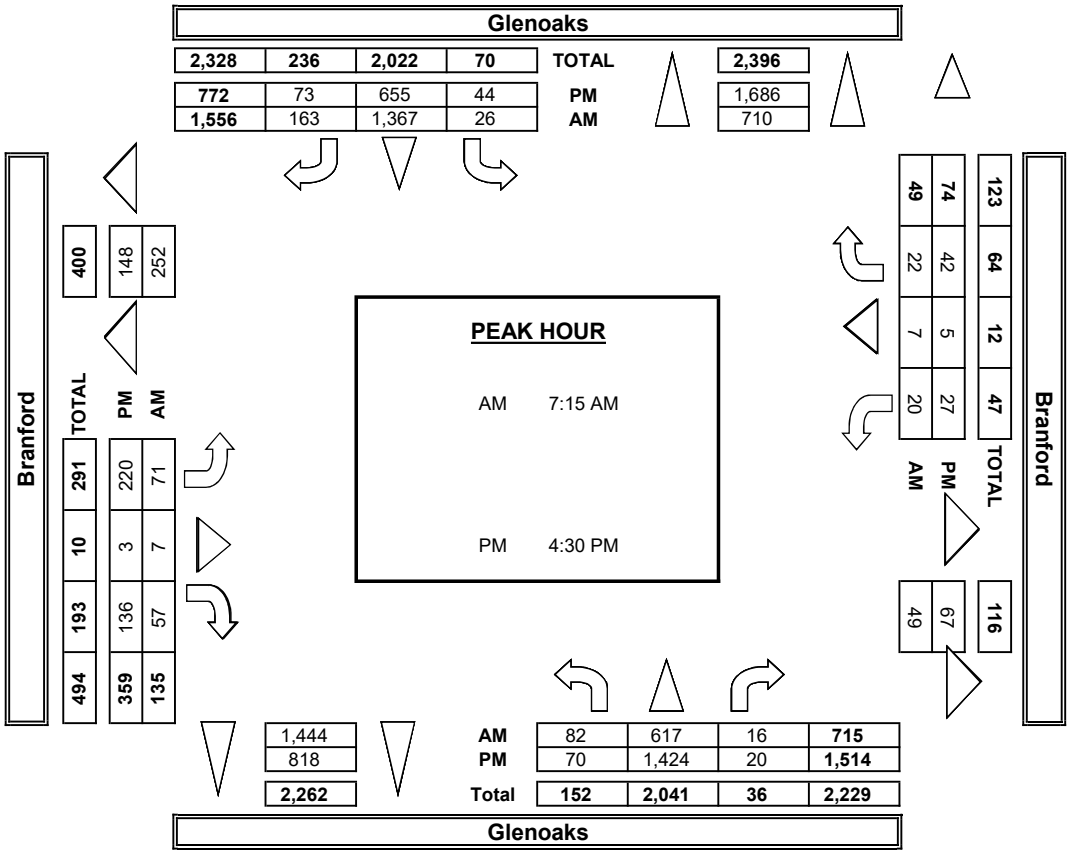
WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	34	17	36	86
8-9	15	8	41	64
9-10	27	7	56	89
3-4	28	0	57	85
4-5	19	5	59	83
5-6	23	2	34	59
TOTAL	145	39	282	465

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
229	0	0	0	0
184	0	0	0	0
250	0	0	0	0
339	0	0	0	0
418	0	0	0	0
373	0	0	0	0
1791	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Sun Valley	PROJECT #:	SC2380
10/3/19	NORTH & SOUTH:	Glenoaks	LOCATION #:	1
THURSDAY	EAST & WEST:	Branford	CONTROL:	SIGNAL

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

		NORTHBOUND Glenoaks			SOUTHBOUND Glenoaks			EASTBOUND Branford			WESTBOUND Branford				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	6	137	4	9	365	28	12	0	13	9	12	7	600					0
	7:15 AM	12	145	4	7	415	28	23	3	13	21	0	15	684					0
	7:30 AM	22	156	6	7	418	44	24	2	13	3	1	6	700					0
	7:45 AM	30	162	1	10	322	63	19	5	19	1	4	8	643					0
	8:00 AM	24	182	9	8	309	33	12	0	18	4	4	5	607					0
	8:15 AM	28	159	11	15	320	40	14	2	25	2	4	10	627					0
	8:30 AM	20	138	8	19	332	23	15	2	10	3	0	13	580					0
	8:45 AM	21	127	13	12	275	18	12	0	13	7	0	14	508					0
	9:00 AM	21	86	12	17	268	18	17	0	26	10	3	13	486					0
	9:15 AM	24	75	9	22	257	19	8	2	17	4	1	14	450					0
	9:30 AM	20	100	13	10	215	30	12	0	35	7	0	11	450					0
	9:45 AM	21	106	16	19	167	25	23	3	22	7	3	19	429					0
	VOLUMES	246	1,570	104	153	3,660	366	188	16	221	75	32	132	6,760	0	0	0	0	0
	APPROACH %	13%	82%	5%	4%	88%	9%	44%	4%	52%	32%	13%	55%						
	APP/DEPART	1,920	/	1,889	4,179	/	3,956	424	/	272	238	/	644	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	88	644	19	32	1,462	168	77	9	63	29	9	34	2,632					
	APPROACH %	12%	86%	3%	2%	88%	10%	52%	6%	42%	41%	13%	47%						
	PEAK HR FACTOR		0.875			0.887			0.863			0.497		0.941					
	APP/DEPART	751	/	755	1,661	/	1,554	149	/	60	72	/	265	0					
PM	03:00 PM	29	210	3	6	182	25	31	1	36	13	0	19	553					0
	3:15 PM	21	292	8	8	158	18	26	0	21	4	0	15	569					0
	3:30 PM	27	317	6	15	174	28	38	0	34	7	0	11	656					0
	3:45 PM	24	337	12	11	175	30	39	4	25	4	0	12	673					0
	4:00 PM	31	352	11	9	167	26	43	2	26	0	2	11	677					0
	4:15 PM	20	325	8	15	173	27	34	2	31	5	0	20	657					0
	4:30 PM	25	343	6	17	159	16	76	2	45	6	1	12	706					0
	4:45 PM	13	370	9	12	200	20	46	1	30	8	2	16	726					0
	5:00 PM	27	412	11	19	173	23	65	0	53	8	1	13	804					0
	5:15 PM	20	368	2	14	145	19	42	0	17	8	1	8	643					0
	5:30 PM	14	392	6	15	150	15	45	4	27	2	0	9	677					0
	5:45 PM	16	394	10	11	145	20	47	5	12	5	0	4	667					0
	VOLUMES	265	4,109	90	148	1,999	265	530	20	353	70	7	150	8,004	0	0	0	0	0
	APPROACH %	6%	92%	2%	6%	83%	11%	59%	2%	39%	31%	3%	66%						
	APP/DEPART	4,464	/	4,789	2,411	/	2,421	903	/	258	227	/	536	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	85	1,449	33	63	704	86	221	5	158	27	4	61	2,892					
	APPROACH %	5%	92%	2%	7%	83%	10%	58%	1%	41%	29%	4%	67%						
	PEAK HR FACTOR		0.872			0.920			0.781			0.880		0.900					
	APP/DEPART	1,566	/	1,730	852	/	888	383	/	100	92	/	174	0					

INTERSECTION TURNING MOVEMENT COUNTS

T219

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

DATE: Thu, Oct 3, 19	LOCATION:	Sun Valley	PROJECT #: SC2380
	NORTH & SOUTH:	Glenoaks	LOCATION #: 2
	EAST & WEST:	Sheldon	CONTROL: SIGNAL

NOTES:

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

Add U-Turns to Left Turns

	NORTHBOUND (Glenoaks)			SOUTHBOUND (Glenoaks)			EASTBOUND (Sheldon)			WESTBOUND (Sheldon)			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
7:00 AM	18	108	7	15	279	92	44	48	35	13	102	11	772
7:15 AM	24	100	12	11	267	100	44	73	33	24	116	20	824
7:30 AM	38	132	10	11	293	77	46	76	29	21	122	21	876
7:45 AM	33	109	13	28	247	81	51	93	57	36	146	36	930
8:00 AM	42	135	12	26	235	59	58	62	46	20	122	43	860
8:15 AM	28	103	12	22	241	70	40	56	33	19	144	39	807
8:30 AM	24	113	11	19	279	57	45	51	28	15	104	28	774
8:45 AM	28	100	10	7	217	53	35	74	41	24	108	23	720
9:00 AM	28	78	5	13	215	64	28	64	23	12	80	15	625
9:15 AM	34	65	8	13	168	34	33	59	35	14	80	13	556
9:30 AM	26	97	6	13	159	49	33	41	37	16	61	11	549
9:45 AM	21	90	9	11	114	37	29	65	42	10	83	15	526
VOLUMES	344	1,230	115	189	2,714	773	486	762	439	224	1,268	275	8,819
APPROACH %	20%	73%	7%	5%	74%	21%	29%	45%	26%	13%	72%	16%	
APP/DEPART	1,689	/	1,991	3,676	/	3,377	1,687	/	1,066	1,767	/	2,385	0
BEGIN PEAK HR		7:15 AM											
VOLUMES	137	476	47	76	1,042	317	199	304	165	101	506	120	3,490
APPROACH %	21%	72%	7%	5%	73%	22%	30%	46%	25%	14%	70%	17%	
PEAK HR FACTOR		0.873			0.942			0.831			0.834		0.938
APP/DEPART	660	/	795	1,435	/	1,308	668	/	427	727	/	960	0
03:00 PM	43	146	17	10	152	69	72	89	40	14	69	19	740
3:15 PM	39	192	22	29	118	50	70	117	56	12	75	23	803
3:30 PM	34	208	13	36	189	74	91	108	48	15	65	32	913
3:45 PM	48	215	26	19	133	61	80	133	36	5	60	17	833
4:00 PM	36	226	11	24	169	40	91	119	41	8	50	26	841
4:15 PM	37	205	17	24	125	60	85	122	32	5	72	17	801
4:30 PM	35	231	16	25	146	49	95	106	37	16	66	19	841
4:45 PM	32	219	14	22	137	46	92	110	34	10	69	21	806
5:00 PM	36	234	15	18	125	56	86	124	41	15	93	32	875
5:15 PM	31	225	13	21	112	47	83	117	38	13	81	19	800
5:30 PM	29	216	12	15	119	45	89	115	40	12	77	20	789
5:45 PM	30	214	14	10	110	44	88	123	36	9	72	22	772
VOLUMES	430	2,531	190	253	1,635	641	1,022	1,383	479	134	849	267	9,814
APPROACH %	14%	80%	6%	10%	65%	25%	35%	48%	17%	11%	68%	21%	
APP/DEPART	3,151	/	3,821	2,529	/	2,248	2,884	/	1,825	1,250	/	1,920	0
BEGIN PEAK HR		3:15 PM											
VOLUMES	157	841	72	108	609	225	332	477	181	40	250	98	3,390
APPROACH %	15%	79%	7%	11%	65%	24%	34%	48%	18%	10%	64%	25%	
PEAK HR FACTOR		0.926			0.788			0.986			0.866		0.928
APP/DEPART	1,070	/	1,272	942	/	830	990	/	656	388	/	632	0

U-TURNS

AM	NB	SB	EB	WB	TTL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
	0	0	0	0	0

PM	NB	SB	EB	WB	TTL
03:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	1	0	0	1
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
	0	1	0	0	1

Glenoaks

NORTH SIDE

Sheldon WEST SIDE EAST SIDE **Sheldon**

SOUTH SIDE

Glenoaks

	ALL PED AND BIKE				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	1	0	2	3	6
7:15 AM	1	1	0	1	3
7:30 AM	1	0	0	3	4
7:45 AM	2	3	0	6	11
8:00 AM	3	3	0	5	11
8:15 AM	1	0	0	0	1
8:30 AM	4	2	5	0	11
8:45 AM	0	2	0	2	4
9:00 AM	0	0	0	1	1
9:15 AM	1	0	3	0	4
9:30 AM	2	2	2	1	7
9:45 AM	0	1	1	2	4
TOTAL	16	14	13	24	67
3:00 PM	1	0	1	0	2
3:15 PM	0	0	0	1	1
3:30 PM	1	1	1	2	5
3:45 PM	2	2	3	1	8
4:00 PM	4	0	2	4	10
4:15 PM	1	0	3	0	4
4:30 PM	0	0	0	1	1
4:45 PM	1	0	1	0	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	10	3	11	9	33

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	1	0	0	3	4
7:15 AM	0	1	0	0	1
7:30 AM	1	0	0	1	2
7:45 AM	1	2	0	3	6
8:00 AM	2	2	0	3	7
8:15 AM	0	0	0	0	0
8:30 AM	4	0	1	0	5
8:45 AM	0	2	0	1	3
9:00 AM	0	0	0	1	1
9:15 AM	1	0	2	0	3
9:30 AM	1	1	1	1	4
9:45 AM	0	1	0	1	2
TOTAL	11	9	4	14	38
3:00 PM	1	0	1	0	2
3:15 PM	0	0	0	0	0
3:30 PM	1	0	0	2	3
3:45 PM	2	1	2	1	6
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	6	1	3	3	13

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	1	0	1
7:15 AM	1	0	0	1	2
7:30 AM	0	0	0	2	2
7:45 AM	1	1	0	2	4
8:00 AM	1	0	0	1	2
8:15 AM	0	0	0	0	0
8:30 AM	0	2	3	0	5
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	1	0	1
9:30 AM	1	1	0	0	2
9:45 AM	0	0	1	1	2
TOTAL	4	4	6	7	21
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	1	1
3:30 PM	0	1	1	0	2
3:45 PM	0	1	1	0	2
4:00 PM	1	0	0	4	5
4:15 PM	1	0	3	0	4
4:30 PM	0	0	0	1	1
4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	2	2	6	6	16

	SCHOOL AGE PED				
	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	1	0	1	2
8:15 AM	1	0	0	0	1
8:30 AM	0	0	1	0	1
8:45 AM	0	0	0	1	1
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	1	0	1
9:45 AM	0	0	0	0	0
TOTAL	1	1	3	3	8
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	2	0	2	0	4
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	2	0	2	0	4

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

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

STREET:
North / Sounth: Glenoaks

East/West: Sheldon

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	694	763	607	310
BIKES	12	13	6	6
BUSES	40	46	37	13

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	189	8:00:00 AM	386	7:00:00 AM	201	7:45:00 AM	218	7:45:00 AM
PM PK 15 MIN	289	3:45:00 PM	299	3:30:00 PM	251	5:00:00 PM	140	5:00:00 PM
AM PK HOUR	667	7:30:00 AM	1501	7:00:00 AM	668	7:15:00 AM	769	7:30:00 AM
PM PK HOUR	1103	3:45:00 PM	954	3:30:00 PM	990	3:15:00 PM	465	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	113	449	42	604
8-9	122	451	45	618
9-10	109	330	28	467
3-4	164	761	78	1003
4-5	140	881	58	1079
5-6	126	889	54	1069
TOTAL	774	3761	305	4840

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	65	1086	350	1501
8-9	74	972	239	1285
9-10	50	656	184	890
3-4	94	592	254	940
4-5	95	577	195	867
5-6	64	466	192	722
TOTAL	442	4349	1414	6205

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2105	3	0	3	0
1903	4	1	6	1
1357	2	0	2	0
1943	1	0	4	0
1946	0	0	2	2
1791	0	0	0	0
11045	10	1	17	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	185	290	154	629
8-9	178	243	148	569
9-10	123	229	137	489
3-4	313	447	180	940
4-5	363	457	144	964
5-6	346	479	155	980
TOTAL	1508	2145	918	4571

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	94	486	88	668
8-9	78	478	133	689
9-10	52	304	54	410
3-4	46	269	91	406
4-5	39	257	83	379
5-6	49	323	93	465
TOTAL	358	2117	542	3017

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1297	7	1	0	1
1258	4	2	1	1
899	3	0	3	1
1346	3	0	3	0
1343	0	0	0	2
1445	0	0	0	0
7588	17	3	7	5

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

PCE ADJUSTED

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

STREET:
North / Sounth: Glenoaks

East/West: Sheldon

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	694	763	607	310
BIKES	0	0	0	0
BUSES	40	46	37	13

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	199	8:00:00 AM	417	7:00:00 AM	219	7:45:00 AM	226	7:45:00 AM
PM PK 15 MIN	320	3:45:00 PM	313	3:30:00 PM	268	4:00:00 PM	144	5:00:00 PM
AM PK HOUR	707	7:30:00 AM	1608	7:00:00 AM	719	7:15:00 AM	809	7:30:00 AM
PM PK HOUR	1192	3:45:00 PM	1005	3:30:00 PM	1059	3:15:00 PM	478	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	124	465	47	635
8-9	139	483	51	673
9-10	132	361	33	526
3-4	181	839	87	1106
4-5	148	948	61	1157
5-6	131	942	58	1131
TOTAL	854	4037	337	5227

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	74	1161	373	1608
8-9	92	1041	260	1392
9-10	57	727	201	985
3-4	103	625	270	998
4-5	99	602	208	908
5-6	67	480	197	744
TOTAL	491	4635	1508	6633

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2243	0	0	0	0
2065	0	0	0	0
1511	0	0	0	0
2104	0	0	0	0
2065	0	0	0	0
1874	0	0	0	0
11860	0	0	0	0

EASTBOUND Approach

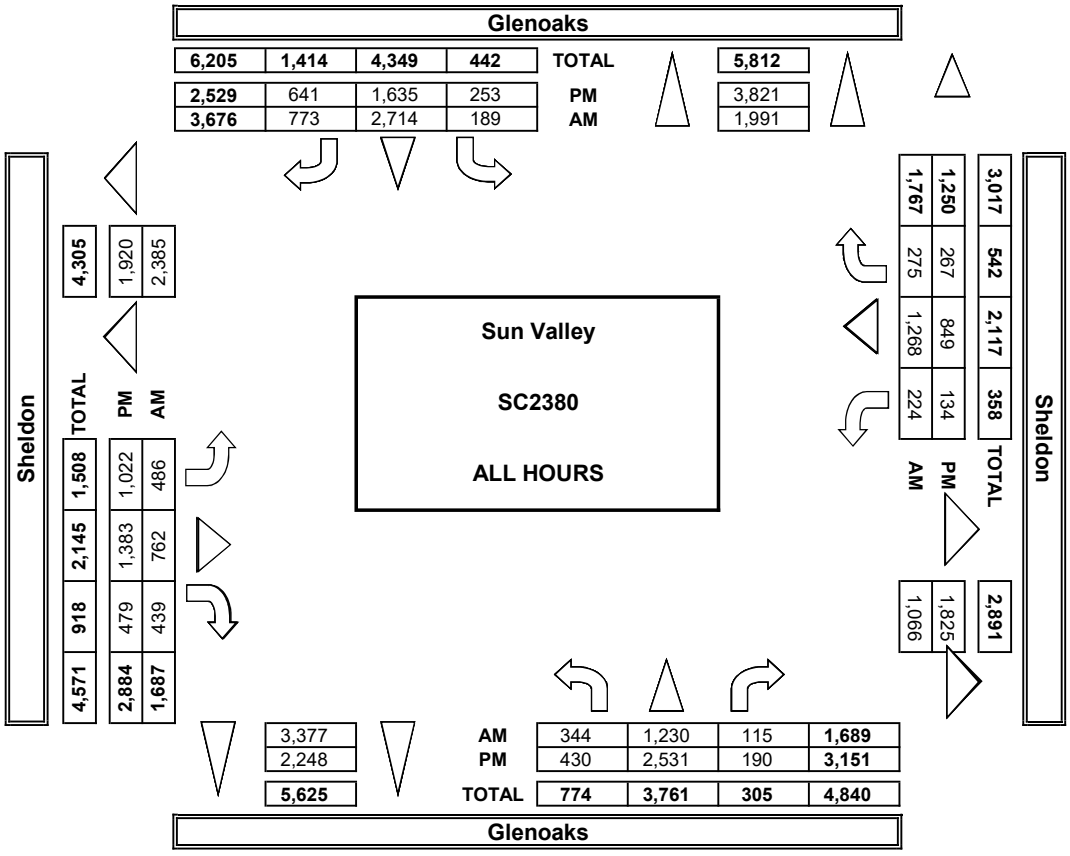
Hours	Lt	Th	Rt	Total
7-8	197	318	170	684
8-9	195	263	166	624
9-10	141	252	161	554
3-4	340	472	197	1008
4-5	383	474	160	1016
5-6	363	491	173	1027
TOTAL	1618	2268	1026	4912

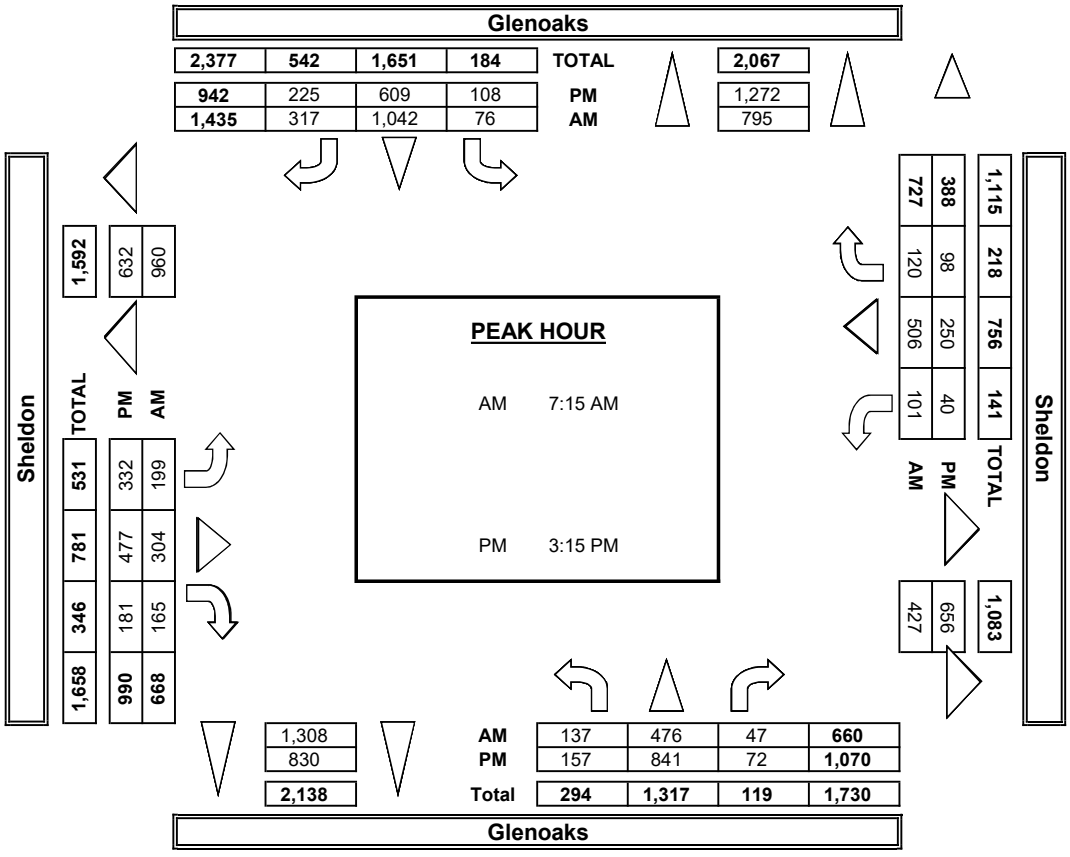
WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	98	502	92	691
8-9	86	500	159	745
9-10	61	317	61	438
3-4	56	284	97	436
4-5	40	269	90	399
5-6	50	330	99	478
TOTAL	390	2200	596	3185

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1375	0	0	0	0
1368	0	0	0	0
992	0	0	0	0
1444	0	0	0	0
1415	0	0	0	0
1505	0	0	0	0
8097	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS





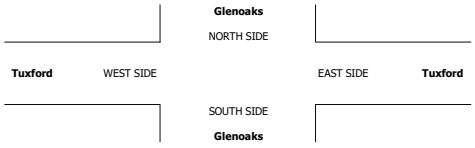
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Sun Valley	PROJECT #:	SC2380
10/3/19	NORTH & SOUTH:	Glenoaks	LOCATION #:	2
THURSDAY	EAST & WEST:	Sheldon	CONTROL:	SIGNAL

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

		NORTHBOUND Glenoaks			SOUTHBOUND Glenoaks			EASTBOUND Sheldon			WESTBOUND Sheldon				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	20	113	8	17	300	100	49	53	41	14	107	12	832					0
	7:15 AM	26	105	13	12	284	105	46	82	37	25	120	21	874					0
	7:30 AM	44	137	12	12	309	82	47	82	30	22	125	22	920					0
	7:45 AM	35	110	15	34	269	86	55	101	63	38	150	38	992					0
	8:00 AM	49	138	13	32	249	63	63	65	50	22	128	48	918					0
	8:15 AM	31	112	14	29	256	78	45	60	36	21	151	46	877					0
	8:30 AM	28	126	12	22	305	63	51	55	32	17	108	36	852					0
	8:45 AM	33	108	13	9	231	57	37	84	48	27	113	29	787					0
	9:00 AM	32	86	7	15	234	67	31	67	26	15	82	17	677					0
	9:15 AM	42	69	9	14	189	39	38	65	43	16	84	15	622					0
	9:30 AM	31	106	8	16	178	54	40	47	44	19	64	12	615					0
	9:45 AM	28	101	10	13	128	41	32	73	49	12	87	18	589					0
	VOLUMES	395	1,309	131	223	2,929	833	533	832	497	245	1,318	311	9,552	0	0	0	0	0
	APPROACH %	22%	71%	7%	6%	74%	21%	29%	45%	27%	13%	70%	17%						
	APP/DEPART	1,834	/	2,152	3,984	/	3,670	1,861	/	1,185	1,873	/	2,545	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	158	497	53	106	1,082	308	210	307	179	102	554	153	3,706					
	APPROACH %	22%	70%	7%	7%	72%	21%	30%	44%	26%	13%	68%	19%						
	PEAK HR FACTOR		0.888			0.931			0.793			0.897		0.934					
	APP/DEPART	707	/	859	1,496	/	1,362	695	/	466	809	/	1,020	0					
PM	03:00 PM	48	166	18	13	160	75	77	96	45	18	74	21	808					0
	3:15 PM	43	209	26	33	126	54	77	125	60	15	79	25	869					0
	3:30 PM	37	226	15	38	196	80	99	113	54	18	68	35	976					0
	3:45 PM	53	239	29	20	143	63	87	138	39	6	64	17	895					0
	4:00 PM	40	245	12	26	177	42	97	127	45	8	52	28	896					0
	4:15 PM	39	218	19	25	131	67	93	127	35	6	76	18	849					0
	4:30 PM	36	249	17	26	152	50	98	109	41	16	70	22	883					0
	4:45 PM	34	237	15	23	142	50	96	113	40	11	72	22	852					0
	5:00 PM	38	250	16	19	129	58	92	127	46	15	95	34	916					0
	5:15 PM	32	238	15	22	117	48	87	120	43	14	82	22	838					0
	5:30 PM	30	227	13	16	122	47	93	119	45	12	80	20	821					0
	5:45 PM	32	227	15	11	113	45	92	126	40	10	73	23	805					0
	VOLUMES	459	2,728	206	268	1,706	675	1,085	1,436	530	146	882	285	10,405	0	0	0	0	0
	APPROACH %	14%	80%	6%	10%	64%	25%	36%	47%	17%	11%	67%	22%						
	APP/DEPART	3,393	/	4,098	2,649	/	2,381	3,051	/	1,910	1,312	/	2,016	0					
	BEGIN PEAK HR		3:15 PM																
	VOLUMES	172	918	81	116	642	238	359	502	198	46	262	104	3,635					
	APPROACH %	15%	78%	7%	12%	65%	24%	34%	47%	19%	11%	64%	25%						
	PEAK HR FACTOR		0.914			0.795			0.987			0.857		0.931					
	APP/DEPART	1,170	/	1,380	995	/	886	1,059	/	698	412	/	672	0					



INTERSECTION TURNING MOVEMENT COUNTS

T219

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

DATE: Thu, Oct 3, 19	LOCATION:	Sun Valley	PROJECT #:	SC2380
	NORTH & SOUTH:	Glenoaks	LOCATION #:	3
	EAST & WEST:	Tuxford	CONTROL:	SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

▲
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◄ W
E ►
S
▼

☑ Add U-Turns to Left Turns

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
		Glenoaks			Glenoaks			Tuxford			Tuxford			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	3	0	1	3	0	1	2	0	1	2	0	
AM	7:00 AM	20	122	8	23	222	34	25	87	23	9	133	14	720
	7:15 AM	22	131	10	16	230	36	22	106	29	12	178	30	822
	7:30 AM	21	154	11	29	233	53	18	170	59	19	218	18	1,003
	7:45 AM	26	171	8	38	224	38	24	145	50	42	216	30	1,012
	8:00 AM	32	131	13	27	176	47	31	108	31	36	202	27	861
	8:15 AM	25	114	9	30	206	40	27	136	15	7	182	20	811
	8:30 AM	19	103	8	26	215	37	21	97	28	5	157	17	733
	8:45 AM	21	117	10	15	211	39	25	79	36	10	151	17	731
	9:00 AM	19	78	6	20	177	29	20	72	17	9	111	20	578
	9:15 AM	20	82	4	19	176	35	25	74	17	11	131	22	616
	9:30 AM	26	100	10	27	160	46	32	71	22	11	96	23	624
	9:45 AM	16	87	7	18	128	50	26	72	26	7	81	21	539
	VOLUMES	267	1,390	104	288	2,358	484	296	1,217	353	178	1,856	259	9,050
	APPROACH %	15%	79%	6%	9%	75%	15%	16%	65%	19%	8%	81%	11%	
	APP/DEPART	1,761	/	1,945	3,130	/	2,889	1,866	/	1,609	2,293	/	2,607	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	101	587	42	110	863	174	95	529	169	109	814	105	3,698
	APPROACH %	14%	80%	6%	10%	75%	15%	12%	67%	21%	11%	79%	10%	
	PEAK HR FACTOR		0.890			0.910			0.803			0.892		0.914
	APP/DEPART	730	/	787	1,147	/	1,141	793	/	681	1,028	/	1,089	0
PM	03:00 PM	34	131	12	34	158	29	40	149	30	7	118	24	766
	3:15 PM	27	148	12	24	127	48	40	145	28	3	115	38	755
	3:30 PM	26	188	6	44	175	38	48	202	27	7	142	27	930
	3:45 PM	32	192	8	23	112	46	43	157	34	7	107	25	786
	4:00 PM	36	170	10	33	179	34	31	180	32	15	132	20	872
	4:15 PM	28	176	16	21	122	46	41	200	39	6	108	21	824
	4:30 PM	31	214	7	36	158	45	24	186	19	12	128	25	885
	4:45 PM	17	201	13	27	141	35	40	218	21	8	108	20	849
	5:00 PM	27	228	11	25	189	59	31	220	22	11	135	26	984
	5:15 PM	41	204	12	24	152	39	40	180	28	16	130	18	884
	5:30 PM	32	204	15	25	139	30	36	187	16	10	130	19	843
	5:45 PM	38	189	10	25	118	28	13	223	25	10	112	25	816
	VOLUMES	369	2,245	132	341	1,770	477	427	2,247	321	112	1,465	288	10,194
	APPROACH %	13%	82%	5%	13%	68%	18%	14%	75%	11%	6%	79%	15%	
	APP/DEPART	2,746	/	2,960	2,588	/	2,203	2,995	/	2,720	1,865	/	2,311	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	116	847	43	112	640	178	135	804	90	47	501	89	3,602
	APPROACH %	12%	84%	4%	12%	69%	19%	13%	78%	9%	7%	79%	14%	
	PEAK HR FACTOR		0.945			0.852			0.922			0.926		0.915
	APP/DEPART	1,006	/	1,071	930	/	777	1,029	/	959	637	/	795	0

U-TURNS					
	NB	SB	EB	WB	TTL
LANES:	0	0	0	0	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
VOLUMES	0	0	0	0	0
03:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
VOLUMES	0	0	0	0	0

Glenoaks

NORTH SIDE

Tuxford WEST SIDE

EAST SIDE **Tuxford**

SOUTH SIDE

Glenoaks

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM	3	5	6	5	19	3	5	6	4	18
	7:15 AM	4	4	3	5	16	3	3	3	3	12
	7:30 AM	1	5	2	3	11	1	2	1	0	4
	7:45 AM	2	6	4	4	16	1	5	3	4	13
	8:00 AM	6	4	2	4	16	2	4	2	1	9
	8:15 AM	5	6	2	4	17	5	5	2	4	16
	8:30 AM	6	4	0	6	16	6	3	0	5	14
	8:45 AM	2	2	3	1	8	0	2	1	0	3
	9:00 AM	2	3	4	1	10	2	3	2	1	8
	9:15 AM	7	2	1	3	13	6	2	0	3	11
	9:30 AM	5	1	2	5	13	5	1	1	5	12
	9:45 AM	13	1	6	15	35	11	1	3	12	27
	TOTAL	56	43	35	56	190	45	36	24	42	147
PM	3:00 PM	3	0	0	2	5	2	0	0	1	3
	3:15 PM	6	8	11	1	26	5	7	7	0	19
	3:30 PM	1	3	2	1	7	1	2	0	0	3
	3:45 PM	7	1	6	2	16	7	1	6	2	16
	4:00 PM	9	3	3	5	20	5	2	3	3	13
	4:15 PM	10	5	6	4	25	7	4	5	3	19
	4:30 PM	4	0	2	2	8	3	0	2	2	7
	4:45 PM	5	2	2	7	16	4	1	1	4	10
	5:00 PM	8	7	3	6	24	8	4	2	5	19
	5:15 PM	8	2	4	4	18	6	1	3	1	11
	5:30 PM	1	1	3	5	10	1	1	1	5	8
	5:45 PM	4	3	8	4	19	3	2	6	3	14
	TOTAL	66	35	50	43	194	52	25	36	29	142

		BICYCLE CROSSINGS					SCHOOL AGE PED				
		NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	1	1
	7:15 AM	0	1	0	1	2	1	0	0	1	2
	7:30 AM	0	3	1	3	7	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	1	1	0	3
	8:00 AM	2	0	0	2	4	2	0	0	1	3
	8:15 AM	0	1	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	1	0	1	2
	8:45 AM	0	0	1	0	1	2	0	1	1	4
	9:00 AM	0	0	1	0	1	0	0	1	0	1
	9:15 AM	0	0	1	0	1	1	0	0	0	1
	9:30 AM	0	0	1	0	1	0	0	0	0	0
	9:45 AM	2	0	2	3	7	0	0	1	0	1
	TOTAL	4	5	7	9	25	7	2	4	5	18
PM	3:00 PM	0	0	0	0	0	1	0	0	1	2
	3:15 PM	1	0	0	1	2	0	1	4	0	5
	3:30 PM	0	1	1	1	3	0	0	1	0	1
	3:45 PM	0	0	0	0	0	0	0	0	0	0
	4:00 PM	4	1	0	2	7	0	0	0	0	0
	4:15 PM	0	1	1	0	2	3	0	0	1	4
	4:30 PM	1	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	3	3	1	1	1	0	3
	5:00 PM	0	2	1	1	4	0	1	0	0	1
	5:15 PM	1	1	1	2	5	1	0	0	1	2
	5:30 PM	0	0	2	0	2	0	0	0	0	0
	5:45 PM	0	1	2	1	4	1	0	0	0	1
	TOTAL	7	7	8	11	33	7	3	6	3	19

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

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

STREET:
North / Sounth: Glenoaks

East/West: Tuxford

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	549	759	512	347
BIKES	15	20	12	11
BUSES	58	30	56	26

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	205	7:45:00 AM	315	7:30:00 AM	247	7:30:00 AM	288	7:45:00 AM
PM PK 15 MIN	266	5:00:00 PM	273	5:00:00 PM	280	4:15:00 PM	176	5:00:00 PM
AM PK HOUR	730	7:15:00 AM	1176	7:00:00 AM	814	7:30:00 AM	1028	7:15:00 AM
PM PK HOUR	1011	5:00:00 PM	930	4:30:00 PM	1061	4:15:00 PM	642	5:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	89	578	37	704
8-9	97	465	40	602
9-10	81	347	27	455
3-4	119	659	38	816
4-5	112	761	46	919
5-6	138	825	48	1011
TOTAL	636	3635	236	4507

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	106	909	161	1176
8-9	98	808	163	1069
9-10	84	641	160	885
3-4	125	572	161	858
4-5	117	600	160	877
5-6	99	598	156	853
TOTAL	629	4128	961	5718

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1880	15	1	8	2
1671	14	1	13	4
1340	7	0	24	1
1674	10	1	15	1
1796	7	1	19	4
1864	8	1	18	2
10225	61	5	97	14

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	89	508	161	758
8-9	104	420	110	634
9-10	103	289	82	474
3-4	171	653	119	943
4-5	136	784	111	1031
5-6	120	810	91	1021
TOTAL	723	3464	674	4861

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	82	745	92	919
8-9	58	692	81	831
9-10	38	419	86	543
3-4	24	482	114	620
4-5	41	476	86	603
5-6	47	507	88	642
TOTAL	290	3321	547	4158

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1677	11	2	13	1
1465	10	3	5	1
1017	21	0	6	2
1563	3	1	13	5
1634	12	1	11	1
1663	14	1	12	0
9019	71	8	60	10

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

PCE ADJUSTED

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

STREET:
North / Sounth: Glenoaks

East/West: Tuxford

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	549	759	512	347
BIKES	0	0	0	0
BUSES	58	30	56	26

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	212	7:45:00 AM	335	7:30:00 AM	257	7:30:00 AM	299	7:45:00 AM
PM PK 15 MIN	279	5:00:00 PM	282	5:00:00 PM	299	4:15:00 PM	185	5:00:00 PM
AM PK HOUR	768	7:15:00 AM	1266	7:00:00 AM	868	7:30:00 AM	1063	7:15:00 AM
PM PK HOUR	1065	4:30:00 PM	968	4:30:00 PM	1110	3:30:00 PM	670	3:15:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	99	608	39	745
8-9	112	496	44	651
9-10	94	383	30	506
3-4	130	718	42	889
4-5	122	816	49	986
5-6	146	866	52	1063
TOTAL	701	3886	253	4840

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	120	962	184	1266
8-9	108	856	191	1155
9-10	94	709	189	992
3-4	128	607	175	910
4-5	125	629	172	925
5-6	101	619	161	881
TOTAL	675	4382	1071	6128

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2011	0	0	0	0
1806	0	0	0	0
1498	0	0	0	0
1799	0	0	0	0
1911	0	0	0	0
1944	0	0	0	0
10967	0	0	0	0

EASTBOUND Approach

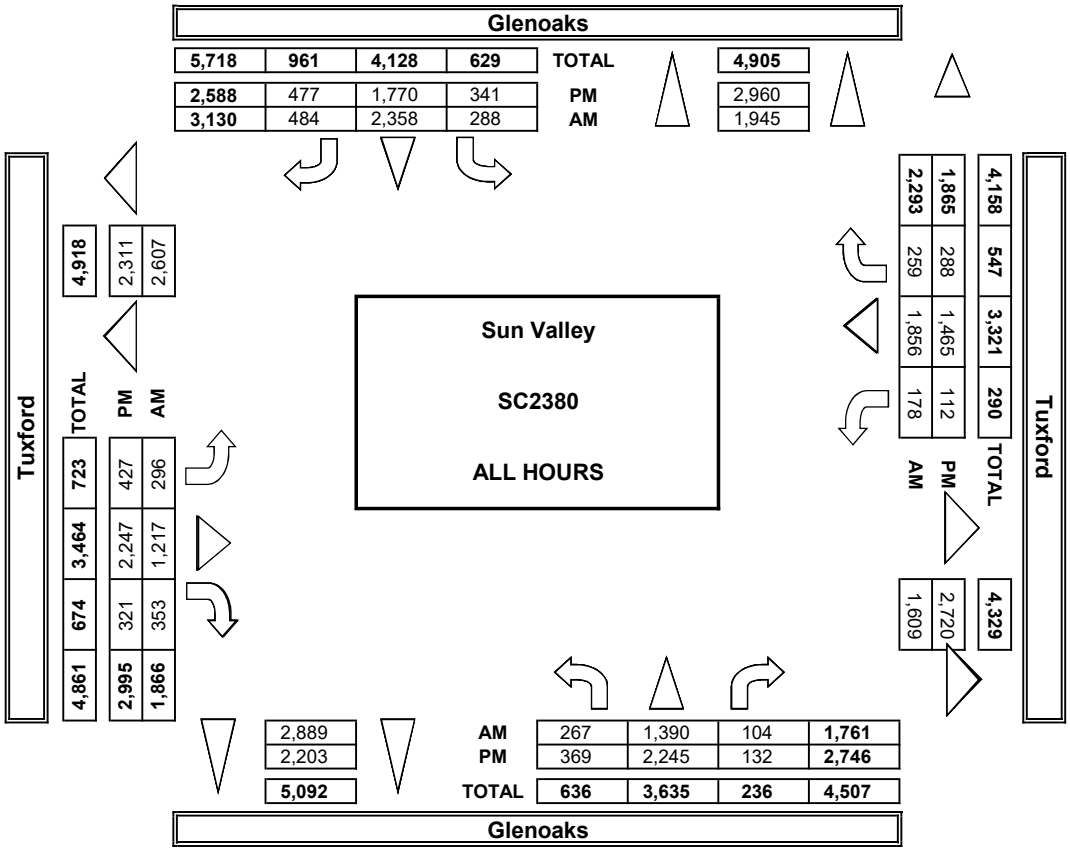
Hours	Lt	Th	Rt	Total
7-8	96	531	177	804
8-9	117	448	123	688
9-10	124	306	94	524
3-4	205	684	134	1022
4-5	158	808	122	1088
5-6	130	824	96	1050
TOTAL	829	3601	744	5173

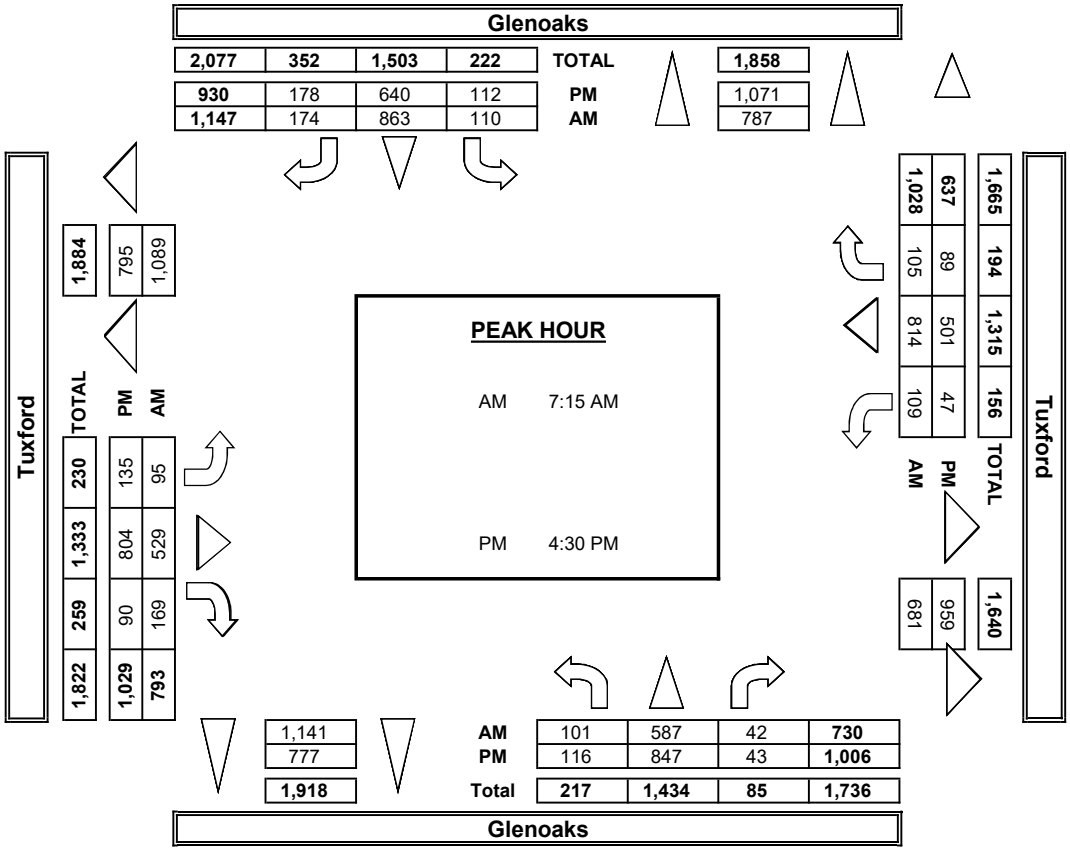
WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	85	770	96	951
8-9	60	726	87	873
9-10	40	451	95	586
3-4	25	503	126	653
4-5	43	492	94	628
5-6	50	523	97	669
TOTAL	301	3463	594	4358

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1754	0	0	0	0
1560	0	0	0	0
1109	0	0	0	0
1674	0	0	0	0
1716	0	0	0	0
1718	0	0	0	0
9531	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Sun Valley	PROJECT #:	SC2380
10/3/19	NORTH & SOUTH:	Glenoaks	LOCATION #:	3
THURSDAY	EAST & WEST:	Tuxford	CONTROL:	SIGNAL

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

		NORTHBOUND Glenoaks			SOUTHBOUND Glenoaks			EASTBOUND Tuxford			WESTBOUND Tuxford				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	23	130	9	27	240	40	27	90	28	10	137	15	773					0
	7:15 AM	26	141	10	19	242	41	23	113	34	13	186	31	877					0
	7:30 AM	23	161	12	31	241	63	19	176	62	20	224	19	1,048					0
	7:45 AM	27	177	8	44	240	41	27	153	54	43	225	32	1,068					0
	8:00 AM	35	136	14	30	185	55	33	118	34	36	208	29	911					0
	8:15 AM	30	122	9	33	220	48	31	147	16	8	193	22	877					0
	8:30 AM	21	112	10	30	227	43	25	101	32	5	166	18	788					0
	8:45 AM	26	127	11	16	225	46	29	83	41	12	159	18	790					0
	9:00 AM	23	86	6	22	192	35	22	76	19	10	122	23	631					0
	9:15 AM	23	91	5	21	195	41	32	81	21	12	140	24	682					0
	9:30 AM	30	113	11	32	180	54	41	75	26	12	103	25	699					0
	9:45 AM	19	95	8	20	143	59	30	75	30	8	87	24	595					0
	VOLUMES	304	1,487	112	322	2,527	564	336	1,285	394	185	1,947	278	9,737	0	0	0	0	0
	APPROACH %	16%	78%	6%	9%	74%	17%	17%	64%	20%	8%	81%	12%						
	APP/DEPART	1,902	/	2,100	3,412	/	3,105	2,015	/	1,718	2,409	/	2,814	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	115	595	43	138	885	206	110	593	166	106	849	102	3,904					
	APPROACH %	15%	79%	6%	11%	72%	17%	13%	68%	19%	10%	80%	10%						
	PEAK HR FACTOR		0.887			0.918			0.846			0.884		0.914					
	APP/DEPART	752	/	806	1,228	/	1,156	868	/	773	1,056	/	1,169	0					
PM	03:00 PM	38	144	14	34	169	33	50	157	36	7	124	26	829					0
	3:15 PM	31	161	14	24	135	53	48	150	34	3	120	42	812					0
	3:30 PM	28	203	6	46	183	40	58	211	30	7	149	30	989					0
	3:45 PM	34	210	9	24	120	50	50	167	35	8	111	28	843					0
	4:00 PM	41	184	10	35	189	36	39	188	36	16	138	22	931					0
	4:15 PM	30	189	17	23	127	50	49	208	42	7	112	24	876					0
	4:30 PM	31	225	8	37	164	49	28	189	20	13	132	28	922					0
	4:45 PM	20	219	14	30	150	37	43	223	25	8	111	21	899					0
	5:00 PM	30	238	11	26	194	62	33	224	23	13	143	28	1,022					0
	5:15 PM	42	216	13	25	157	40	43	185	28	16	132	20	915					0
	5:30 PM	34	212	18	26	145	31	40	189	18	11	132	20	874					0
	5:45 PM	41	201	10	25	123	29	15	227	27	10	116	29	851					0
	VOLUMES	397	2,400	142	354	1,855	508	493	2,316	351	117	1,517	316	10,761	0	0	0	0	0
	APPROACH %	13%	82%	5%	13%	68%	19%	16%	73%	11%	6%	78%	16%						
	APP/DEPART	2,938	/	3,208	2,716	/	2,322	3,159	/	2,811	1,949	/	2,421	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	122	897	46	117	664	188	147	821	96	49	517	97	3,758					
	APPROACH %	11%	84%	4%	12%	69%	19%	14%	77%	9%	7%	78%	15%						
	PEAK HR FACTOR		0.956			0.860			0.914			0.908		0.919					
	APP/DEPART	1,065	/	1,140	968	/	808	1,063	/	983	663	/	827	0					

INTERSECTION TURNING MOVEMENT COUNTS

T219

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

DATE: Thu, Oct 3, 19	LOCATION:	Sun Valley	PROJECT #:	SC2380	
	NORTH & SOUTH:	San Fernando	LOCATION #:	4	
	EAST & WEST:	Sheldon	CONTROL:	SIGNAL	

NOTES:

AM
PM
MD
OTHER
OTHER

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☑ Add U-Turns to Left Turns

		NORTHBOUND San Fernando			SOUTHBOUND San Fernando			EASTBOUND Sheldon			WESTBOUND Sheldon				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	2	0	1	2	0	1	2	0	1	2	0		0	0	0	0	
AM	7:00 AM	14	59	53	26	170	19	19	109	19	67	148	8	711	0	0	0	0	0
	7:15 AM	6	73	56	27	232	12	15	122	37	45	164	21	810	0	0	0	0	0
	7:30 AM	17	86	32	36	252	11	27	110	43	86	182	11	893	0	0	0	0	0
	7:45 AM	22	118	58	53	226	14	24	163	38	61	152	17	946	0	0	0	0	0
	8:00 AM	16	71	38	33	196	16	24	160	23	38	178	15	808	0	0	0	0	0
	8:15 AM	5	54	34	23	189	16	10	79	9	45	180	18	662	0	0	0	0	0
	8:30 AM	8	51	32	31	193	10	14	98	19	50	148	16	670	0	0	0	0	0
	8:45 AM	10	38	31	25	145	7	15	108	15	48	159	14	615	0	0	0	0	0
	9:00 AM	7	51	30	19	104	13	5	71	9	32	133	11	485	0	0	0	0	0
	9:15 AM	5	46	26	16	107	5	11	104	11	34	108	14	487	0	0	0	0	0
	9:30 AM	9	54	40	18	78	5	11	78	15	38	95	19	460	0	0	0	0	0
	9:45 AM	7	78	36	12	88	11	18	99	9	40	110	15	523	0	0	0	0	0
	VOLUMES	126	779	466	319	1,980	139	193	1,301	247	584	1,757	179	8,070	0	0	0	0	0
	APPROACH %	9%	57%	34%	13%	81%	6%	11%	75%	14%	23%	70%	7%						
	APP/DEPART	1,371	/	1,151	2,438	/	2,811	1,741	/	2,086	2,520	/	2,022	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	61	348	184	149	906	53	90	555	141	230	676	64	3,457					
	APPROACH %	10%	59%	31%	13%	82%	5%	11%	71%	18%	24%	70%	7%						
	PEAK HR FACTOR		0.749			0.926			0.873			0.869		0.914					
	APP/DEPART	593	/	502	1,108	/	1,277	786	/	888	970	/	790	0					
PM	03:00 PM	19	119	39	18	99	18	20	144	28	44	157	25	730	0	0	0	0	0
	3:15 PM	25	123	56	16	92	12	33	177	32	52	160	16	794	0	0	0	0	0
	3:30 PM	25	166	55	16	121	13	24	162	20	49	146	26	823	0	0	0	0	0
	3:45 PM	29	154	54	35	103	17	32	186	10	47	138	16	821	0	0	0	0	0
	4:00 PM	23	137	56	17	93	21	25	179	16	37	122	15	741	0	0	0	0	0
	4:15 PM	16	159	61	23	92	14	25	180	19	37	133	17	776	0	0	0	0	0
	4:30 PM	22	181	61	25	113	13	31	163	18	39	130	14	810	0	0	0	0	0
	4:45 PM	19	179	57	21	80	12	23	211	14	49	126	19	810	0	0	0	0	0
	5:00 PM	16	162	51	14	97	22	23	203	16	58	187	26	875	0	0	0	0	0
	5:15 PM	24	215	58	10	86	16	23	156	14	41	115	24	782	0	0	0	0	0
	5:30 PM	26	182	53	16	82	17	31	174	17	48	135	28	809	0	0	0	0	0
	5:45 PM	20	197	71	14	70	9	31	211	16	26	127	19	811	0	0	0	0	0
	VOLUMES	264	1,974	672	225	1,128	184	321	2,146	220	527	1,676	245	9,582	0	0	0	0	0
	APPROACH %	9%	68%	23%	15%	73%	12%	12%	80%	8%	22%	68%	10%						
	APP/DEPART	2,910	/	2,540	1,537	/	1,875	2,687	/	3,043	2,448	/	2,124	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	86	756	233	54	335	64	108	744	63	173	564	97	3,277					
	APPROACH %	8%	70%	22%	12%	74%	14%	12%	81%	7%	21%	68%	12%						
	PEAK HR FACTOR		0.905			0.750			0.887			0.769		0.936					
	APP/DEPART	1,075	/	961	453	/	571	915	/	1,031	834	/	714	0					

San Fernando

NORTH SIDE

Sheldon WEST SIDE

EAST SIDE **Sheldon**

SOUTH SIDE

San Fernando

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	1	5	1	5	12	0	5	0	3	8	1	0	1	2	4	0	0	0	0	0
	7:15 AM	0	9	0	2	11	0	3	0	1	4	0	1	0	1	2	0	5	0	0	5
	7:30 AM	2	9	1	4	16	1	4	1	3	9	1	2	0	1	4	0	3	0	0	3
	7:45 AM	1	7	0	5	13	1	5	0	2	8	0	2	0	2	4	0	0	0	1	1
	8:00 AM	0	7	0	2	9	0	7	0	2	9	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	3	0	2	5	0	3	0	2	5	0	0	0	0	0	0	0	0	0	0
	8:30 AM	1	2	0	3	6	0	2	0	2	4	1	0	0	1	2	0	0	0	0	0
	8:45 AM	2	2	0	7	11	2	2	0	7	11	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	4	0	5	9	0	4	0	3	7	0	0	0	2	2	0	0	0	0	0
	9:15 AM	1	6	0	5	12	0	5	0	3	8	1	1	0	2	4	0	0	0	0	0
	9:30 AM	2	4	0	5	11	1	4	0	3	8	1	0	0	2	3	0	0	0	0	0
	9:45 AM	0	5	0	3	8	0	5	0	3	8	0	0	0	0	0	0	0	0	0	0
	TOTAL	10	63	2	48	123	5	49	1	34	89	5	6	1	13	25	0	8	0	1	9
PM	3:00 PM	5	16	5	11	37	3	5	4	6	18	2	0	1	1	4	0	11	0	4	15
	3:15 PM	0	9	0	6	15	0	5	0	4	9	0	0	0	1	1	0	4	0	1	5
	3:30 PM	0	15	0	18	33	0	12	0	13	25	0	0	0	5	5	0	3	0	0	3
	3:45 PM	2	9	0	4	15	1	4	0	3	8	1	0	0	1	2	0	5	0	0	5
	4:00 PM	0	14	0	4	18	0	7	0	2	9	0	0	0	0	0	0	7	0	2	9
	4:15 PM	1	2	0	3	6	0	2	0	0	2	1	0	0	3	4	0	0	0	0	0
	4:30 PM	0	10	0	4	14	0	8	0	2	10	0	2	0	2	4	0	0	0	0	0
	4:45 PM	2	9	0	10	21	1	8	0	8	17	1	1	0	2	4	0	0	0	0	0
	5:00 PM	0	4	0	5	9	0	3	0	3	6	0	1	0	2	3	0	0	0	0	0
	5:15 PM	0	7	0	9	16	0	7	0	4	11	0	0	0	5	5	0	0	0	0	0
	5:30 PM	1	10	2	7	20	1	10	1	5	17	0	0	1	2	3	0	0	0	0	0
	5:45 PM	2	4	0	5	11	0	3	0	5	8	2	1	0	0	3	0	0	0	0	0
	TOTAL	13	109	7	86	215	6	74	5	55	140	7	5	2	24	38	0	30	0	7	37

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

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

STREET:
North / Sounth: San Fernando

East/West: Sheldon

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District: I/S CODE:

	N/B	S/B	E/B	W/B
DUAL-WHEELED	457	354	507	593
BIKES	3	37	11	12
BUSES	55	63	40	23

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	198	7:45:00 AM	299	7:30:00 AM	225	7:45:00 AM	279	7:30:00 AM
PM PK 15 MIN	297	5:15:00 PM	155	3:45:00 PM	258	5:45:00 PM	271	5:00:00 PM
AM PK HOUR	594	7:00:00 AM	1108	7:15:00 AM	786	7:15:00 AM	983	7:30:00 AM
PM PK HOUR	1075	5:00:00 PM	566	3:45:00 PM	926	4:15:00 PM	876	3:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	59	336	199	594
8-9	39	214	135	388
9-10	28	229	132	389
3-4	98	562	204	864
4-5	80	656	235	971
5-6	86	756	233	1075
TOTAL	390	2753	1138	4281

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	142	880	56	1078
8-9	112	723	49	884
9-10	65	377	34	476
3-4	85	415	60	560
4-5	86	378	60	524
5-6	54	335	64	453
TOTAL	544	3108	323	3975

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1672	17	8	2	0
1272	14	0	2	0
865	18	0	1	0
1424	26	23	4	0
1495	25	7	1	0
1528	23	0	1	0
8256	123	38	11	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	85	504	137	726
8-9	63	445	66	574
9-10	45	352	44	441
3-4	109	669	90	868
4-5	104	733	67	904
5-6	108	744	63	915
TOTAL	514	3447	467	4428

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	259	646	57	962
8-9	181	665	63	909
9-10	144	446	59	649
3-4	192	601	83	876
4-5	162	511	65	738
5-6	173	564	97	834
TOTAL	1111	3433	424	4968

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1688	9	1	1	0
1483	13	0	0	0
1090	12	0	0	0
1744	26	5	4	0
1642	12	2	0	0
1749	17	0	1	0
9396	89	8	6	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

PCE ADJUSTED

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

STREET:
North / South: San Fernando

East/West: Sheldon

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	457	354	507	593
BIKES	0	0	0	0
BUSES	55	63	40	23

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	210	7:45:00 AM	312	7:30:00 AM	236	7:45:00 AM	296	7:30:00 AM
PM PK 15 MIN	307	5:15:00 PM	165	3:45:00 PM	268	5:45:00 PM	276	5:00:00 PM
AM PK HOUR	632	7:00:00 AM	1169	7:15:00 AM	822	7:15:00 AM	1052	7:30:00 AM
PM PK HOUR	1118	5:00:00 PM	600	3:30:00 PM	980	4:15:00 PM	924	3:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	64	356	212	632
8-9	41	240	148	429
9-10	31	258	148	436
3-4	105	598	225	927
4-5	84	688	252	1024
5-6	89	787	243	1118
TOTAL	414	2926	1226	4565

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	153	935	60	1147
8-9	119	771	53	943
9-10	71	410	37	518
3-4	94	443	61	597
4-5	90	393	62	544
5-6	56	346	65	467
TOTAL	581	3297	337	4215

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1779	0	0	0	0
1371	0	0	0	0
954	0	0	0	0
1524	0	0	0	0
1568	0	0	0	0
1585	0	0	0	0
8780	0	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	90	538	140	768
8-9	67	477	68	611
9-10	50	393	46	488
3-4	117	729	95	941
4-5	110	784	69	963
5-6	112	774	66	952
TOTAL	544	3694	484	4722

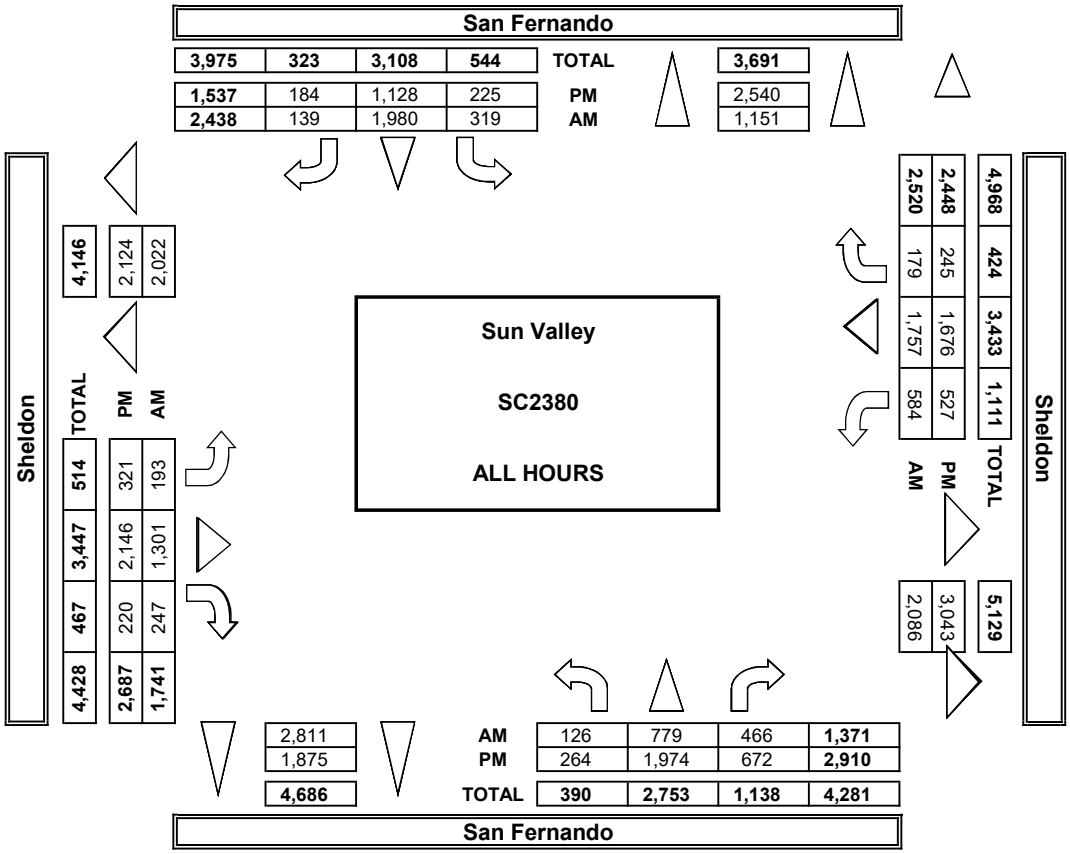
WESTBOUND Approach

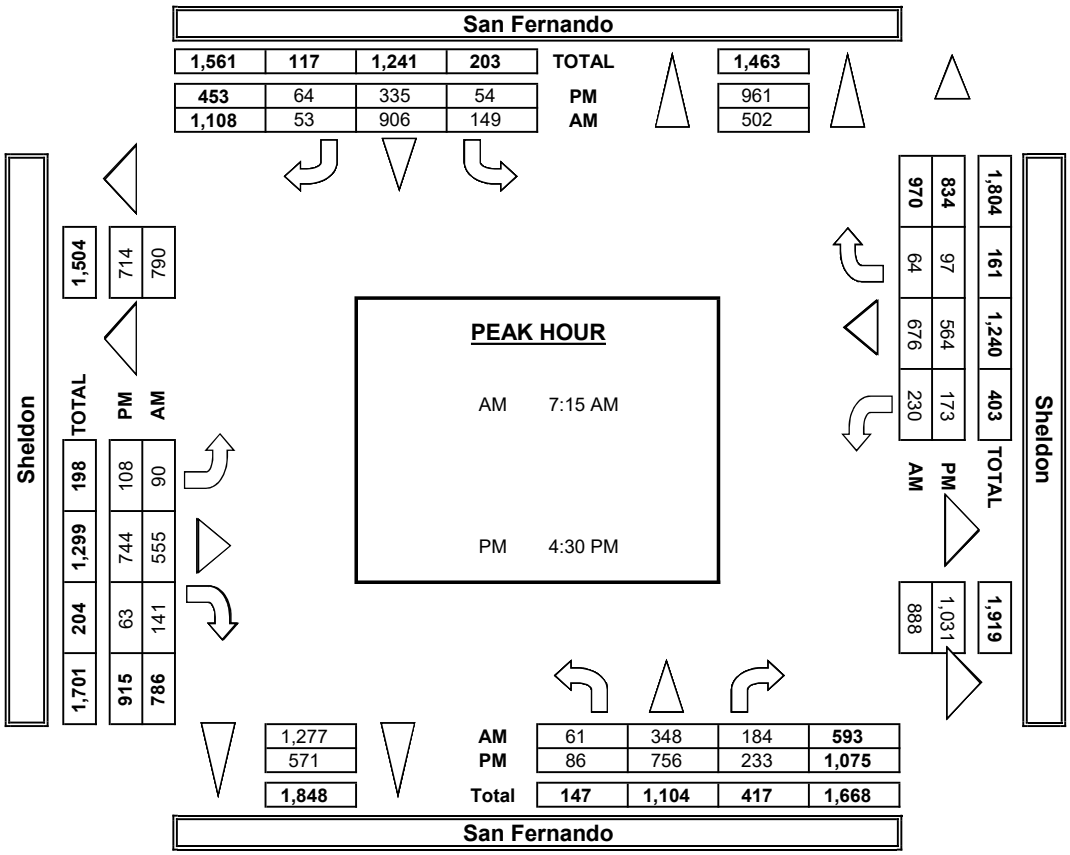
Hours	Lt	Th	Rt	Total
7-8	276	683	60	1018
8-9	201	729	69	998
9-10	170	496	66	731
3-4	202	634	89	924
4-5	172	528	67	767
5-6	175	577	100	851
TOTAL	1194	3645	449	5288

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1786	0	0	0	0
1609	0	0	0	0
1219	0	0	0	0
1865	0	0	0	0
1730	0	0	0	0
1802	0	0	0	0
10009	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Sun Valley	PROJECT #:	SC2380
10/3/19	NORTH & SOUTH:	San Fernando	LOCATION #:	4
THURSDAY	EAST & WEST:	Sheldon	CONTROL:	SIGNAL

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

		NORTHBOUND San Fernando			SOUTHBOUND San Fernando			EASTBOUND Sheldon			WESTBOUND Sheldon				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	15	64	58	29	188	21	22	122	21	73	158	8	777					0
	7:15 AM	6	78	60	31	251	13	16	130	37	47	172	22	861					0
	7:30 AM	20	89	34	38	263	11	27	114	44	93	193	11	935					0
	7:45 AM	24	126	61	55	234	15	25	173	38	64	161	19	992					0
	8:00 AM	17	78	41	35	208	17	26	170	24	39	190	16	859					0
	8:15 AM	6	61	38	24	201	18	11	84	9	52	198	20	717					0
	8:30 AM	9	59	36	34	204	11	15	105	20	56	166	17	729					0
	8:45 AM	10	42	35	27	159	8	16	118	16	54	176	17	676					0
	9:00 AM	8	60	32	21	113	14	6	79	10	36	144	12	531					0
	9:15 AM	6	53	29	17	116	7	12	117	12	41	120	16	543					0
	9:30 AM	10	61	44	20	85	5	13	88	16	46	110	23	518					0
	9:45 AM	8	85	43	14	97	12	20	110	9	47	122	16	581					0
	VOLUMES	136	853	507	342	2,116	149	206	1,407	254	646	1,907	194	8,716	0	0	0	0	0
	APPROACH %	9%	57%	34%	13%	81%	6%	11%	75%	14%	24%	69%	7%						
	APP/DEPART	1,496	/	1,252	2,607	/	3,016	1,867	/	2,256	2,747	/	2,192	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	66	371	195	159	955	56	94	586	143	242	715	67	3,646					
	APPROACH %	10%	59%	31%	14%	82%	5%	11%	71%	17%	24%	70%	7%						
	PEAK HR FACTOR		0.753			0.937			0.871			0.865		0.919					
	APP/DEPART	631	/	531	1,169	/	1,340	822	/	939	1,024	/	837	0					
PM	03:00 PM	20	130	43	19	109	19	20	158	30	47	167	27	786					0
	3:15 PM	27	131	63	18	95	12	35	196	32	54	166	17	844					0
	3:30 PM	27	175	59	18	131	13	28	176	23	53	154	28	882					0
	3:45 PM	31	163	61	39	109	17	35	200	11	49	148	17	878					0
	4:00 PM	25	149	60	17	98	21	26	197	17	40	128	16	792					0
	4:15 PM	17	164	66	25	97	16	26	195	20	39	139	17	818					0
	4:30 PM	22	191	64	26	116	13	34	173	19	42	133	15	845					0
	4:45 PM	21	185	62	22	83	13	25	220	15	51	130	20	843					0
	5:00 PM	16	170	53	14	103	23	25	213	18	58	191	28	909					0
	5:15 PM	25	223	60	10	90	16	24	163	15	42	119	25	808					0
	5:30 PM	27	190	54	17	83	17	31	179	18	49	140	28	831					0
	5:45 PM	22	205	77	15	72	9	32	220	16	26	128	20	839					0
	VOLUMES	278	2,073	719	239	1,181	188	339	2,287	230	548	1,738	255	10,073	0	0	0	0	0
	APPROACH %	9%	68%	23%	15%	73%	12%	12%	80%	8%	22%	68%	10%						
	APP/DEPART	3,069	/	2,666	1,608	/	1,959	2,855	/	3,244	2,541	/	2,204	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	76	709	244	87	397	64	109	801	71	190	591	79	3,415					
	APPROACH %	7%	69%	24%	16%	73%	12%	11%	82%	7%	22%	69%	9%						
	PEAK HR FACTOR		0.930			0.886			0.944			0.778		0.939					
	APP/DEPART	1,029	/	896	548	/	657	980	/	1,131	859	/	731	0					

San Fernando

NORTH SIDE

Sheldon WEST SIDE EAST SIDE **Sheldon**

SOUTH SIDE

San Fernando

T219

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Sun Valley	PROJECT #:	SC2380
Thu, Oct 3, 19	NORTH & SOUTH:	San Fernando	LOCATION #:	4A
	EAST & WEST:	Sheldon	CONTROL:	STOP N/S

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

Add U-Turns to Left Turns

		NORTHBOUND San Fernando			SOUTHBOUND San Fernando			EASTBOUND Sheldon			WESTBOUND Sheldon			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	1	0	0	1	0	0	2	0	1	3	0	
AM	7:00 AM	15	0	6	0	0	0	1	146	41	5	208	0	422
	7:15 AM	22	0	7	0	0	0	0	172	33	10	208	0	452
	7:30 AM	7	0	2	0	0	0	0	165	14	7	271	0	466
	7:45 AM	16	0	8	0	0	1	0	235	39	11	213	0	523
	8:00 AM	26	0	8	0	0	0	0	196	34	9	206	0	479
	8:15 AM	26	1	5	0	0	3	2	111	23	10	214	2	397
	8:30 AM	29	0	3	1	0	1	1	144	16	3	184	0	382
	8:45 AM	27	0	10	0	0	0	2	138	24	5	194	2	402
	9:00 AM	25	0	5	1	0	1	1	103	16	11	150	1	314
	9:15 AM	25	0	8	1	0	0	2	130	14	4	131	1	316
	9:30 AM	22	0	4	0	0	5	1	123	12	2	125	0	294
	9:45 AM	18	0	11	1	0	3	3	127	17	2	144	1	327
	VOLUMES	258	1	77	4	0	14	13	1,790	283	79	2,248	7	4,774
	APPROACH %	77%	0%	23%	22%	0%	78%	1%	86%	14%	3%	96%	0%	
	APP/DEPART	336	/	21	18	/	362	2,086	/	1,871	2,334	/	2,520	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	71	0	25	0	0	1	0	768	120	37	898	0	1,920
	APPROACH %	74%	0%	26%	0%	0%	100%	0%	86%	14%	4%	96%	0%	
	PEAK HR FACTOR		0.706			0.250			0.810			0.841		0.918
	APP/DEPART	96	/	0	1	/	157	888	/	793	935	/	970	0
PM	03:00 PM	19	1	8	1	1	0	0	189	12	7	207	0	445
	3:15 PM	17	0	6	3	0	8	1	227	21	5	203	0	491
	3:30 PM	8	0	10	8	0	15	1	218	14	4	198	0	476
	3:45 PM	16	0	14	1	0	1	0	255	20	5	184	0	496
	4:00 PM	15	0	8	1	0	2	0	234	17	8	157	0	442
	4:15 PM	13	0	8	0	0	0	0	246	18	6	174	0	465
	4:30 PM	20	0	12	0	0	0	0	238	11	7	163	0	451
	4:45 PM	6	0	12	0	0	0	0	276	13	5	188	0	500
	5:00 PM	26	0	25	0	0	2	1	256	11	2	243	0	566
	5:15 PM	13	0	8	0	0	2	1	215	8	3	165	0	415
	5:30 PM	15	0	9	0	0	3	1	234	9	3	193	2	469
	5:45 PM	9	0	3	0	0	0	0	276	20	3	163	0	474
	VOLUMES	177	1	123	14	1	33	5	2,864	174	58	2,238	2	5,690
	APPROACH %	59%	0%	41%	29%	2%	69%	0%	94%	6%	3%	97%	0%	
	APP/DEPART	301	/	8	48	/	232	3,043	/	3,002	2,298	/	2,448	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	65	0	57	0	0	2	1	1,016	53	20	768	0	1,982
	APPROACH %	53%	0%	47%	0%	0%	100%	0%	95%	5%	3%	97%	0%	
	PEAK HR FACTOR		0.598			0.250			0.926			0.804		0.875
	APP/DEPART	122	/	1	2	/	73	1,070	/	1,073	788	/	835	0

U-TURNS

	NB	SB	EB	WB	TTL
	0	0	0	0	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
VOLUMES	0	0	0	0	0
03:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
VOLUMES	0	0	0	1	1

San Fernando

NORTH SIDE

Sheldon WEST SIDE EAST SIDE **Sheldon**

SOUTH SIDE

San Fernando

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	1	5	0	0	6	0	4	0	0	4	1	1	0	0	2	0	0	0	0	0
	7:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2
	7:30 AM	0	2	1	1	4	0	1	0	0	1	0	1	1	1	3	0	0	0	0	0
	7:45 AM	2	1	1	0	4	1	0	0	0	1	1	1	1	0	3	0	0	0	0	0
	8:00 AM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	8:15 AM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	2	0	0	2	0	2	0	0	2	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	0	0
	9:00 AM	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1
	9:15 AM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0
	TOTAL	4	23	2	1	30	1	13	0	0	14	3	7	2	1	13	0	3	0	0	3
PM	3:00 PM	1	6	0	0	7	0	4	0	0	4	1	1	0	0	2	0	1	0	0	1
	3:15 PM	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	2	2	0	1	5	1	0	0	0	1	1	1	0	1	3	0	1	0	0	1
	4:00 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1
	4:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	4:30 PM	1	4	0	0	5	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0
	4:45 PM	1	2	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0
	5:00 PM	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
	5:15 PM	0	6	0	0	6	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
	5:45 PM	2	1	0	0	3	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0
	TOTAL	9	31	0	1	41	2	18	0	0	20	7	7	0	1	15	0	6	0	0	6

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

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

STREET:
North / Sounth: San Fernando

East/West: Sheldon

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	239	12	666	445
BIKES	2	2	14	10
BUSES	0	0	38	23

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	37	8:45:00 AM	5	9:30:00 AM	274	7:45:00 AM	278	7:30:00 AM
PM PK 15 MIN	51	5:00:00 PM	23	5:30:00 PM	296	5:45:00 PM	245	5:00:00 PM
AM PK HOUR	135	8:00:00 AM	12	9:00:00 AM	888	7:15:00 AM	943	7:30:00 AM
PM PK HOUR	122	4:30:00 PM	39	3:15:00 PM	1070	4:15:00 PM	813	3:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	60	0	23	83
8-9	108	1	26	135
9-10	90	0	28	118
3-4	60	1	38	99
4-5	54	0	40	94
5-6	63	0	45	108
TOTAL	435	2	200	637

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	1	1
8-9	1	0	4	5
9-10	3	0	9	12
3-4	13	1	24	38
4-5	1	0	2	3
5-6	0	0	7	7
TOTAL	18	1	47	66

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
84	5	2	1	0
140	5	0	0	0
130	3	1	0	0
137	5	5	1	0
97	5	1	1	0
115	8	0	0	0
703	31	9	3	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	718	127	846
8-9	5	589	97	691
9-10	7	483	59	549
3-4	2	889	67	958
4-5	0	994	59	1053
5-6	3	981	48	1032
TOTAL	18	4654	457	5129

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	33	900	0	933
8-9	27	798	4	829
9-10	19	550	3	572
3-4	21	792	0	813
4-5	26	682	0	708
5-6	11	764	2	777
TOTAL	137	4486	9	4632

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1779	0	0	0	0
1520	0	0	0	0
1121	0	0	0	0
1771	0	0	0	0
1761	0	0	0	0
1809	0	0	0	0
9761	0	0	0	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

PCE ADJUSTED

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

STREET:
North / Sounth: San Fernando

East/West: Sheldon

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	239	12	666	445
BIKES	0	0	0	0
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	52	8:45:00 AM	7	9:30:00 AM	288	7:45:00 AM	293	7:30:00 AM
PM PK 15 MIN	53	5:00:00 PM	23	5:30:00 PM	312	5:45:00 PM	248	5:00:00 PM
AM PK HOUR	184	8:00:00 AM	16	9:00:00 AM	939	7:15:00 AM	992	7:30:00 AM
PM PK HOUR	128	4:15:00 PM	40	3:15:00 PM	1131	4:15:00 PM	863	3:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	72	0	26	98
8-9	149	1	34	184
9-10	122	0	37	159
3-4	63	1	42	106
4-5	57	0	43	100
5-6	66	0	46	112
TOTAL	528	2	227	757

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	1	1
8-9	2	0	5	6
9-10	5	0	12	16
3-4	14	1	25	39
4-5	1	0	2	3
5-6	0	0	7	7
TOTAL	21	1	51	72

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
99	0	0	0	0
190	0	0	0	0
175	0	0	0	0
145	0	0	0	0
103	0	0	0	0
119	0	0	0	0
829	0	0	0	0

EASTBOUND Approach

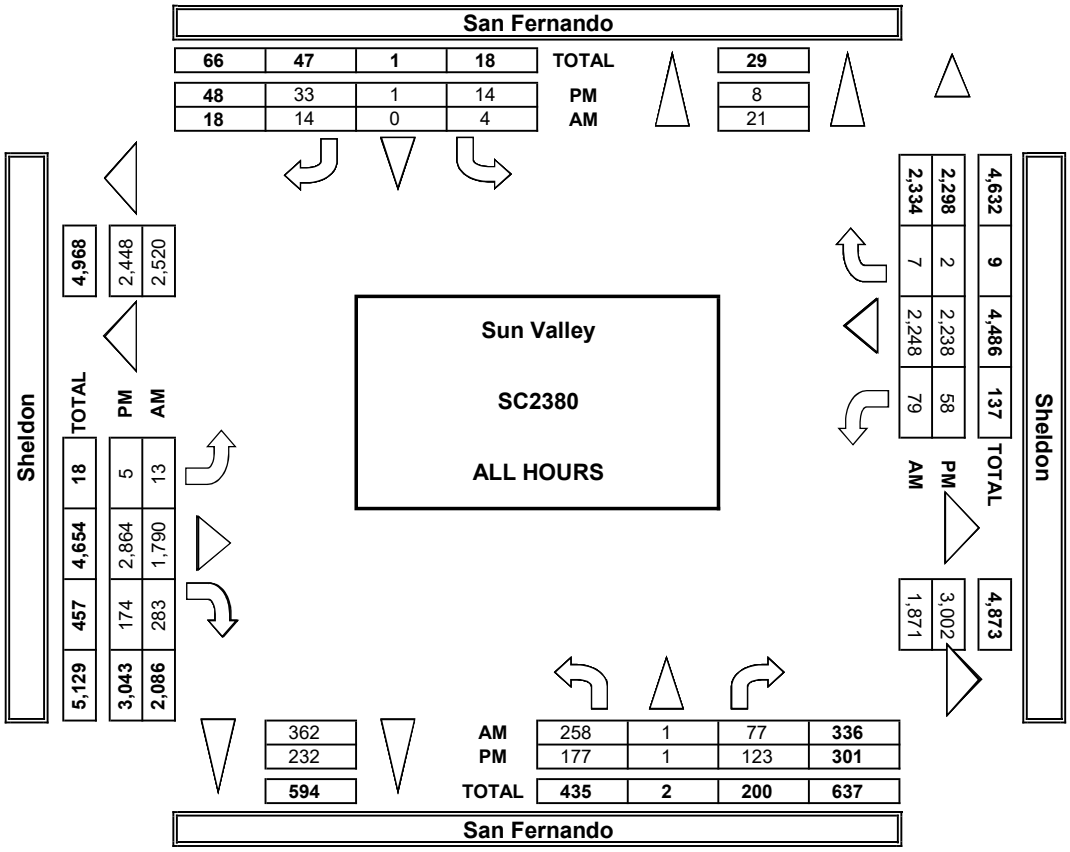
Hours	Lt	Th	Rt	Total
7-8	1	766	137	904
8-9	6	633	104	742
9-10	9	536	66	611
3-4	3	961	84	1047
4-5	0	1047	77	1124
5-6	3	1008	63	1074
TOTAL	21	4950	530	5500

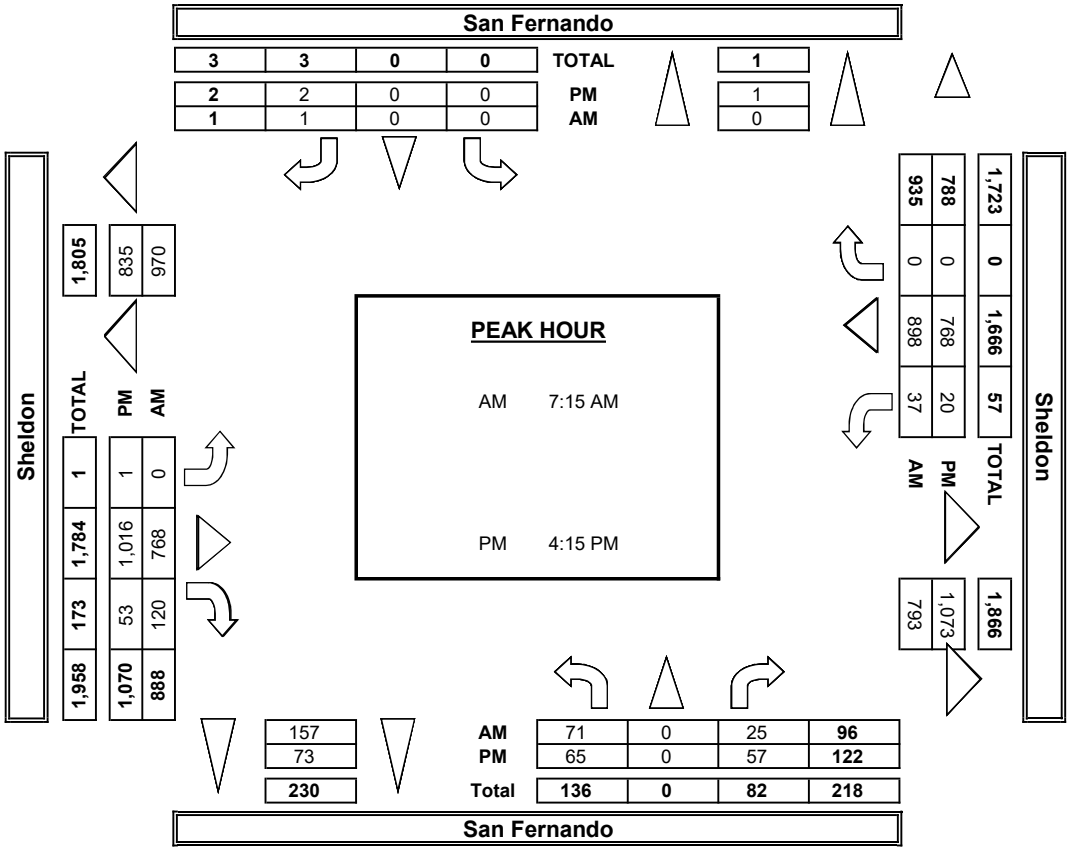
WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	35	944	0	978
8-9	31	846	6	883
9-10	20	598	5	622
3-4	26	837	0	863
4-5	31	708	0	739
5-6	14	778	2	794
TOTAL	156	4710	12	4878

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1882	0	0	0	0
1625	0	0	0	0
1233	0	0	0	0
1909	0	0	0	0
1862	0	0	0	0
1868	0	0	0	0
10378	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Sun Valley	PROJECT #:	SC2380
10/3/19	NORTH & SOUTH:	San Fernando	LOCATION #:	4A
THURSDAY	EAST & WEST:	Sheldon	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 San Fernando			SOUTHBOUND San Fernando			EASTBOUND Sheldon			WESTBOUND Sheldon				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	17	0	6	0	0	0	1	162	46	6	222	0	459					0
	7:15 AM	25	0	8	0	0	0	0	184	36	10	216	0	479					0
	7:30 AM	9	0	2	0	0	0	0	171	16	7	286	0	491					0
	7:45 AM	21	0	10	0	0	1	0	249	39	12	221	0	552					0
	8:00 AM	33	0	10	0	0	0	0	209	36	10	213	0	510					0
	8:15 AM	35	1	7	0	0	4	2	119	24	12	230	3	435					0
	8:30 AM	42	0	4	2	0	1	2	156	17	3	196	0	421					0
	8:45 AM	39	0	13	0	0	0	2	150	28	7	208	3	448					0
	9:00 AM	34	0	7	2	0	2	1	113	18	12	156	2	345					0
	9:15 AM	34	0	11	2	0	0	3	144	16	4	142	2	356					0
	9:30 AM	30	0	6	0	0	7	1	137	14	2	142	0	337					0
	9:45 AM	24	0	14	2	0	3	4	144	19	2	158	2	370					0
	VOLUMES	343	1	96	6	0	17	15	1,935	307	86	2,387	10	5,201	0	0	0	0	0
	APPROACH %	78%	0%	22%	26%	0%	74%	1%	86%	14%	3%	96%	0%						
	APP/DEPART	440	/	26	23	/	392	2,256	/	2,037	2,483	/	2,747	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	88	0	30	0	0	1	0	813	127	39	935	0	2,031					
	APPROACH %	75%	0%	25%	0%	0%	100%	0%	87%	13%	4%	96%	0%						
	PEAK HR FACTOR		0.683			0.250			0.815			0.832		0.920					
	APP/DEPART	118	/	0	1	/	165	939	/	842	974	/	1,024	0					
PM	03:00 PM	20	1	9	2	1	0	0	205	14	9	220	0	481					0
	3:15 PM	18	0	7	3	0	9	2	249	26	7	210	0	528					0
	3:30 PM	9	0	12	8	0	15	1	233	19	5	211	0	511					0
	3:45 PM	17	0	15	1	0	1	0	274	26	6	196	0	535					0
	4:00 PM	16	0	9	1	0	2	0	250	23	10	166	0	475					0
	4:15 PM	13	0	9	0	0	0	0	263	23	8	182	0	497					0
	4:30 PM	22	0	12	0	0	0	0	249	15	7	167	0	471					0
	4:45 PM	6	0	13	0	0	0	0	286	17	7	194	0	523					0
	5:00 PM	28	0	25	0	0	2	1	265	14	2	246	0	583					0
	5:15 PM	14	0	8	0	0	2	1	221	10	4	170	0	429					0
	5:30 PM	15	0	9	0	0	3	1	238	12	4	199	2	483					0
	5:45 PM	9	0	4	0	0	0	0	285	27	4	164	0	493					0
	VOLUMES	185	1	131	15	1	34	6	3,015	224	71	2,323	2	6,005	0	0	0	0	0
	APPROACH %	58%	0%	41%	30%	2%	68%	0%	93%	7%	3%	97%	0%						
	APP/DEPART	317	/	9	49	/	295	3,244	/	3,161	2,395	/	2,541	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	69	0	59	0	0	2	1	1,062	69	23	789	0	2,072					
	APPROACH %	54%	0%	46%	0%	0%	100%	0%	94%	6%	3%	97%	0%						
	PEAK HR FACTOR		0.601			0.250			0.933			0.818		0.889					
	APP/DEPART	128	/	1	2	/	92	1,131	/	1,121	812	/	859	0					

San Fernando

NORTH SIDE

Sheldon WEST SIDE EAST SIDE **Sheldon**

SOUTH SIDE

San Fernando

INTERSECTION TURNING MOVEMENT COUNTS

T219

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

DATE: Thu, Oct 3, 19	LOCATION:	Sun Valley	PROJECT #: SC2380
	NORTH & SOUTH:	San Fernando	LOCATION #: 5
	EAST & WEST:	Lankershim	CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ | ◄ W | E ► | S ▼

Add U-Turns to Left Turns

		NORTHBOUND San Fernando			SOUTHBOUND San Fernando			EASTBOUND Lankershim			WESTBOUND Lankershim			
	LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 0	EL 2	ET X	ER 1	WL X	WT X	WR X	TOTAL
AM	7:00 AM	15	62	0	0	150	97	60	0	12	0	0	0	396
	7:15 AM	17	77	0	0	194	102	73	0	13	0	0	0	476
	7:30 AM	9	91	0	0	222	141	76	0	17	0	0	0	556
	7:45 AM	11	71	0	0	218	110	95	0	22	0	0	0	527
	8:00 AM	5	58	0	0	175	94	62	0	13	0	0	0	407
	8:15 AM	10	44	0	0	158	87	52	0	13	0	0	0	364
	8:30 AM	4	45	0	0	185	71	50	0	20	0	0	0	375
	8:45 AM	8	45	0	0	130	74	38	0	12	0	0	0	307
	9:00 AM	5	47	0	0	96	43	46	0	7	0	0	0	244
	9:15 AM	6	50	0	0	99	55	32	0	14	0	0	0	256
	9:30 AM	7	54	0	0	72	52	53	0	18	0	0	0	256
	9:45 AM	2	49	0	0	85	59	65	0	4	0	0	0	264
	VOLUMES	99	693	0	0	1,784	985	702	0	165	0	0	0	4,428
	APPROACH %	13%	88%	0%	0%	64%	36%	81%	0%	19%	0%	0%	0%	
	APP/DEPART	792	/	1,394	2,769	/	1,949	867	/	0	0	/	1,085	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	42	297	0	0	809	447	306	0	65	0	0	0	1,966
	APPROACH %	12%	88%	0%	0%	64%	36%	82%	0%	18%	0%	0%	0%	
	PEAK HR FACTOR		0.848			0.865			0.793			0.000		0.884
	APP/DEPART	339	/	602	1,256	/	874	371	/	0	0	/	490	0
PM	03:00 PM	8	124	0	0	95	74	69	0	14	0	0	0	384
	3:15 PM	12	127	0	0	116	72	91	0	22	0	0	0	440
	3:30 PM	9	152	0	0	99	83	91	0	26	0	0	0	460
	3:45 PM	10	125	0	0	95	77	112	0	12	0	0	0	431
	4:00 PM	9	128	0	0	80	76	112	0	11	0	0	0	416
	4:15 PM	17	125	0	0	81	77	102	0	16	0	0	0	418
	4:30 PM	13	165	0	0	74	78	135	0	10	0	0	0	475
	4:45 PM	7	125	0	0	68	60	108	0	12	0	0	0	380
	5:00 PM	18	150	0	0	87	87	136	0	12	0	0	0	490
	5:15 PM	8	174	0	0	69	64	125	0	11	0	0	0	451
	5:30 PM	9	150	0	0	82	65	104	0	10	0	0	0	420
	5:45 PM	13	159	0	0	70	62	112	0	7	0	0	0	423
	VOLUMES	133	1,704	0	0	1,016	875	1,297	0	163	0	0	0	5,188
	APPROACH %	7%	93%	0%	0%	54%	46%	89%	0%	11%	0%	0%	0%	
	APP/DEPART	1,837	/	3,000	1,891	/	1,180	1,460	/	0	0	/	1,008	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	46	614	0	0	298	289	504	0	45	0	0	0	1,796
	APPROACH %	7%	93%	0%	0%	51%	49%	92%	0%	8%	0%	0%	0%	
	PEAK HR FACTOR		0.907			0.843			0.927			0.000		0.916
	APP/DEPART	660	/	1,117	587	/	343	549	/	0	0	/	336	0

U-TURNS

	NB	SB	EB	WB	TTL
	0	0	0	0	
AM	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	0	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	0	0
	0	0	1	0	1
PM	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	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	0	1
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
	0	0	0	0	0
	1	0	1	0	2

San Fernando

NORTH SIDE

Lankershim WEST SIDE EAST SIDE **Lankershim**

SOUTH SIDE

San Fernando

ALL PED AND BIKE

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	6	6
7:30 AM	0	0	0	2	2
7:45 AM	0	0	0	2	2
8:00 AM	0	1	0	3	4
8:15 AM	0	0	0	1	1
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	1	1
9:15 AM	0	0	0	4	4
9:30 AM	0	0	0	1	1
9:45 AM	0	0	0	1	1
TOTAL	0	1	0	22	23
3:00 PM	0	1	0	0	1
3:15 PM	0	0	0	0	0
3:30 PM	0	1	0	4	5
3:45 PM	0	1	0	3	4
4:00 PM	0	0	0	1	1
4:15 PM	0	2	0	7	9
4:30 PM	0	0	0	2	2
4:45 PM	0	0	0	2	2
5:00 PM	0	2	0	4	6
5:15 PM	0	1	0	4	5
5:30 PM	0	2	1	5	8
5:45 PM	0	1	0	3	4
TOTAL	0	11	1	35	47

PEDESTRIAN CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
	0	0	0	0	0
	0	0	0	2	2
	0	0	0	1	1
	0	0	0	2	2
	0	1	0	3	4
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	4	4
	0	0	0	0	0
	0	0	0	1	1
	0	1	0	14	15
	0	0	0	0	0
	0	0	0	0	0
	0	1	0	2	3
	0	1	0	3	4
	0	0	0	0	0
	0	2	0	5	7
	0	0	0	2	2
	0	0	0	2	2
	0	2	0	3	5
	0	1	0	2	3
	0	1	0	3	4
	0	1	0	2	3
	0	9	0	24	33

BICYCLE CROSSINGS

	NS	SS	ES	WS	TOTAL
	0	0	0	0	0
	0	0	0	4	4
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	7	7
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	2	2
	0	0	0	1	1
	0	0	0	2	2
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	2	2
	0	0	0	0	0
	0	0	1	1	2
	0	0	0	1	1
	0	0	1	10	11

SCHOOL AGE PED

	NS	SS	ES	WS	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	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	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	1	1
	0	1	0	0	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	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	1	1
	0	1	0	1	2
	0	0	0	0	0
	0	2	0	1	3

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

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

STREET:
North / Sounth: San Fernando

East/West: Lankershim

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District: I/S CODE:

	N/B	S/B	E/B	W/B
DUAL-WHEELED	278	483	288	0
BIKES	1	17	0	0
BUSES	40	62	37	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	100	7:30:00 AM	363	7:30:00 AM	117	7:45:00 AM	0	9:45:00 AM
PM PK 15 MIN	182	5:15:00 PM	188	5:00:00 PM	148	5:00:00 PM	0	5:45:00 PM
AM PK HOUR	353	7:00:00 AM	1256	7:15:00 AM	371	7:15:00 AM	0	
PM PK HOUR	681	5:00:00 PM	711	3:00:00 PM	549	4:30:00 PM	0	

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	52	301	0	353
8-9	27	192	0	219
9-10	20	200	0	220
3-4	39	528	0	567
4-5	46	543	0	589
5-6	48	633	0	681
TOTAL	232	2397	0	2629

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	784	450	1234
8-9	0	648	326	974
9-10	0	352	209	561
3-4	0	405	306	711
4-5	0	303	291	594
5-6	0	308	278	586
TOTAL	0	2800	1860	4660

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1587	0	0	0	0
1193	1	0	0	0
781	0	0	0	0
1278	2	1	0	0
1183	2	0	0	0
1267	5	1	0	0
7289	10	2	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	304	0	64	368
8-9	202	0	58	260
9-10	196	0	43	239
3-4	363	0	74	437
4-5	457	0	49	506
5-6	477	0	40	517
TOTAL	1999	0	328	2327

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
368	5	1	0	0
260	4	0	0	0
239	5	0	0	0
437	5	0	0	0
506	9	0	0	0
517	10	1	0	0
2327	38	2	0	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

PCE ADJUSTED

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

STREET:
North / South: San Fernando

East/West: Lankershim

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	278	483	288	0
BIKES	0	0	0	0
BUSES	40	62	37	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	107	7:30:00 AM	386	7:30:00 AM	125	7:45:00 AM	0	9:45:00 AM
PM PK 15 MIN	191	5:15:00 PM	195	3:30:00 PM	155	4:30:00 PM	0	5:45:00 PM
AM PK HOUR	376	7:00:00 AM	1331	7:15:00 AM	398	7:15:00 AM	0	
PM PK HOUR	710	5:00:00 PM	754	3:00:00 PM	580	4:30:00 PM	0	

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	62	314	0	376
8-9	32	213	0	244
9-10	23	230	0	253
3-4	44	562	0	606
4-5	50	572	0	621
5-6	52	658	0	710
TOTAL	261	2548	0	2808

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	831	485	1316
8-9	0	687	364	1051
9-10	0	386	232	618
3-4	0	429	326	754
4-5	0	322	300	622
5-6	0	315	290	605
TOTAL	0	2968	1996	4964

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1691	0	0	0	0
1295	0	0	0	0
870	0	0	0	0
1360	0	0	0	0
1243	0	0	0	0
1314	0	0	0	0
7772	0	0	0	0

EASTBOUND Approach

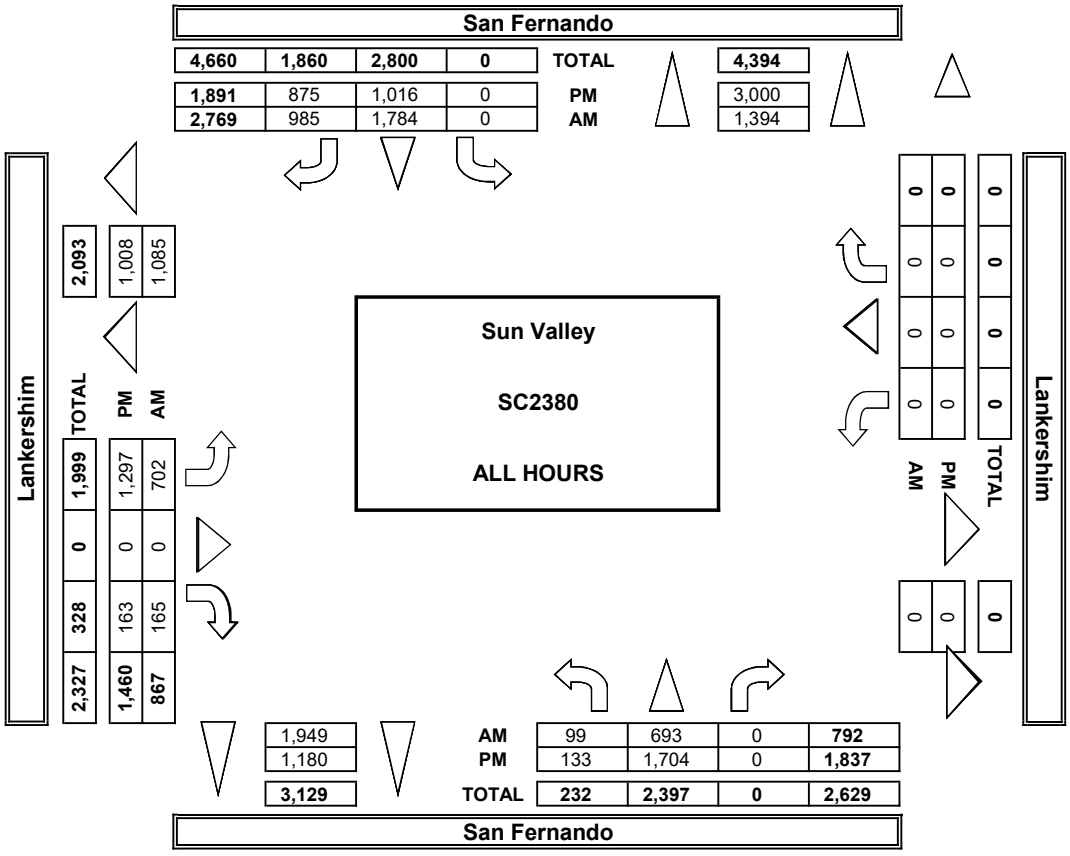
Hours	Lt	Th	Rt	Total
7-8	321	0	73	394
8-9	223	0	64	286
9-10	221	0	50	271
3-4	393	0	80	473
4-5	485	0	57	542
5-6	501	0	43	544
TOTAL	2142	0	366	2508

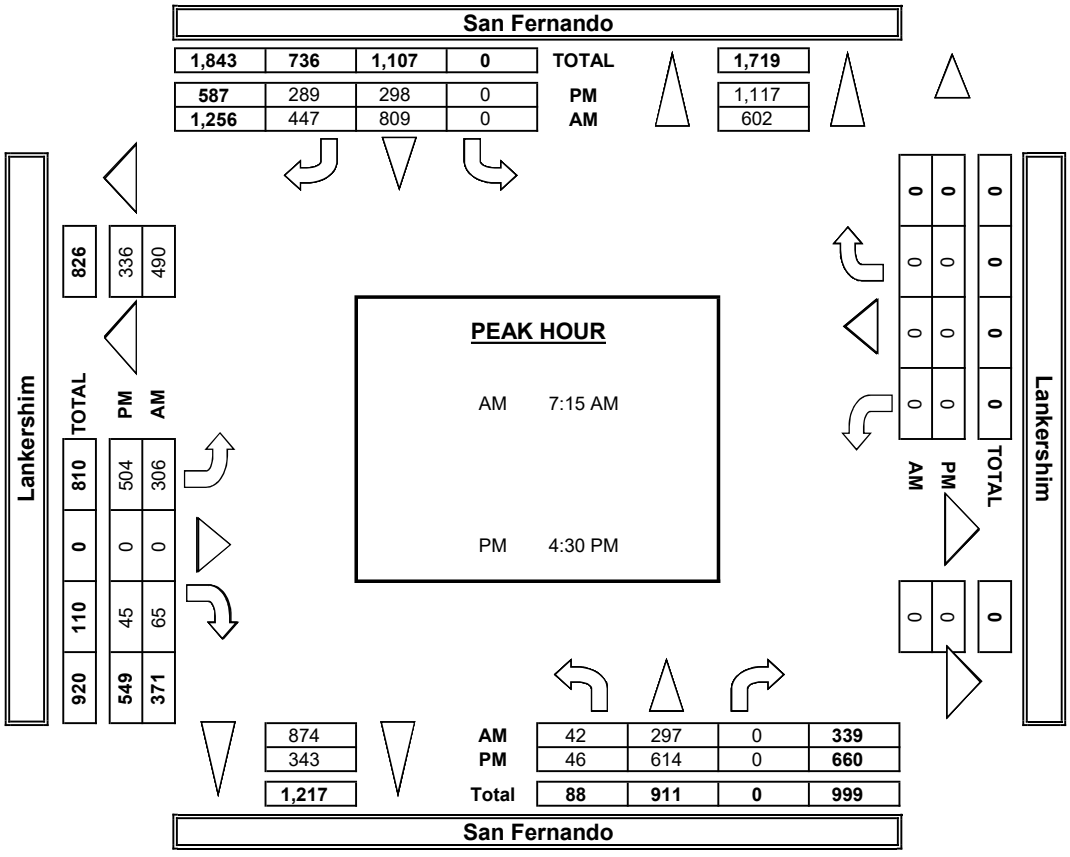
WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
394	0	0	0	0
286	0	0	0	0
271	0	0	0	0
473	0	0	0	0
542	0	0	0	0
544	0	0	0	0
2508	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Sun Valley	PROJECT #:	SC2380
10/3/19	NORTH & SOUTH:	San Fernando	LOCATION #:	5
THURSDAY	EAST & WEST:	Lankershim	CONTROL:	SIGNAL

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

		NORTHBOUND San Fernando			SOUTHBOUND San Fernando			EASTBOUND Lankershim			WESTBOUND Lankershim				U-TURNS				
	LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 0	EL 2	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	17	66	0	0	163	106	65	0	14	0	0	0	430					0
	7:15 AM	20	80	0	0	213	109	77	0	16	0	0	0	514					0
	7:30 AM	13	95	0	0	232	154	79	0	19	0	0	0	590					0
	7:45 AM	12	74	0	0	224	117	100	0	25	0	0	0	552					0
	8:00 AM	6	63	0	0	183	101	68	0	15	0	0	0	435					0
	8:15 AM	12	49	0	0	167	101	57	0	14	0	0	0	400					0
	8:30 AM	5	51	0	0	196	77	56	0	23	0	0	0	407					0
	8:45 AM	9	51	0	0	141	86	42	0	13	0	0	0	340					0
	9:00 AM	5	55	0	0	103	46	51	0	9	0	0	0	269					0
	9:15 AM	7	60	0	0	109	63	37	0	16	0	0	0	292					0
	9:30 AM	9	61	0	0	80	58	59	0	21	0	0	0	287					0
	9:45 AM	2	54	0	0	94	65	75	0	4	0	0	0	294					0
	VOLUMES	116	756	0	0	1,903	1,081	764	0	187	0	0	0	4,806	0	0	0	0	0
	APPROACH %	13%	87%	0%	0%	64%	36%	80%	0%	20%	0%	0%	0%						
	APP/DEPART	872	/	1,520	2,984	/	2,090	950	/	0	0	/	1,197	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	51	311	0	0	851	480	323	0	75	0	0	0	2,090					
	APPROACH %	14%	86%	0%	0%	64%	36%	81%	0%	19%	0%	0%	0%						
	PEAK HR FACTOR		0.845			0.863			0.795			0.000		0.885					
	APP/DEPART	362	/	634	1,331	/	926	398	/	0	0	/	530	0					
PM	03:00 PM	10	133	0	0	104	80	74	0	15	0	0	0	414					0
	3:15 PM	14	136	0	0	119	75	99	0	24	0	0	0	466					0
	3:30 PM	9	160	0	0	106	89	98	0	29	0	0	0	490					0
	3:45 PM	11	134	0	0	101	83	122	0	13	0	0	0	463					0
	4:00 PM	9	137	0	0	85	78	121	0	13	0	0	0	442					0
	4:15 PM	18	132	0	0	87	81	108	0	18	0	0	0	444					0
	4:30 PM	15	171	0	0	77	80	144	0	12	0	0	0	497					0
	4:45 PM	8	132	0	0	73	61	113	0	14	0	0	0	401					0
	5:00 PM	20	157	0	0	90	93	143	0	12	0	0	0	514					0
	5:15 PM	9	182	0	0	71	68	131	0	13	0	0	0	472					0
	5:30 PM	10	155	0	0	83	67	108	0	11	0	0	0	432					0
	5:45 PM	14	165	0	0	72	63	120	0	8	0	0	0	441					0
	VOLUMES	145	1,792	0	0	1,065	915	1,379	0	180	0	0	0	5,474	0	0	0	0	0
	APPROACH %	7%	93%	0%	0%	54%	46%	88%	0%	12%	0%	0%	0%						
	APP/DEPART	1,936	/	3,170	1,980	/	1,245	1,558	/	0	0	/	1,060	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	51	642	0	0	310	301	530	0	50	0	0	0	1,884					
	APPROACH %	7%	93%	0%	0%	51%	49%	91%	0%	9%	0%	0%	0%						
	PEAK HR FACTOR		0.909			0.837			0.935			0.000		0.917					
	APP/DEPART	693	/	1,172	611	/	360	580	/	0	0	/	352	0					

San Fernando

NORTH SIDE

Lankershim WEST SIDE EAST SIDE **Lankershim**

SOUTH SIDE

San Fernando

INTERSECTION TURNING MOVEMENT COUNTS

T219

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

DATE: Thu, Oct 3, 19	LOCATION:	Sun Valley	PROJECT #: SC2380
	NORTH & SOUTH:	Rincon	LOCATION #: 6
	EAST & WEST:	Sheldon	CONTROL: STOP S

NOTES: Queue WB AM/PM

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

Add U-Turns to Left Turns

		NORTHBOUND (Rincon)			SOUTHBOUND (Rincon)			EASTBOUND (Sheldon)			WESTBOUND (Sheldon)				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	1	10	7	195	39	50	221	9	532	0	0	0	0	0
	7:15 AM	0	0	0	1	1	4	13	229	51	58	276	8	641	0	0	0	0	0
	7:30 AM	0	0	0	2	1	5	10	288	42	59	264	21	692	0	0	0	0	0
	7:45 AM	0	0	0	0	0	8	12	297	57	54	264	14	706	0	0	0	0	0
	8:00 AM	0	0	0	0	0	6	13	237	43	42	244	7	592	0	0	0	0	0
	8:15 AM	0	0	0	2	1	3	13	130	26	42	219	4	440	0	0	0	0	0
	8:30 AM	0	0	0	1	2	11	5	156	29	35	177	6	422	0	0	0	0	0
	8:45 AM	0	0	0	2	0	8	5	163	32	40	174	14	438	0	0	1	0	1
	9:00 AM	0	0	0	2	0	4	3	138	27	39	152	5	370	0	0	0	0	0
	9:15 AM	0	0	0	2	1	11	7	158	27	28	142	2	378	0	0	0	0	0
	9:30 AM	0	0	0	2	0	5	5	139	21	30	127	7	336	0	0	0	0	0
	9:45 AM	0	0	0	1	7	8	6	154	21	33	132	5	367	0	0	1	0	1
	VOLUMES	0	0	0	15	14	83	99	2,284	415	510	2,392	102	5,914	0	0	2	0	2
	APPROACH %	0%	0%	0%	13%	13%	74%	4%	82%	15%	17%	80%	3%						
	APP/DEPART	0	/	199	112	/	939	2,798	/	2,299	3,004	/	2,477	0					
	BEGIN PEAK HR	7:15 AM																	
	VOLUMES	0	0	0	3	2	23	48	1,051	193	213	1,048	50	2,631					
	APPROACH %	0%	0%	0%	11%	7%	82%	4%	81%	15%	16%	80%	4%						
	PEAK HR FACTOR		0.000			0.875			0.883			0.953		0.932					
	APP/DEPART	0	/	98	28	/	408	1,292	/	1,054	1,311	/	1,071	0					
PM	03:00 PM	0	0	0	3	1	6	7	296	43	48	222	14	640	0	0	0	0	0
	3:15 PM	0	0	0	0	1	8	25	316	40	54	234	4	682	0	0	4	0	4
	3:30 PM	0	0	0	1	0	8	9	275	42	57	218	6	616	0	0	1	0	1
	3:45 PM	0	0	0	2	1	6	14	287	37	42	262	4	655	0	0	0	0	0
	4:00 PM	0	0	0	1	0	1	16	295	45	50	205	7	620	0	0	1	0	1
	4:15 PM	0	0	0	2	1	5	14	303	25	22	206	6	584	0	0	0	0	0
	4:30 PM	0	0	0	1	0	8	21	276	24	41	200	7	578	0	0	3	0	3
	4:45 PM	0	0	0	1	1	5	17	310	37	31	199	6	607	0	0	1	0	1
	5:00 PM	0	0	0	1	0	11	17	282	70	42	295	4	722	0	0	3	0	3
	5:15 PM	0	0	0	1	1	8	16	283	75	29	219	7	639	0	0	0	0	0
	5:30 PM	0	0	0	0	1	11	18	307	66	42	225	8	678	0	0	0	0	0
	5:45 PM	0	0	0	0	1	3	15	292	73	35	172	2	593	0	0	1	0	1
	VOLUMES	0	0	0	13	8	80	189	3,522	577	493	2,657	75	7,614	0	0	14	0	14
	APPROACH %	0%	0%	0%	13%	8%	79%	4%	82%	13%	15%	82%	2%						
	APP/DEPART	0	/	250	101	/	1,078	4,288	/	3,535	3,225	/	2,751	0					
	BEGIN PEAK HR	4:45 PM																	
	VOLUMES	0	0	0	3	3	35	68	1,182	248	144	938	25	2,646					
	APPROACH %	0%	0%	0%	7%	7%	85%	5%	79%	17%	13%	85%	2%						
	PEAK HR FACTOR		0.000			0.854			0.958			0.812		0.916					
	APP/DEPART	0	/	89	41	/	395	1,498	/	1,185	1,107	/	977	0					

Rincon

NORTH SIDE

Sheldon — WEST SIDE — EAST SIDE — Sheldon

SOUTH SIDE

Rincon

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
	7:15 AM	9	3	0	0	12	1	3	0	0	4	0	0	0	0	0	8	0	0	0	8
	7:30 AM	9	0	0	0	9	3	0	0	0	3	0	0	0	0	0	6	0	0	0	6
	7:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
	8:15 AM	3	1	0	0	4	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3
	8:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	8:45 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
	9:00 AM	1	4	0	0	5	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0
	9:15 AM	2	3	0	0	5	2	2	0	0	4	0	1	0	0	1	0	0	0	0	0
	9:30 AM	0	4	0	0	4	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0
	9:45 AM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
	TOTAL	28	23	0	0	51	11	19	0	0	30	0	4	0	0	4	17	0	0	0	17
PM	3:00 PM	8	4	0	0	12	1	1	0	0	2	0	0	0	0	0	7	3	0	0	10
	3:15 PM	12	3	0	0	15	3	0	0	0	3	0	1	0	0	1	9	2	0	0	11
	3:30 PM	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0
	3:45 PM	9	5	0	0	14	1	0	0	0	1	0	2	0	0	2	8	3	0	0	11
	4:00 PM	7	1	0	0	8	2	0	0	0	2	0	1	0	0	1	5	0	0	0	5
	4:15 PM	7	2	0	0	9	4	1	0	0	5	1	1	0	0	2	2	0	0	0	2
	4:30 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2
	4:45 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2
	5:00 PM	3	6	1	0	10	2	0	0	0	2	1	1	1	0	3	0	5	0	0	5
	5:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
	5:30 PM	6	2	0	0	8	4	2	0	0	6	2	0	0	0	2	0	0	0	0	0
	5:45 PM	2	4	0	0	6	0	3	0	0	3	1	1	0	0	2	1	0	0	0	1
	TOTAL	59	32	1	0	92	18	9	0	0	27	5	10	1	0	16	36	13	0	0	49

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

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

STREET:
North / Sounth: Rincon

East/West: Sheldon

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District: I/S CODE:

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	28	780	594
BIKES	1	0	14	5
BUSES	0	0	46	43

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0		16	9:45:00 AM	366	7:45:00 AM	344	7:30:00 AM
PM PK 15 MIN	0		12	5:30:00 PM	391	5:30:00 PM	341	5:00:00 PM
AM PK HOUR	0		44	8:30:00 AM	1292	7:15:00 AM	1311	7:15:00 AM
PM PK HOUR	0		41	4:45:00 PM	1514	5:00:00 PM	1165	3:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	3	27	33
8-9	5	3	28	36
9-10	7	8	28	43
3-4	6	3	28	37
4-5	5	2	19	26
5-6	2	3	33	38
TOTAL	28	22	163	213

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
33	4	0	6	14
36	7	0	0	3
43	8	0	5	0
37	1	8	6	24
26	1	0	6	11
38	7	5	6	1
213	28	13	29	53

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	42	1009	189	1240
8-9	36	686	130	852
9-10	21	589	96	706
3-4	55	1174	162	1391
4-5	68	1184	131	1383
5-6	66	1164	284	1514
TOTAL	288	5806	992	7086

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	221	1025	52	1298
8-9	159	814	31	1004
9-10	130	553	19	702
3-4	201	936	28	1165
4-5	144	810	26	980
5-6	148	911	21	1080
TOTAL	1003	5049	177	6229

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2538	0	0	0	0
1856	0	0	0	0
1408	0	0	0	0
2556	0	0	0	0
2363	0	0	0	0
2594	0	0	0	0
13315	0	0	0	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

PCE ADJUSTED

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

STREET:
North / Sounth: Rincon

East/West: Sheldon

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	28	780	594
BIKES	0	0	0	0
BUSES	0	0	0	43

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0		18	9:45:00 AM	381	7:45:00 AM	361	7:30:00 AM
PM PK 15 MIN	0		13	5:00:00 PM	406	5:30:00 PM	353	5:00:00 PM
AM PK HOUR	0		49	8:30:00 AM	1345	7:15:00 AM	1377	7:15:00 AM
PM PK HOUR	0		43	4:45:00 PM	1590	5:00:00 PM	1217	3:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	3	29	35
8-9	5	4	32	41
9-10	7	10	30	47
3-4	6	3	29	38
4-5	5	2	21	28
5-6	2	3	35	40
TOTAL	28	25	175	227

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
35	0	0	0	0
41	0	0	0	0
47	0	0	0	0
38	0	0	0	0
28	0	0	0	0
40	0	0	0	0
227	0	0	0	0

EASTBOUND Approach

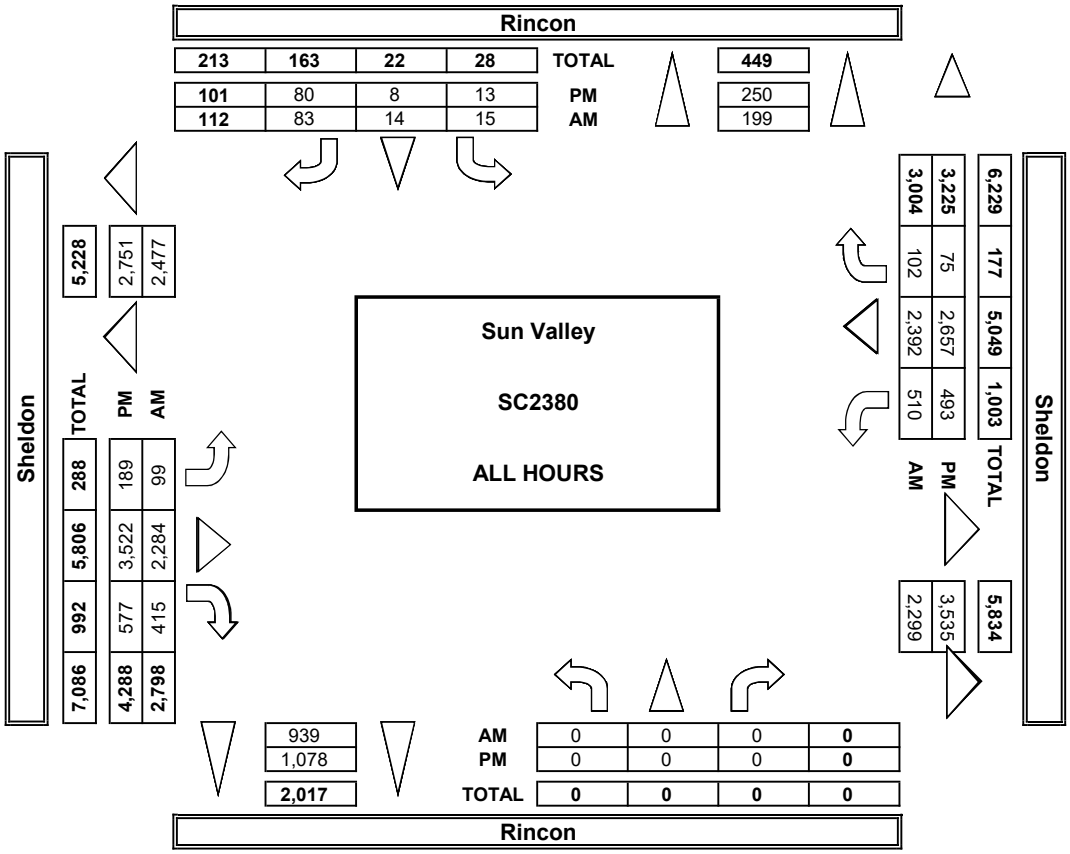
Hours	Lt	Th	Rt	Total
7-8	43	1056	199	1298
8-9	38	732	136	906
9-10	24	651	103	778
3-4	57	1250	167	1473
4-5	71	1272	135	1478
5-6	70	1224	297	1590
TOTAL	303	6184	1036	7522

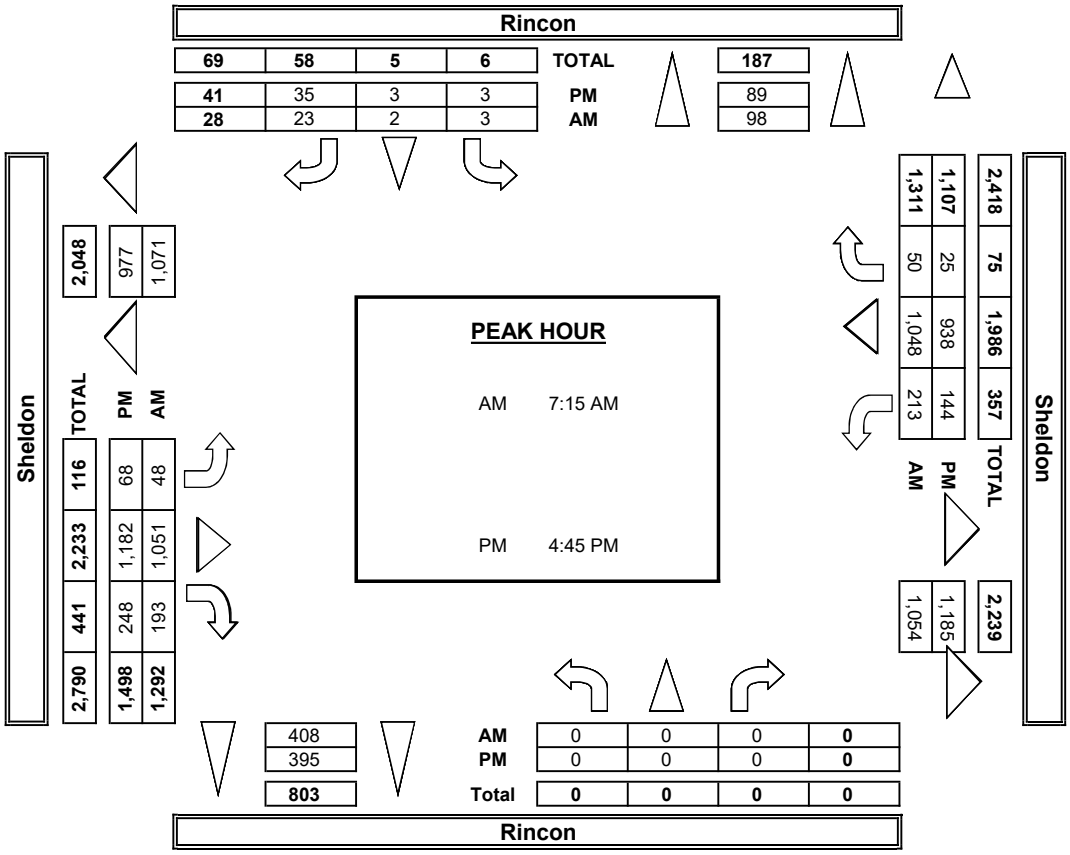
WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	237	1074	53	1363
8-9	179	881	35	1094
9-10	151	598	23	772
3-4	210	979	28	1217
4-5	148	837	27	1011
5-6	151	941	21	1113
TOTAL	1075	5309	186	6569

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2661	0	0	0	0
1999	0	0	0	0
1550	0	0	0	0
2690	0	0	0	0
2489	0	0	0	0
2703	0	0	0	0
14091	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS





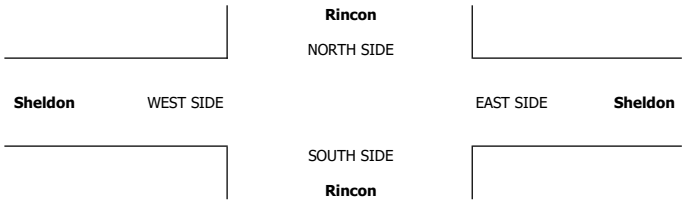
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Sun Valley	PROJECT #:	SC2380
10/3/19	NORTH & SOUTH:	Rincon	LOCATION #:	6
THURSDAY	EAST & WEST:	Sheldon	CONTROL:	STOP S

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

		NORTHBOUND Rincon			SOUTHBOUND Rincon			EASTBOUND Sheldon			WESTBOUND Sheldon				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	1	10	7	211	41	57	236	9	571					0
	7:15 AM	0	0	0	1	1	4	13	238	55	61	290	8	670					0
	7:30 AM	0	0	0	2	1	6	11	299	44	62	279	21	723					0
	7:45 AM	0	0	0	0	0	9	12	309	60	58	270	15	732					0
	8:00 AM	0	0	0	0	0	8	13	248	45	46	262	8	628					0
	8:15 AM	0	0	0	2	1	3	15	140	27	49	235	4	476					0
	8:30 AM	0	0	0	1	3	13	5	171	31	39	197	7	465					0
	8:45 AM	0	0	0	2	0	9	5	174	34	46	187	16	472					0
	9:00 AM	0	0	0	2	0	5	4	153	30	45	163	6	406					0
	9:15 AM	0	0	0	2	2	12	8	176	28	33	155	3	417					0
	9:30 AM	0	0	0	2	0	5	7	151	25	35	140	9	373					0
	9:45 AM	0	0	0	1	9	9	7	171	21	39	141	6	401					0
	VOLUMES	0	0	0	15	17	90	105	2,439	438	566	2,553	110	6,331	0	0	0	0	0
	APPROACH %	0%	0%	0%	12%	14%	74%	4%	82%	15%	18%	79%	3%						
	APP/DEPART	0	/	215	122	/	1,020	2,981	/	2,454	3,229	/	2,643	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	3	2	26	49	1,093	203	226	1,100	52	2,752					
	APPROACH %	0%	0%	0%	10%	6%	84%	4%	81%	15%	16%	80%	4%						
	PEAK HR FACTOR		0.000			0.861			0.883			0.953		0.941					
	APP/DEPART	0	/	101	31	/	430	1,345	/	1,096	1,377	/	1,126	0					
PM	03:00 PM	0	0	0	3	1	6	8	317	44	52	235	14	679					0
	3:15 PM	0	0	0	0	1	8	25	335	42	55	242	4	711					0
	3:30 PM	0	0	0	1	0	8	9	291	44	60	229	6	648					0
	3:45 PM	0	0	0	2	1	7	16	307	38	44	274	4	691					0
	4:00 PM	0	0	0	1	0	2	17	322	47	53	214	8	662					0
	4:15 PM	0	0	0	2	1	6	15	323	26	22	217	6	618					0
	4:30 PM	0	0	0	1	0	8	21	295	25	42	202	7	601					0
	4:45 PM	0	0	0	1	1	6	19	332	38	32	204	6	638					0
	5:00 PM	0	0	0	1	0	12	18	300	75	43	306	4	759					0
	5:15 PM	0	0	0	1	1	8	18	299	79	29	228	7	669					0
	5:30 PM	0	0	0	0	1	12	19	320	68	43	234	8	703					0
	5:45 PM	0	0	0	0	1	4	16	306	76	36	174	2	613					0
	VOLUMES	0	0	0	13	8	85	198	3,746	598	509	2,757	76	7,987	0	0	0	0	0
	APPROACH %	0%	0%	0%	12%	8%	80%	4%	82%	13%	15%	83%	2%						
	APP/DEPART	0	/	273	106	/	1,115	4,541	/	3,759	3,341	/	2,841	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	3	3	37	73	1,251	259	147	972	25	2,768					
	APPROACH %	0%	0%	0%	7%	7%	86%	5%	79%	16%	13%	85%	2%						
	PEAK HR FACTOR		0.000			0.827			0.974			0.809		0.912					
	APP/DEPART	0	/	98	43	/	408	1,582	/	1,254	1,143	/	1,009	0					



INTERSECTION TURNING MOVEMENT COUNTS

T219

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

DATE:	LOCATION:	Sun Valley	PROJECT #:	SC2380
Thu, Oct 3, 19	NORTH & SOUTH:	Laurel Canyon	LOCATION #:	7
	EAST & WEST:	Sheldon	CONTROL:	SIGNAL

NOTES:

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

Add U-Turns to Left Turns

		NORTHBOUND Laurel Canyon			SOUTHBOUND Laurel Canyon			EASTBOUND Sheldon			WESTBOUND Sheldon			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
AM	7:00 AM	14	53	70	31	181	83	20	143	35	27	183	17	857
	7:15 AM	6	73	88	42	240	96	17	170	37	25	212	32	1,038
	7:30 AM	16	108	110	44	272	91	18	185	29	22	200	34	1,129
	7:45 AM	9	110	105	35	222	72	19	220	30	22	198	58	1,100
	8:00 AM	8	113	98	34	177	73	26	163	37	28	191	48	996
	8:15 AM	3	78	56	26	140	77	15	86	27	26	188	13	735
	8:30 AM	12	58	51	32	178	74	16	109	24	27	140	20	741
	8:45 AM	7	48	61	34	166	61	16	104	24	24	136	21	702
	9:00 AM	6	51	56	15	151	49	16	90	20	31	124	13	622
	9:15 AM	7	66	82	27	120	43	24	87	23	26	112	15	632
	9:30 AM	2	61	66	18	99	53	24	75	26	27	106	17	574
	9:45 AM	6	64	69	17	88	46	29	103	27	26	95	17	587
	VOLUMES	96	883	912	355	2,034	818	240	1,535	339	311	1,885	305	9,713
	APPROACH %	5%	47%	48%	11%	63%	26%	11%	73%	16%	12%	75%	12%	
	APP/DEPART	1,891	/	1,428	3,207	/	2,684	2,114	/	2,802	2,501	/	2,799	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	39	404	401	155	911	332	80	738	133	97	801	172	4,263
	APPROACH %	5%	48%	48%	11%	65%	24%	8%	78%	14%	9%	75%	16%	
	PEAK HR FACTOR		0.902			0.859			0.884			0.962		0.944
	APP/DEPART	844	/	656	1,398	/	1,141	951	/	1,294	1,070	/	1,172	0
PM	03:00 PM	19	160	120	43	138	68	29	192	38	21	172	47	1,047
	3:15 PM	18	191	127	38	119	70	45	214	42	25	163	53	1,105
	3:30 PM	15	172	109	37	127	46	42	184	44	28	152	51	1,007
	3:45 PM	13	195	101	34	113	59	39	204	34	30	179	66	1,067
	4:00 PM	10	213	114	32	120	65	47	191	37	26	137	46	1,038
	4:15 PM	16	234	116	37	120	69	36	186	43	29	137	47	1,070
	4:30 PM	10	200	102	38	113	57	58	204	36	30	139	58	1,045
	4:45 PM	21	272	131	21	131	27	54	214	49	25	123	58	1,126
	5:00 PM	13	271	124	32	109	59	38	214	36	26	187	85	1,194
	5:15 PM	15	277	146	34	107	61	46	192	42	30	143	73	1,166
	5:30 PM	16	269	156	28	107	45	47	207	35	32	135	70	1,147
	5:45 PM	32	212	130	19	100	28	55	222	40	27	109	50	1,024
	VOLUMES	198	2,666	1,476	393	1,404	654	536	2,424	476	329	1,776	704	13,036
	APPROACH %	5%	61%	34%	16%	57%	27%	16%	71%	14%	12%	63%	25%	
	APP/DEPART	4,340	/	3,906	2,451	/	2,209	3,436	/	4,294	2,809	/	2,627	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	65	1,089	557	115	454	192	185	827	162	113	588	286	4,633
	APPROACH %	4%	64%	33%	15%	60%	25%	16%	70%	14%	11%	60%	29%	
	PEAK HR FACTOR		0.970			0.942			0.926			0.828		0.970
	APP/DEPART	1,711	/	1,560	761	/	729	1,174	/	1,499	987	/	845	0

U-TURNS	NB	SB	EB	WB	TTL
	0	0	0	0	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
VOLUMES	0	0	0	0	0
03:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
VOLUMES	1	0	0	1	2

Laurel Canyon

NORTH SIDE

Sheldon WEST SIDE EAST SIDE **Sheldon**

SOUTH SIDE

Laurel Canyon

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	7	1	3	0	11	3	0	1	0	4	0	0	0	0	0	4	1	2	0	7
	7:15 AM	4	3	3	8	18	3	2	1	2	8	0	0	0	0	0	1	1	2	6	10
	7:30 AM	11	2	1	1	15	6	1	1	0	8	0	0	0	0	0	5	1	0	1	7
	7:45 AM	4	1	3	3	11	3	0	1	0	4	0	0	0	0	0	1	1	2	3	7
	8:00 AM	3	4	10	3	20	3	3	7	3	16	0	0	0	0	0	0	1	3	0	4
	8:15 AM	3	1	0	1	5	1	1	0	0	2	1	0	0	1	2	1	0	0	0	1
	8:30 AM	3	1	0	2	6	3	0	0	1	4	0	1	0	1	2	0	0	0	0	0
	8:45 AM	7	3	4	2	16	6	2	2	2	12	1	1	2	0	4	0	0	0	0	0
	9:00 AM	4	4	4	0	12	2	3	4	0	9	1	1	0	0	2	1	0	0	0	1
	9:15 AM	4	1	1	4	10	4	1	1	3	9	0	0	0	0	0	0	0	0	1	1
	9:30 AM	2	1	0	3	6	2	0	0	2	4	0	1	0	0	1	0	0	0	1	1
	9:45 AM	1	2	2	2	7	1	2	2	1	6	0	0	0	1	1	0	0	0	0	0
	TOTAL	53	24	31	29	137	37	15	20	14	86	3	4	2	3	12	13	5	9	12	39
PM	3:00 PM	2	5	2	8	17	2	3	1	3	9	0	0	0	3	3	0	2	1	2	5
	3:15 PM	7	6	3	5	21	3	2	0	0	5	0	1	0	0	1	4	3	3	5	15
	3:30 PM	6	4	3	5	18	4	2	1	0	7	0	1	0	1	2	2	1	2	4	9
	3:45 PM	9	6	5	5	25	3	3	2	1	9	1	1	1	2	5	5	2	2	2	11
	4:00 PM	7	3	2	1	13	5	1	1	1	8	1	1	0	0	2	1	1	1	0	3
	4:15 PM	4	0	1	6	11	4	0	0	3	7	0	0	1	0	1	0	0	0	3	3
	4:30 PM	8	4	4	2	18	7	1	1	1	10	0	3	3	1	7	1	0	0	0	1
	4:45 PM	7	2	1	7	17	6	1	1	5	13	0	1	0	0	1	1	0	0	2	3
	5:00 PM	5	5	7	2	19	5	3	3	2	13	0	1	0	0	1	0	1	4	0	5
	5:15 PM	0	1	0	1	2	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
	5:30 PM	6	0	2	1	9	5	0	2	1	8	1	0	0	0	1	0	0	0	0	0
	5:45 PM	4	3	2	3	12	3	2	2	2	9	1	1	0	1	3	0	0	0	0	0
	TOTAL	65	39	32	46	182	47	19	14	20	100	4	10	5	8	27	14	10	13	18	55

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

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

STREET:
North / Sounth: Laurel Canyon

East/West: Sheldon

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	526	480	591	462
BIKES	7	11	14	7
BUSES	39	58	39	41

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	234	7:30:00 AM	407	7:30:00 AM	269	7:45:00 AM	278	7:45:00 AM
PM PK 15 MIN	441	5:30:00 PM	249	3:00:00 PM	317	5:45:00 PM	298	5:00:00 PM
AM PK HOUR	844	7:15:00 AM	1409	7:00:00 AM	951	7:15:00 AM	1070	7:15:00 AM
PM PK HOUR	1711	4:45:00 PM	892	3:00:00 PM	1183	4:30:00 PM	987	4:45:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	45	344	373	762
8-9	30	297	266	593
9-10	21	242	273	536
3-4	65	718	457	1240
4-5	57	919	463	1439
5-6	76	1029	556	1661
TOTAL	294	3549	2388	6231

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	152	915	342	1409
8-9	126	661	285	1072
9-10	77	458	191	726
3-4	152	497	243	892
4-5	128	484	218	830
5-6	113	423	193	729
TOTAL	748	3438	1472	5658

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2171	3	4	15	11
1665	6	1	13	1
1262	6	0	9	1
2132	10	8	12	11
2269	3	1	22	3
2390	6	1	13	0
11889	34	15	84	27

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	74	718	131	923
8-9	73	462	112	647
9-10	93	355	96	544
3-4	155	794	158	1107
4-5	195	795	165	1155
5-6	186	835	153	1174
TOTAL	776	3959	815	5550

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	96	793	141	1030
8-9	105	655	102	862
9-10	110	437	62	609
3-4	104	666	217	987
4-5	110	536	209	855
5-6	115	574	278	967
TOTAL	640	3661	1009	5310

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1953	2	10	4	6
1509	6	0	9	3
1153	6	2	7	0
2094	4	13	4	8
2010	10	5	3	1
2141	6	0	7	4
10860	34	30	34	22

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

PCE ADJUSTED

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

STREET:
North / Sounth: Laurel Canyon

East/West: Sheldon

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	526	480	591	462
BIKES	0	0	0	0
BUSES	39	58	39	41

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	245	7:30:00 AM	422	7:30:00 AM	278	7:45:00 AM	287	8:00:00 AM
PM PK 15 MIN	457	5:30:00 PM	262	3:00:00 PM	337	4:45:00 PM	307	5:00:00 PM
AM PK HOUR	879	7:15:00 AM	1476	7:00:00 AM	992	7:15:00 AM	1126	7:15:00 AM
PM PK HOUR	1777	4:45:00 PM	941	3:00:00 PM	1256	4:30:00 PM	1033	3:00:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	49	360	390	799
8-9	31	317	280	628
9-10	22	253	297	572
3-4	66	746	487	1299
4-5	59	955	499	1513
5-6	76	1064	585	1725
TOTAL	303	3695	2535	6533

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	164	956	356	1476
8-9	136	703	300	1138
9-10	84	492	202	778
3-4	163	528	251	941
4-5	136	505	225	865
5-6	118	442	199	759
TOTAL	800	3626	1531	5956

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
2275	0	0	0	0
1766	0	0	0	0
1349	0	0	0	0
2240	0	0	0	0
2378	0	0	0	0
2483	0	0	0	0
12489	0	0	0	0

EASTBOUND Approach

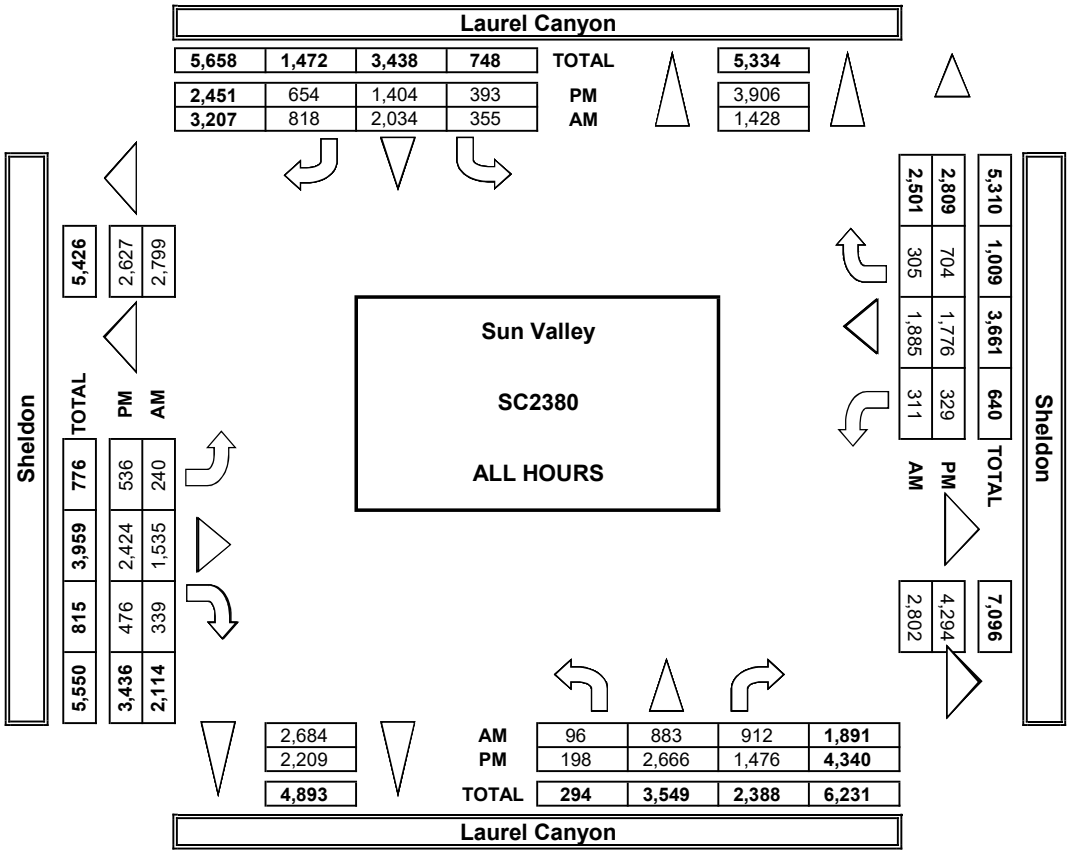
Hours	Lt	Th	Rt	Total
7-8	76	751	139	965
8-9	81	494	120	695
9-10	98	391	102	591
3-4	167	842	164	1173
4-5	216	849	169	1233
5-6	199	874	157	1230
TOTAL	836	4200	849	5885

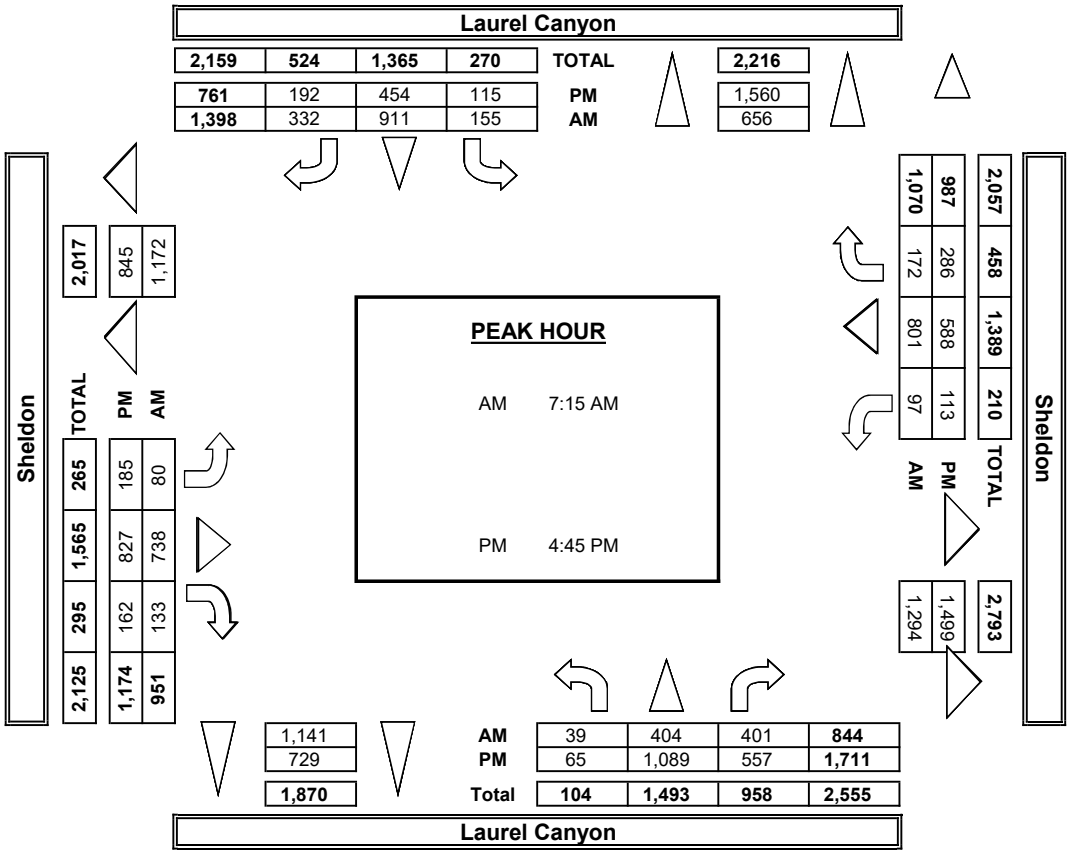
WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	105	829	147	1081
8-9	115	703	110	928
9-10	121	471	70	661
3-4	110	701	223	1033
4-5	111	556	219	885
5-6	117	593	286	996
TOTAL	678	3852	1053	5582

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
2046	0	0	0	0
1622	0	0	0	0
1252	0	0	0	0
2206	0	0	0	0
2117	0	0	0	0
2225	0	0	0	0
11467	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS





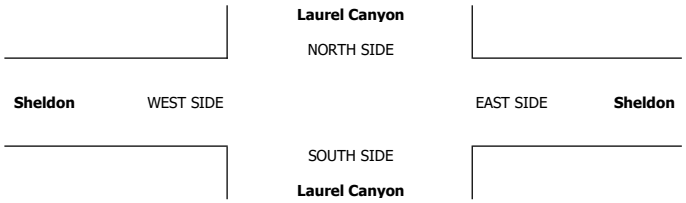
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
10/3/19	LOCATION:	Sun Valley	PROJECT #:	SC2380	
THURSDAY	NORTH & SOUTH:	Laurel Canyon	LOCATION #:	7	
	EAST & WEST:	Sheldon	CONTROL:	SIGNAL	

	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 Laurel Canyon			SOUTHBOUND Laurel Canyon			EASTBOUND Sheldon			WESTBOUND Sheldon				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	16	57	76	35	197	86	21	153	37	30	193	20	917					0
	7:15 AM	6	78	91	45	247	99	18	177	40	28	222	33	1,083					0
	7:30 AM	17	114	114	47	281	95	19	194	30	25	210	36	1,179					0
	7:45 AM	11	112	109	38	232	77	19	227	33	23	205	59	1,142					0
	8:00 AM	8	118	102	36	187	78	27	171	39	32	204	51	1,052					0
	8:15 AM	3	83	60	29	149	82	18	93	29	29	200	14	787					0
	8:30 AM	13	65	54	34	187	78	20	119	26	28	154	23	799					0
	8:45 AM	8	52	64	38	180	63	16	111	26	27	145	22	751					0
	9:00 AM	6	52	62	17	162	51	18	100	22	34	134	14	669					0
	9:15 AM	8	71	89	30	129	46	26	97	24	29	122	16	682					0
	9:30 AM	3	64	71	20	108	57	25	83	26	31	115	21	621					0
	9:45 AM	6	67	75	19	94	48	30	112	31	28	101	20	629					0
	VOLUMES	102	930	966	384	2,151	857	255	1,636	360	341	2,003	326	10,308	0	0	0	0	0
	APPROACH %	5%	47%	48%	11%	63%	25%	11%	73%	16%	13%	75%	12%						
	APP/DEPART	1,998	/	1,511	3,392	/	2,851	2,250	/	2,985	2,669	/	2,962	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	42	422	416	165	946	348	82	769	141	107	840	179	4,455					
	APPROACH %	5%	48%	47%	11%	65%	24%	8%	78%	14%	10%	75%	16%						
	PEAK HR FACTOR		0.899			0.864			0.892			0.982		0.945					
	APP/DEPART	879	/	682	1,459	/	1,194	992	/	1,350	1,126	/	1,230	0					
PM	03:00 PM	20	166	126	46	146	71	31	204	39	24	183	48	1,101					0
	3:15 PM	18	198	138	41	127	71	50	225	44	27	170	56	1,162					0
	3:30 PM	15	177	116	42	137	48	46	193	46	29	161	52	1,061					0
	3:45 PM	14	206	107	35	120	61	41	220	35	31	188	68	1,123					0
	4:00 PM	11	223	127	34	126	66	52	207	37	27	144	49	1,101					0
	4:15 PM	17	242	125	39	125	72	39	198	45	29	146	51	1,126					0
	4:30 PM	10	211	108	41	119	58	65	217	37	30	140	59	1,092					0
	4:45 PM	22	280	140	23	135	30	60	227	50	25	126	60	1,177					0
	5:00 PM	13	281	130	33	114	61	43	229	38	26	195	86	1,248					0
	5:15 PM	15	286	155	36	112	63	48	202	43	31	149	77	1,214					0
	5:30 PM	16	278	163	29	113	46	51	215	36	33	139	73	1,189					0
	5:45 PM	32	220	137	21	104	29	58	229	41	28	111	51	1,058					0
	VOLUMES	201	2,765	1,570	416	1,475	674	581	2,565	490	338	1,849	727	13,648	0	0	0	0	0
	APPROACH %	4%	61%	35%	16%	58%	26%	16%	71%	13%	12%	63%	25%						
	APP/DEPART	4,536	/	4,072	2,565	/	2,302	3,635	/	4,550	2,913	/	2,724	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	66	1,125	587	121	474	200	201	873	166	115	608	295	4,827					
	APPROACH %	4%	63%	33%	15%	60%	25%	16%	70%	13%	11%	60%	29%						
	PEAK HR FACTOR		0.973			0.945			0.919			0.830		0.967					
	APP/DEPART	1,777	/	1,620	794	/	754	1,239	/	1,580	1,017	/	873	0					



INTERSECTION TURNING MOVEMENT COUNTS

T219

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

DATE: Thu, Oct 3, 19	LOCATION:	Sun Valley	PROJECT #: SC2380
	NORTH & SOUTH:	Laurel Canyon	LOCATION #: 8
	EAST & WEST:	Jerome	CONTROL: STOP E/W

NOTES:

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

☑ Add U-Turns to Left Turns

		NORTHBOUND Laurel Canyon			SOUTHBOUND Laurel Canyon			EASTBOUND Jerome			WESTBOUND Jerome				U-TURNS				
	LANES:	NL X	NT 2	NR 0	SL 1	ST 2	SR X	EL 0.5	ET 0.5	ER 1	WL 0	WT X	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	92	5	11	220	0	8	2	66	9	0	10	423	0	0	1	0	1
	7:15 AM	0	133	2	17	304	0	14	0	89	10	0	18	587	0	0	0	0	0
	7:30 AM	0	143	4	31	311	0	7	2	78	7	0	43	626	0	0	0	0	0
	7:45 AM	0	173	7	25	250	0	5	4	63	8	0	38	573	0	0	0	0	0
	8:00 AM	0	185	4	20	215	0	8	1	60	4	0	18	515	0	0	0	0	0
	8:15 AM	0	99	3	15	187	0	4	3	60	2	0	13	386	0	0	0	0	0
	8:30 AM	0	81	8	9	225	0	5	0	51	2	0	5	386	0	0	0	0	0
	8:45 AM	0	77	3	10	216	0	2	1	43	5	0	6	363	0	1	0	0	1
	9:00 AM	0	78	5	10	165	0	3	2	40	1	0	7	311	0	0	0	0	0
	9:15 AM	0	90	5	6	140	0	3	2	42	4	0	2	294	0	0	0	0	0
	9:30 AM	0	83	6	6	123	0	5	4	49	5	0	8	289	0	0	0	0	0
	9:45 AM	0	99	8	12	97	0	5	0	47	3	0	3	274	0	2	0	0	2
	VOLUMES	0	1,333	60	172	2,453	0	69	21	688	60	0	171	5,027	0	3	1	0	4
	APPROACH %	0%	96%	4%	7%	93%	0%	9%	3%	88%	26%	0%	74%						
	APP/DEPART	1,393	/	1,575	2,625	/	3,201	778	/	250	231	/	1	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	634	17	93	1,080	0	34	7	290	29	0	117	2,301					
	APPROACH %	0%	97%	3%	8%	92%	0%	10%	2%	88%	20%	0%	80%						
	PEAK HR FACTOR		0.861			0.857			0.803			0.730		0.919					
	APP/DEPART	651	/	785	1,173	/	1,399	331	/	117	146	/	0	0					
PM	03:00 PM	0	224	6	12	163	0	8	4	75	8	0	15	515	0	0	0	0	0
	3:15 PM	0	273	10	12	149	0	21	1	77	4	0	22	569	0	0	0	0	0
	3:30 PM	0	254	9	12	154	0	25	6	54	4	0	21	539	0	1	0	0	1
	3:45 PM	0	296	8	8	148	0	31	1	53	4	0	16	565	0	0	0	0	0
	4:00 PM	0	287	10	8	162	0	36	3	42	5	0	10	563	0	0	0	0	0
	4:15 PM	0	287	13	8	179	0	24	5	51	1	0	12	580	0	0	0	0	0
	4:30 PM	0	311	8	9	129	0	73	0	63	5	0	13	611	0	0	0	0	0
	4:45 PM	0	371	9	12	139	0	49	2	28	8	0	16	634	0	0	0	0	0
	5:00 PM	0	379	7	12	147	0	33	0	41	8	0	25	652	0	0	0	0	0
	5:15 PM	0	378	15	8	153	0	27	3	44	1	0	11	640	0	0	0	0	0
	5:30 PM	0	353	9	14	141	0	21	5	28	3	0	22	596	0	0	0	0	0
	5:45 PM	0	339	6	16	128	0	8	1	26	5	0	14	543	0	1	0	0	1
	VOLUMES	0	3,752	110	131	1,792	0	356	31	582	56	0	197	7,007	0	2	0	0	2
	APPROACH %	0%	97%	3%	7%	93%	0%	37%	3%	60%	22%	0%	78%						
	APP/DEPART	3,862	/	4,307	1,923	/	2,430	969	/	270	253	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1,439	39	41	568	0	182	5	176	22	0	65	2,537					
	APPROACH %	0%	97%	3%	7%	93%	0%	50%	1%	48%	25%	0%	75%						
	PEAK HR FACTOR		0.940			0.946			0.667			0.659		0.973					
	APP/DEPART	1,478	/	1,686	609	/	766	363	/	85	87	/	0	0					

Laurel Canyon
NORTH SIDE

Jerome WEST SIDE EAST SIDE Jerome

SOUTH SIDE
Laurel Canyon

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	1	3	4	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	2	1	3	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2
	7:45 AM	0	0	1	6	7	0	0	1	5	6	0	0	0	0	0	0	0	0	1	1
	8:00 AM	0	0	0	3	3	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0
	8:15 AM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	8:45 AM	0	0	6	0	6	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	3	1	4	0	0	1	1	2	0	0	0	0	0	0	0	2	0	2
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	TOTAL	0	0	13	21	34	0	0	7	17	24	0	0	2	3	5	0	0	4	1	5
PM	3:00 PM	0	0	2	4	6	0	0	0	3	3	0	0	2	0	2	0	0	0	1	1
	3:15 PM	0	0	4	5	9	0	0	0	1	1	0	0	1	3	4	0	0	3	1	4
	3:30 PM	0	0	2	4	6	0	0	0	0	0	0	0	1	1	2	0	0	1	3	4
	3:45 PM	0	0	1	2	3	0	0	1	0	1	0	0	0	1	1	0	0	0	1	1
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	1	2	3	0	0	0	2	2	0	0	1	0	1	0	0	0	0	0
	4:30 PM	0	0	2	6	8	0	0	0	5	5	0	0	2	1	3	0	0	0	0	0
	4:45 PM	0	0	2	0	2	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	5:00 PM	0	0	1	3	4	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	2	2	0	0	0	1	1	0	0	0	1	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	0	0
	5:45 PM	0	0	1	4	5	0	0	1	2	3	0	0	0	1	1	0	0	0	1	1
	TOTAL	0	0	16	32	48	0	0	4	17	21	0	0	8	8	16	0	0	4	7	11

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

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

STREET:
North / Sounth: Laurel Canyon

East/West: Jerome

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	405	393	141	15
BIKES	10	11	0	0
BUSES	44	55	1	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	189	8:00:00 AM	342	7:30:00 AM	103	7:15:00 AM	50	7:30:00 AM
PM PK 15 MIN	393	5:15:00 PM	187	4:15:00 PM	136	4:30:00 PM	33	5:00:00 PM
AM PK HOUR	651	7:15:00 AM	1173	7:15:00 AM	338	7:00:00 AM	146	7:15:00 AM
PM PK HOUR	1521	4:45:00 PM	679	3:30:00 PM	382	3:45:00 PM	94	4:45:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	541	18	559
8-9	0	442	18	460
9-10	0	350	24	374
3-4	0	1047	33	1080
4-5	0	1256	40	1296
5-6	0	1449	37	1486
TOTAL	0	5085	170	5255

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	84	1085	0	1169
8-9	54	843	0	897
9-10	34	525	0	559
3-4	44	614	0	658
4-5	37	609	0	646
5-6	50	569	0	619
TOTAL	303	4245	0	4548

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1728	0	0	0	0
1357	0	0	0	0
933	0	0	0	0
1738	0	0	0	0
1942	0	0	0	0
2105	0	0	0	0
9803	0	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	34	8	296	338
8-9	19	5	214	238
9-10	16	8	178	202
3-4	85	12	259	356
4-5	182	10	184	376
5-6	89	9	139	237
TOTAL	425	52	1270	1747

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	34	0	109	143
8-9	13	0	42	55
9-10	13	0	20	33
3-4	20	0	74	94
4-5	19	0	51	70
5-6	17	0	72	89
TOTAL	116	0	368	484

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
481	11	1	2	2
293	5	0	4	0
235	1	0	1	2
450	4	6	1	4
446	7	0	1	0
326	6	1	2	0
2231	34	8	11	8

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

PCE ADJUSTED

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

STREET:
North / Sounth: Laurel Canyon

East/West: Jerome

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	405	393	141	15
BIKES	0	0	0	0
BUSES	44	55	1	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	197	8:00:00 AM	354	7:30:00 AM	106	7:15:00 AM	50	7:30:00 AM
PM PK 15 MIN	407	5:15:00 PM	196	4:15:00 PM	138	4:30:00 PM	34	5:00:00 PM
AM PK HOUR	680	7:15:00 AM	1225	7:15:00 AM	353	7:00:00 AM	149	7:15:00 AM
PM PK HOUR	1578	4:45:00 PM	718	3:30:00 PM	390	3:45:00 PM	97	4:45:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	565	22	586
8-9	0	469	22	491
9-10	0	371	27	398
3-4	0	1088	40	1127
4-5	0	1313	45	1357
5-6	0	1503	41	1543
TOTAL	0	5307	195	5502

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	87	1135	0	1222
8-9	60	897	0	956
9-10	38	570	0	608
3-4	45	651	0	696
4-5	38	641	0	678
5-6	52	590	0	641
TOTAL	318	4482	0	4800

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1808	0	0	0	0
1447	0	0	0	0
1005	0	0	0	0
1823	0	0	0	0
2035	0	0	0	0
2184	0	0	0	0
10301	0	0	0	0

EASTBOUND Approach

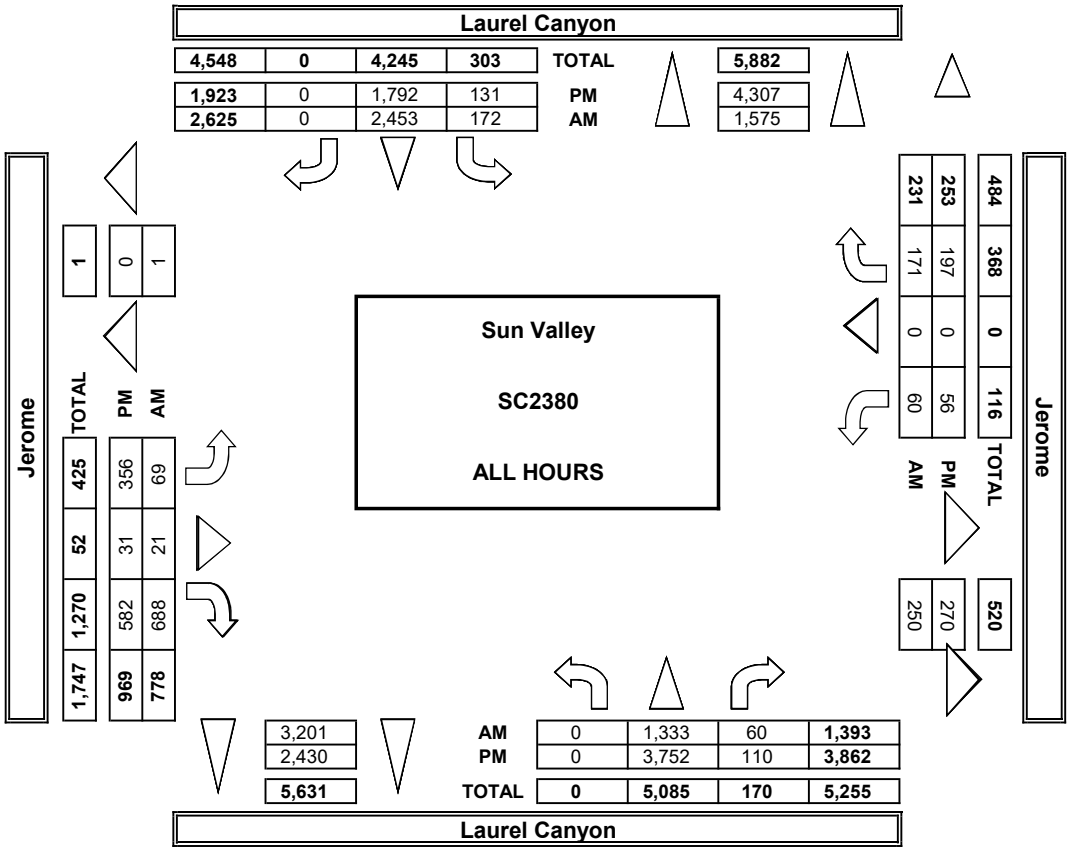
Hours	Lt	Th	Rt	Total
7-8	36	9	308	353
8-9	21	6	225	251
9-10	18	9	188	214
3-4	88	13	273	373
4-5	184	11	190	384
5-6	92	10	143	244
TOTAL	438	56	1325	1819

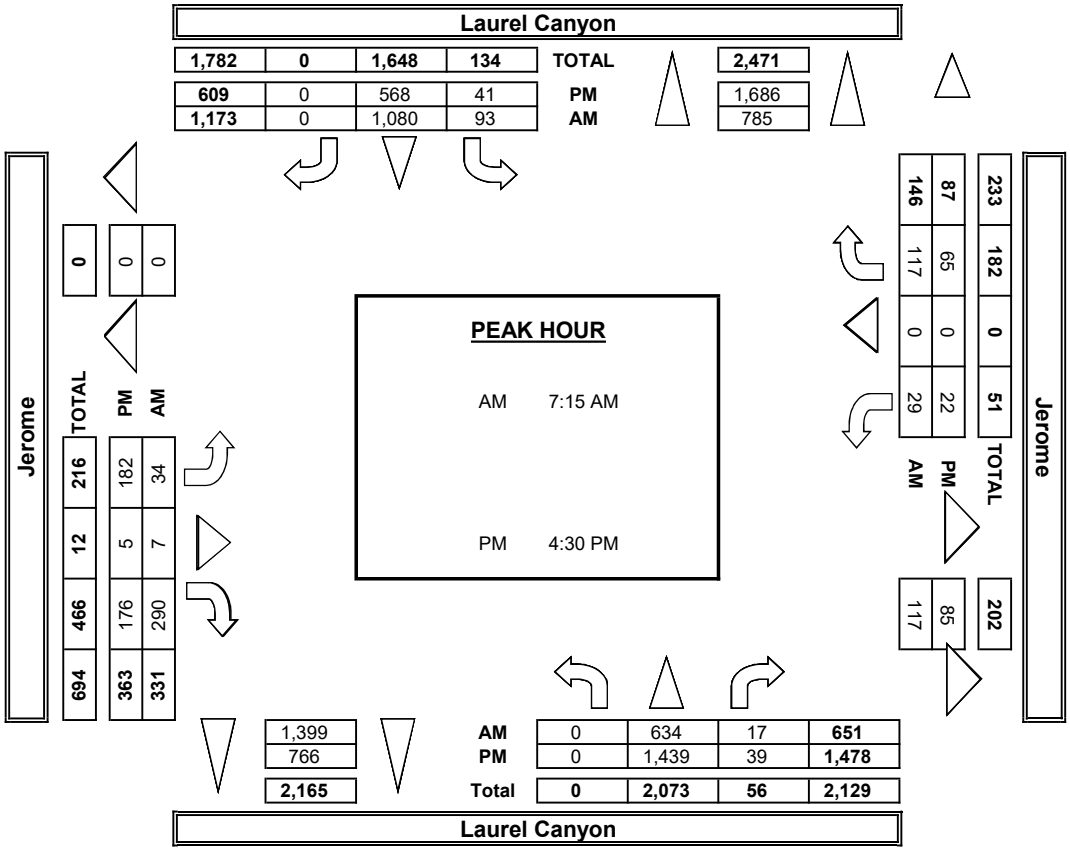
WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	35	0	110	145
8-9	14	0	43	56
9-10	14	0	21	34
3-4	20	0	75	95
4-5	19	0	52	71
5-6	18	0	74	92
TOTAL	119	0	373	492

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
497	0	0	0	0
307	0	0	0	0
248	0	0	0	0
468	0	0	0	0
455	0	0	0	0
336	0	0	0	0
2310	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS





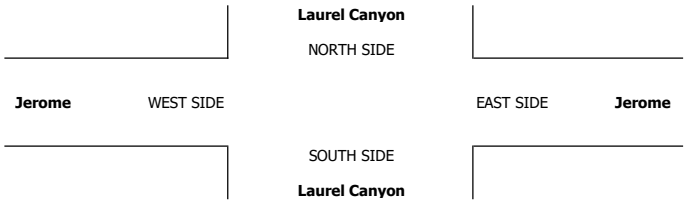
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Sun Valley	PROJECT #:	SC2380
10/3/19	NORTH & SOUTH:	Laurel Canyon	LOCATION #:	8
THURSDAY	EAST & WEST:	Jerome	CONTROL:	STOP E/W

	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 Laurel Canyon			SOUTHBOUND Laurel Canyon			EASTBOUND Jerome			WESTBOUND Jerome				U-TURNS				
	LANES:	NL X	NT 2	NR 0	SL 1	ST 2	SR X	EL 0.5	ET 0.5	ER 1	WL 0	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	98	6	12	233	0	9	3	69	9	0	10	447					0
	7:15 AM	0	139	3	17	317	0	15	0	92	10	0	18	609					0
	7:30 AM	0	151	5	32	322	0	8	3	81	7	0	43	651					0
	7:45 AM	0	178	8	27	263	0	5	4	67	9	0	39	598					0
	8:00 AM	0	193	5	22	227	0	9	1	64	5	0	19	542					0
	8:15 AM	0	105	4	16	200	0	4	4	62	2	0	13	410					0
	8:30 AM	0	91	10	12	237	0	7	0	54	2	0	5	416					0
	8:45 AM	0	81	4	11	233	0	2	1	45	5	0	6	387					0
	9:00 AM	0	85	6	12	177	0	4	3	42	1	0	7	335					0
	9:15 AM	0	95	6	7	152	0	4	2	45	5	0	2	317					0
	9:30 AM	0	88	8	7	135	0	5	4	53	5	0	9	311					0
	9:45 AM	0	104	8	13	107	0	6	0	49	3	0	3	291					0
	VOLUMES	0	1,404	71	185	2,601	0	75	23	720	62	0	173	5,312	0	0	0	0	0
	APPROACH %	0%	95%	5%	7%	93%	0%	9%	3%	88%	26%	0%	74%						
	APP/DEPART	1,475	/	1,651	2,785	/	3,383	818	/	278	235	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	659	21	97	1,129	0	36	8	303	31	0	118	2,400					
	APPROACH %	0%	97%	3%	8%	92%	0%	10%	2%	87%	21%	0%	79%						
	PEAK HR FACTOR		0.862			0.866			0.817			0.743		0.922					
	APP/DEPART	680	/	813	1,225	/	1,462	347	/	125	149	/	0	0					
PM	03:00 PM	0	234	8	12	170	0	8	5	81	8	0	15	539					0
	3:15 PM	0	286	11	12	158	0	22	1	81	4	0	23	597					0
	3:30 PM	0	262	12	12	168	0	26	6	58	4	0	21	568					0
	3:45 PM	0	307	10	9	156	0	32	1	54	4	0	17	588					0
	4:00 PM	0	303	11	8	170	0	37	3	44	5	0	11	591					0
	4:15 PM	0	302	14	8	188	0	25	6	52	1	0	12	606					0
	4:30 PM	0	325	9	9	137	0	74	0	65	5	0	13	636					0
	4:45 PM	0	384	11	13	146	0	49	2	30	8	0	16	657					0
	5:00 PM	0	392	9	13	153	0	35	0	44	9	0	26	678					0
	5:15 PM	0	391	16	8	158	0	28	3	44	1	0	11	660					0
	5:30 PM	0	367	9	15	146	0	21	6	29	4	0	23	619					0
	5:45 PM	0	353	7	17	133	0	8	1	27	5	0	14	564					0
	VOLUMES	0	3,903	125	134	1,881	0	364	33	605	57	0	200	7,300	0	0	0	0	0
	APPROACH %	0%	97%	3%	7%	93%	0%	36%	3%	60%	22%	0%	78%						
	APP/DEPART	4,027	/	4,466	2,015	/	2,543	1,001	/	291	257	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1,492	45	42	593	0	185	5	182	23	0	66	2,631					
	APPROACH %	0%	97%	3%	7%	93%	0%	50%	1%	49%	26%	0%	74%						
	PEAK HR FACTOR		0.943			0.956			0.673			0.647		0.970					
	APP/DEPART	1,536	/	1,742	635	/	797	372	/	92	88	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

T219

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

DATE: Thu, Oct 3, 19

LOCATION: Sun Valley
NORTH & SOUTH: Laurel Canyon
EAST & WEST: I-5 SB Ramps

PROJECT #: SC2380
LOCATION #: 9
CONTROL: STOP W

NOTES:
Queue NB PM

AM / PM / MD / OTHER / OTHER

N ▲ / ◄ W / E ► / S ▼

Add U-Turns to Left Turns

		NORTHBOUND (Laurel Canyon)			SOUTHBOUND (Laurel Canyon)			EASTBOUND (I-5 SB Ramps)			WESTBOUND (I-5 SB Ramps)			
	LANES:	NL X	NT 2	NR 0	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL
AM	7:00 AM	0	112	20	85	158	0	0	0	0	15	0	44	434
	7:15 AM	0	133	29	77	238	0	0	0	0	24	0	52	553
	7:30 AM	0	184	35	68	257	0	0	0	0	22	0	46	612
	7:45 AM	0	176	24	75	221	0	0	0	0	19	0	48	563
	8:00 AM	0	166	15	68	163	0	0	0	0	21	0	42	475
	8:15 AM	0	104	14	50	159	0	0	0	0	15	0	26	368
	8:30 AM	0	99	12	59	159	0	0	0	0	12	0	18	359
	8:45 AM	0	85	7	56	173	0	0	0	0	18	0	20	359
	9:00 AM	0	91	7	51	127	0	0	0	0	13	0	40	329
	9:15 AM	0	105	12	54	126	0	0	0	0	28	0	34	359
	9:30 AM	0	96	10	44	104	0	0	0	0	21	0	38	313
	9:45 AM	0	93	10	41	103	0	0	0	0	21	0	47	315
	VOLUMES	0	1,444	195	728	1,988	0	0	0	0	229	0	455	5,039
	APPROACH %	0%	88%	12%	27%	73%	0%	0%	0%	0%	33%	0%	67%	
	APP/DEPART	1,639	/	1,900	2,716	/	2,213	0	/	926	684	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	659	103	288	879	0	0	0	0	86	0	188	2,203
	APPROACH %	0%	86%	14%	25%	75%	0%	0%	0%	0%	31%	0%	69%	
	PEAK HR FACTOR		0.870			0.898			0.000			0.901		0.900
	APP/DEPART	762	/	847	1,167	/	965	0	/	391	274	/	0	0
PM	03:00 PM	0	242	16	65	140	0	0	0	0	25	0	79	567
	3:15 PM	0	229	19	52	150	0	0	0	0	30	0	76	556
	3:30 PM	0	246	23	58	159	0	0	0	0	32	0	56	574
	3:45 PM	0	279	18	46	129	0	0	0	0	37	0	68	577
	4:00 PM	0	264	16	62	123	0	0	0	0	25	0	83	573
	4:15 PM	0	285	12	44	162	0	0	0	0	29	0	64	596
	4:30 PM	0	300	8	46	132	0	0	0	0	26	0	56	568
	4:45 PM	0	380	25	48	165	0	0	0	0	25	0	58	701
	5:00 PM	0	345	12	49	138	0	0	0	0	23	0	66	633
	5:15 PM	0	374	14	47	140	0	0	0	0	37	0	78	690
	5:30 PM	0	352	19	66	114	0	0	0	0	27	0	55	633
	5:45 PM	0	295	5	47	133	0	0	0	0	35	0	65	580
	VOLUMES	0	3,591	187	630	1,685	0	0	0	0	351	0	804	7,248
	APPROACH %	0%	95%	5%	27%	73%	0%	0%	0%	0%	30%	0%	70%	
	APP/DEPART	3,778	/	4,396	2,315	/	2,033	0	/	819	1,155	/	0	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	0	1,451	70	210	557	0	0	0	0	112	0	257	2,657
	APPROACH %	0%	95%	5%	27%	73%	0%	0%	0%	0%	30%	0%	70%	
	PEAK HR FACTOR		0.939			0.900			0.000			0.802		0.948
	APP/DEPART	1,521	/	1,708	767	/	668	0	/	281	369	/	0	0

U-TURNS

	NB	SB	EB	WB	TTL
	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	0	0
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	2	2
	0	0	0	0	0
	0	1	0	1	2
	0	1	0	4	5
	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	2	2
	0	1	0	0	1
	0	0	0	1	1
	0	0	0	0	0
	0	1	0	3	4

Laurel Canyon
NORTH SIDE

I-5 SB Ramps WEST SIDE EAST SIDE **I-5 SB Ramps**

SOUTH SIDE
Laurel Canyon

		ALL PED AND BIKE				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
AM	7:00 AM	0	0	1	0	1
	7:15 AM	0	0	0	0	0
	7:30 AM	0	0	3	0	3
	7:45 AM	0	0	1	1	2
	8:00 AM	0	0	1	0	1
	8:15 AM	1	0	0	2	3
	8:30 AM	0	0	0	1	1
	8:45 AM	0	0	2	0	2
	9:00 AM	0	0	0	0	0
	9:15 AM	0	0	0	1	1
	9:30 AM	0	0	1	0	1
	9:45 AM	0	0	1	1	2
	TOTAL	1	0	10	6	17
PM	3:00 PM	0	0	2	1	3
	3:15 PM	0	0	0	2	2
	3:30 PM	0	0	0	0	0
	3:45 PM	0	0	0	1	1
	4:00 PM	0	0	1	2	3
	4:15 PM	0	0	1	0	1
	4:30 PM	0	0	1	2	3
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	0	0	2	0	2
	5:30 PM	0	0	1	0	1
	5:45 PM	0	0	0	1	1
	TOTAL	0	0	8	9	17

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	2	0	2
	0	0	0	0	0
	0	0	1	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	0	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	0	1
	0	0	1	0	1
	0	0	6	0	6
	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	1	0	1
	0	0	0	0	0
	0	0	2	0	2
	0	0	0	0	0
	0	0	1	0	1
	0	0	0	0	0
	0	0	4	0	4

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	1	2
	0	0	0	0	0
	1	0	0	2	3
	0	0	0	1	1
	0	0	1	0	1
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	1	1
	1	0	2	6	9
	0	0	2	0	2
	0	0	2	1	3
	0	0	0	2	2
	0	0	0	0	0
	0	0	0	1	1
	0	0	0	2	2
	0	0	1	2	3
	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	1	1
	0	0	3	9	12

	SCHOOL AGE PED				
	NS	SS	ES	WS	TOTAL
	0	0	1	0	1
	0	0	0	0	0
	0	0	1	0	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	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	2	0	2
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	0	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	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	0	1

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

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

STREET:
North / Sounth: Laurel Canyon

East/West: I-5 SB Ramps

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	335	425	0	243
BIKES	5	15	0	1
BUSES	39	50	0	7

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	219	7:30:00 AM	325	7:30:00 AM	0		76	
PM PK 15 MIN	405	4:45:00 PM	217	3:30:00 PM	0		115	
AM PK HOUR	762	7:15:00 AM	1179	7:00:00 AM	0		274	7:15:00 AM
PM PK HOUR	1521	4:45:00 PM	799	3:00:00 PM	0		407	3:15:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	605	108	713
8-9	0	454	48	502
9-10	0	385	39	424
3-4	0	996	76	1072
4-5	0	1229	61	1290
5-6	0	1366	50	1416
TOTAL	0	5035	382	5417

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	305	874	0	1179
8-9	233	654	0	887
9-10	190	460	0	650
3-4	221	578	0	799
4-5	200	582	0	782
5-6	209	525	0	734
TOTAL	1358	3673	0	5031

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1892	0	0	0	0
1389	0	0	0	0
1074	0	0	0	0
1871	0	0	0	0
2072	0	0	0	0
2150	0	0	0	0
10448	0	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	80	0	190	270
8-9	66	0	106	172
9-10	83	0	159	242
3-4	124	0	279	403
4-5	105	0	261	366
5-6	122	0	264	386
TOTAL	580	0	1259	1839

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
270	0	0	2	2
172	0	0	2	0
242	0	0	2	0
403	0	0	0	0
366	0	0	1	1
386	0	0	3	0
1839	0	0	10	3

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

PCE ADJUSTED

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

STREET:
North / Sounth: Laurel Canyon

East/West: I-5 SB Ramps

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	335	425	0	243
BIKES	0	0	0	0
BUSES	39	50	0	7

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	227	7:30:00 AM	337	7:30:00 AM	0		79	
PM PK 15 MIN	418	4:45:00 PM	230	3:30:00 PM	0		120	
AM PK HOUR	792	7:15:00 AM	1236	7:00:00 AM	0		288	7:15:00 AM
PM PK HOUR	1565	4:45:00 PM	839	3:00:00 PM	0		439	3:15:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	636	110	746
8-9	0	476	48	524
9-10	0	402	41	443
3-4	0	1036	77	1113
4-5	0	1279	64	1343
5-6	0	1406	51	1456
TOTAL	0	5234	390	5624

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	322	914	0	1236
8-9	247	702	0	949
9-10	205	497	0	702
3-4	235	604	0	839
4-5	205	604	0	809
5-6	216	545	0	761
TOTAL	1428	3866	0	5294

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1981	0	0	0	0
1473	0	0	0	0
1144	0	0	0	0
1952	0	0	0	0
2152	0	0	0	0
2217	0	0	0	0
10917	0	0	0	0

EASTBOUND Approach

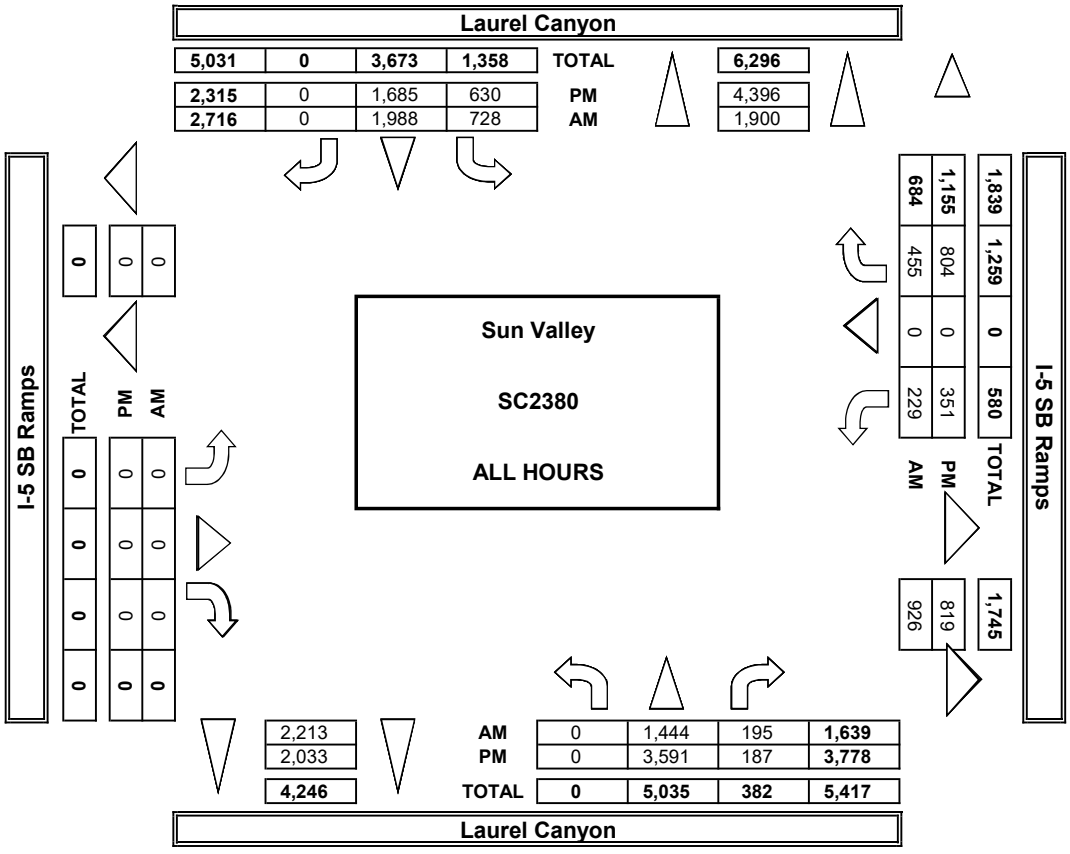
Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

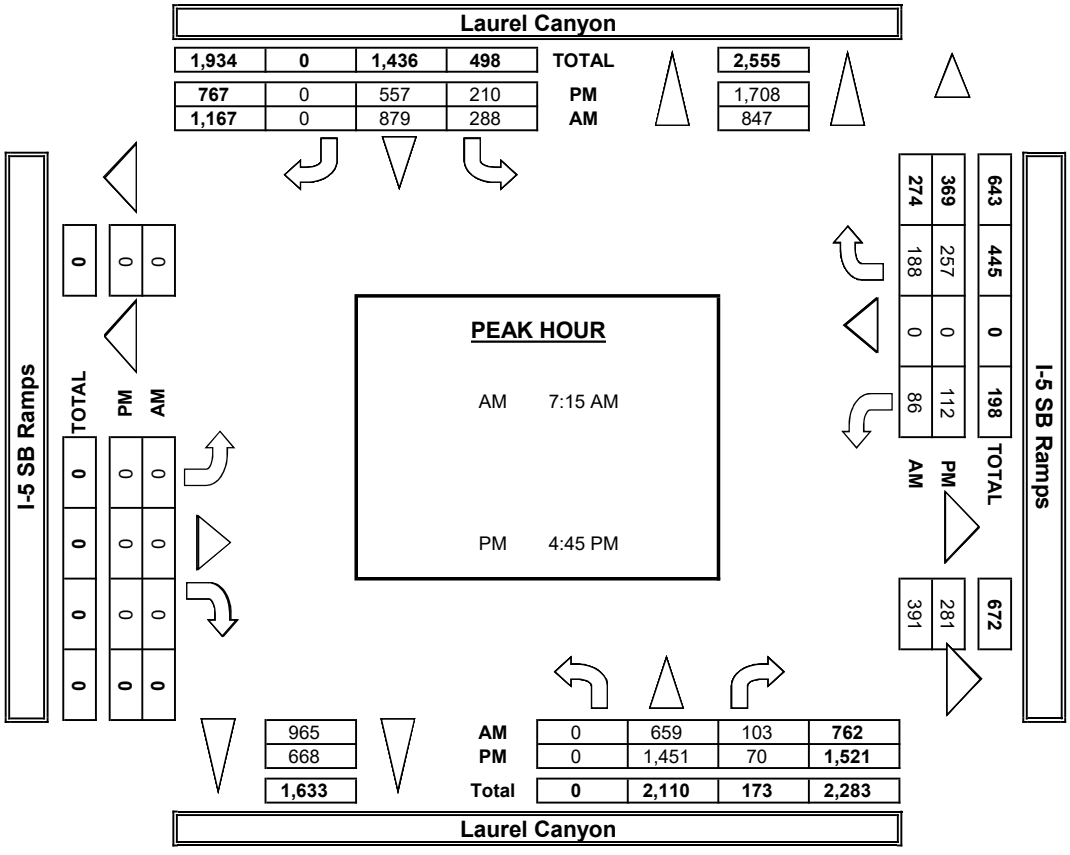
WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	83	0	198	281
8-9	70	0	116	186
9-10	86	0	181	266
3-4	128	0	305	433
4-5	107	0	285	392
5-6	126	0	286	411
TOTAL	599	0	1369	1968

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
281	0	0	0	0
186	0	0	0	0
266	0	0	0	0
433	0	0	0	0
392	0	0	0	0
411	0	0	0	0
1968	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS





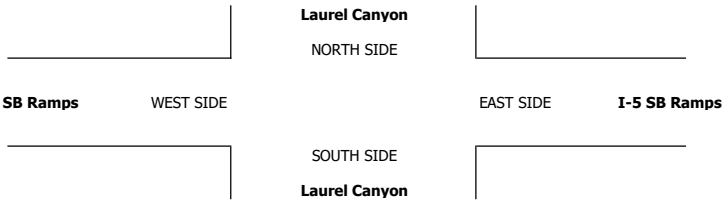
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Sun Valley	PROJECT #:	SC2380
10/3/19	NORTH & SOUTH:	Laurel Canyon	LOCATION #:	9
THURSDAY	EAST & WEST:	I-5 SB Ramps	CONTROL:	STOP W

	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 Laurel Canyon			SOUTHBOUND Laurel Canyon			EASTBOUND I-5 SB Ramps			WESTBOUND I-5 SB Ramps				U-TURNS				
	LANES:	NL X	NT 2	NR 0	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	120	20	91	170	0	0	0	0	15	0	48	463					0
	7:15 AM	0	141	29	82	247	0	0	0	0	25	0	54	577					0
	7:30 AM	0	191	36	70	267	0	0	0	0	23	0	48	635					0
	7:45 AM	0	184	25	80	231	0	0	0	0	20	0	49	588					0
	8:00 AM	0	171	15	72	173	0	0	0	0	24	0	46	500					0
	8:15 AM	0	110	14	53	171	0	0	0	0	15	0	29	392					0
	8:30 AM	0	108	12	62	169	0	0	0	0	13	0	20	383					0
	8:45 AM	0	87	7	61	190	0	0	0	0	19	0	22	384					0
	9:00 AM	0	96	8	54	137	0	0	0	0	13	0	45	353					0
	9:15 AM	0	108	12	56	137	0	0	0	0	29	0	40	381					0
	9:30 AM	0	102	11	48	114	0	0	0	0	22	0	42	337					0
	9:45 AM	0	97	10	47	110	0	0	0	0	22	0	54	340					0
	VOLUMES	0	1,514	199	773	2,113	0	0	0	0	239	0	494	5,330	0	0	0	0	0
	APPROACH %	0%	88%	12%	27%	73%	0%	0%	0%	0%	33%	0%	67%						
	APP/DEPART	1,712	/	2,008	2,886	/	2,351	0	/	972	733	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	687	105	303	917	0	0	0	0	92	0	196	2,299					
	APPROACH %	0%	87%	13%	25%	75%	0%	0%	0%	0%	32%	0%	68%						
	PEAK HR FACTOR		0.872			0.905			0.000			0.911		0.906					
	APP/DEPART	792	/	883	1,220	/	1,009	0	/	408	288	/	0	0					
PM	03:00 PM	0	251	16	70	144	0	0	0	0	26	0	86	591					0
	3:15 PM	0	238	20	56	157	0	0	0	0	33	0	83	587					0
	3:30 PM	0	254	23	61	169	0	0	0	0	33	0	61	600					0
	3:45 PM	0	294	19	49	135	0	0	0	0	37	0	75	607					0
	4:00 PM	0	275	18	63	130	0	0	0	0	26	0	92	602					0
	4:15 PM	0	296	13	46	169	0	0	0	0	30	0	69	621					0
	4:30 PM	0	317	8	48	138	0	0	0	0	26	0	62	597					0
	4:45 PM	0	393	25	49	169	0	0	0	0	25	0	63	723					0
	5:00 PM	0	353	13	50	146	0	0	0	0	24	0	72	656					0
	5:15 PM	0	384	14	49	146	0	0	0	0	38	0	83	713					0
	5:30 PM	0	365	19	69	119	0	0	0	0	27	0	62	660					0
	5:45 PM	0	304	5	48	136	0	0	0	0	38	0	70	600					0
	VOLUMES	0	3,721	191	655	1,753	0	0	0	0	360	0	875	7,555	0	0	0	0	0
	APPROACH %	0%	95%	5%	27%	73%	0%	0%	0%	0%	29%	0%	71%						
	APP/DEPART	3,912	/	4,596	2,408	/	2,113	0	/	846	1,235	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	1,494	71	217	578	0	0	0	0	113	0	279	2,751					
	APPROACH %	0%	95%	5%	27%	73%	0%	0%	0%	0%	29%	0%	71%						
	PEAK HR FACTOR		0.937			0.913			0.000			0.816		0.951					
	APP/DEPART	1,565	/	1,773	795	/	691	0	/	287	392	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

T219

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

DATE: Thu, Oct 3, 19	LOCATION:	Sun Valley	PROJECT #: SC2380
	NORTH & SOUTH:	Lankershim	LOCATION #: 10
	EAST & WEST:	I-5 NB Ramps	CONTROL: SIGNAL

NOTES:

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

☑ Add U-Turns to Left Turns

	NORTHBOUND (Lankershim)			SOUTHBOUND (Lankershim)			EASTBOUND (I-5 NB Ramps)			WESTBOUND (I-5 NB Ramps)			
LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 0	EL X	ET X	ER X	WL 0.3	WT 0.3	WR 1.3	TOTAL
7:00 AM	82	81	0	0	130	16	0	0	0	13	0	53	375
7:15 AM	73	95	0	0	135	15	0	0	0	26	0	55	399
7:30 AM	100	134	0	0	186	17	0	0	0	25	0	51	513
7:45 AM	76	117	0	0	159	13	0	0	0	26	0	64	455
8:00 AM	66	113	0	0	129	15	0	0	0	35	1	33	392
8:15 AM	66	95	0	0	104	10	0	0	0	14	0	30	319
8:30 AM	63	84	0	0	95	9	0	0	0	22	0	24	297
8:45 AM	45	89	0	0	96	17	0	0	0	26	0	42	315
9:00 AM	46	70	0	0	72	7	0	0	0	17	0	20	232
9:15 AM	39	65	0	0	86	10	0	0	0	19	0	31	250
9:30 AM	56	77	0	0	61	19	0	0	0	23	0	21	257
9:45 AM	64	84	0	0	87	14	0	0	0	11	2	25	287
VOLUMES	776	1,104	0	0	1,340	162	0	0	0	257	3	449	4,091
APPROACH %	41%	59%	0%	0%	89%	11%	0%	0%	0%	36%	0%	63%	
APP/DEPART	1,880	/	1,553	1,502	/	1,598	0	/	0	709	/	940	0
BEGIN PEAK HR		7:15 AM											
VOLUMES	315	459	0	0	609	60	0	0	0	112	1	203	1,759
APPROACH %	41%	59%	0%	0%	91%	9%	0%	0%	0%	35%	0%	64%	
PEAK HR FACTOR		0.827			0.824			0.000			0.878		0.857
APP/DEPART	774	/	662	669	/	722	0	/	0	316	/	375	0
03:00 PM	86	128	0	0	117	25	0	0	0	22	1	32	411
3:15 PM	79	145	0	0	128	14	0	0	0	23	0	32	421
3:30 PM	89	129	0	0	132	23	0	0	0	26	0	41	440
3:45 PM	74	136	0	0	111	13	0	0	0	25	1	66	426
4:00 PM	71	143	0	0	123	13	0	0	0	23	0	35	408
4:15 PM	68	135	0	0	109	14	0	0	0	34	1	54	415
4:30 PM	75	152	0	0	126	14	0	0	0	27	2	49	445
4:45 PM	54	140	0	0	107	12	0	0	0	30	0	49	392
5:00 PM	87	150	0	0	158	25	0	0	0	32	2	39	493
5:15 PM	84	155	0	0	134	15	0	0	0	37	0	37	462
5:30 PM	73	140	0	0	104	17	0	0	0	23	0	41	398
5:45 PM	60	125	0	0	113	11	0	0	0	30	6	58	403
VOLUMES	900	1,678	0	0	1,462	196	0	0	0	332	13	533	5,114
APPROACH %	35%	65%	0%	0%	88%	12%	0%	0%	0%	38%	1%	61%	
APP/DEPART	2,578	/	2,211	1,658	/	1,794	0	/	0	878	/	1,109	0
BEGIN PEAK HR		4:30 PM											
VOLUMES	300	597	0	0	525	66	0	0	0	126	4	174	1,792
APPROACH %	33%	67%	0%	0%	89%	11%	0%	0%	0%	41%	1%	57%	
PEAK HR FACTOR		0.938			0.807			0.000			0.962		0.909
APP/DEPART	897	/	771	591	/	651	0	/	0	304	/	370	0

U-TURNS

	NB	SB	EB	WB	TTL
AM	0	0	0	0	0
	1	0	0	0	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	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	1	0	0	0	1
PM	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	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	0	0	0	0
	0	0	0	0	0

Lankershim — NORTH SIDE

I-5 NB Ramps — WEST SIDE — EAST SIDE — I-5 NB Ramps

SOUTH SIDE — Lankershim

	ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS					SCHOOL AGE PED				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	1	1	0	0	0	1	1	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	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	1	2	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	2	3	5	0	0	1	3	4	0	0	1	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	0	0
8:45 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	4	9	13	0	0	3	7	10	0	0	1	1	2	0	0	0	1	1
3:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
4:30 PM	0	0	2	5	7	0	0	0	2	2	0	0	1	3	4	0	0	1	0	1
4:45 PM	0	0	0	1	1	0	0	0	1	1	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	0	0
5:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
5:30 PM	0	0	3	0	3	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0
5:45 PM	1	0	1	3	5	0	0	1	0	1	1	0	0	3	4	0	0	0	0	0
TOTAL	1	0	6	16	23	0	0	3	6	9	1	0	2	9	12	0	0	1	1	2

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

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

STREET:
North / Sounth: Lankershim

East/West: I-5 NB Ramps

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	445	354	0	227
BIKES	3	10	0	1
BUSES	52	36	0	3

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	234	7:30:00 AM	203	7:30:00 AM	0		90	
PM PK 15 MIN	239	5:15:00 PM	183	5:00:00 PM	0		94	
AM PK HOUR	774	7:15:00 AM	671	7:00:00 AM	0		316	7:15:00 AM
PM PK HOUR	897	4:30:00 PM	591	4:30:00 PM	0		319	4:15:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	331	427	0	758
8-9	240	381	0	621
9-10	205	296	0	501
3-4	328	538	0	866
4-5	268	570	0	838
5-6	304	570	0	874
TOTAL	1676	2782	0	4458

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	610	61	671
8-9	0	424	51	475
9-10	0	306	50	356
3-4	0	488	75	563
4-5	0	465	53	518
5-6	0	509	68	577
TOTAL	0	2802	358	3160

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1429	0	0	0	0
1096	0	0	0	0
857	0	0	0	0
1429	0	0	0	0
1356	0	0	0	0
1451	0	0	0	0
7618	0	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	90	0	223	313
8-9	97	1	129	227
9-10	70	2	97	169
3-4	96	2	171	269
4-5	114	3	187	304
5-6	122	8	175	305
TOTAL	589	16	982	1587

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
313	2	1	0	0
227	4	0	3	0
169	1	0	0	0
269	2	1	0	0
304	4	0	0	1
305	0	0	3	0
1587	13	2	6	1

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

PCE ADJUSTED

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

STREET:
North / Sounth: Lankershim

East/West: I-5 NB Ramps

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	445	354	0	227
BIKES	0	0	0	0
BUSES	52	36	0	3

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	245	7:30:00 AM	218	7:30:00 AM	0		93	
PM PK 15 MIN	251	5:15:00 PM	191	5:00:00 PM	0		101	
AM PK HOUR	816	7:15:00 AM	717	7:00:00 AM	0		332	7:15:00 AM
PM PK HOUR	940	4:30:00 PM	614	4:30:00 PM	0		344	3:45:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	344	452	0	796
8-9	259	415	0	674
9-10	218	334	0	552
3-4	345	578	0	923
4-5	274	612	0	885
5-6	307	598	0	905
TOTAL	1745	2988	0	4733

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	649	68	717
8-9	0	462	61	523
9-10	0	346	57	402
3-4	0	508	81	589
4-5	0	488	56	544
5-6	0	526	73	599
TOTAL	0	2979	395	3373

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1513	0	0	0	0
1197	0	0	0	0
954	0	0	0	0
1512	0	0	0	0
1429	0	0	0	0
1503	0	0	0	0
8106	0	0	0	0

EASTBOUND Approach

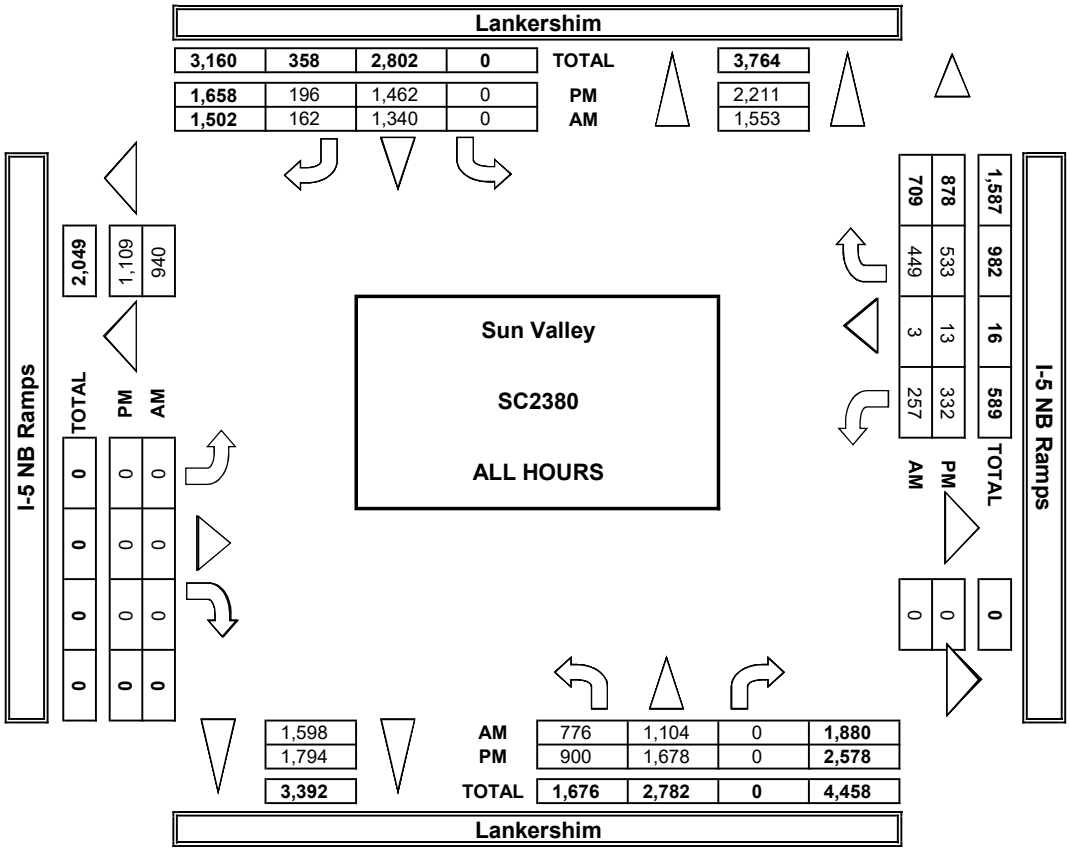
Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

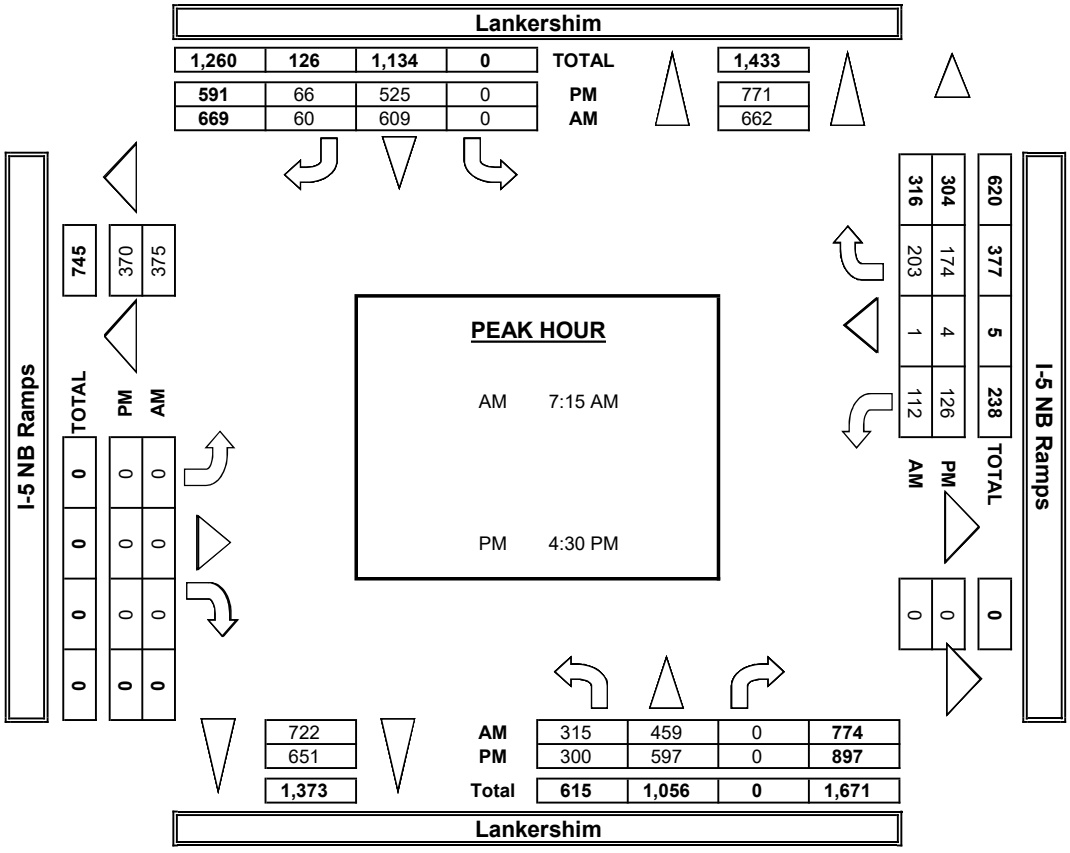
WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	94	0	234	328
8-9	103	1	139	243
9-10	74	3	108	185
3-4	104	2	193	299
4-5	120	3	203	326
5-6	129	8	187	324
TOTAL	623	17	1064	1704

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
328	0	0	0	0
243	0	0	0	0
185	0	0	0	0
299	0	0	0	0
326	0	0	0	0
324	0	0	0	0
1704	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS





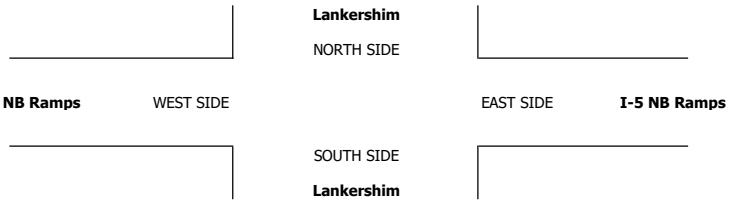
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Sun Valley	PROJECT #:	SC2380
10/3/19	NORTH & SOUTH:	Lankershim	LOCATION #:	10
THURSDAY	EAST & WEST:	I-5 NB Ramps	CONTROL:	SIGNAL

	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 Lankershim			SOUTHBOUND Lankershim			EASTBOUND I-5 NB Ramps			WESTBOUND I-5 NB Ramps				U-TURNS				
	LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 0	EL X	ET X	ER X	WL 0.3	WT 0.3	WR 1.3	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	86	88	0	0	142	18	0	0	0	13	0	57	404					0
	7:15 AM	76	101	0	0	142	18	0	0	0	28	0	58	421					0
	7:30 AM	105	140	0	0	200	18	0	0	0	27	0	54	542					0
	7:45 AM	78	124	0	0	166	15	0	0	0	27	0	66	475					0
	8:00 AM	70	124	0	0	136	19	0	0	0	39	1	34	422					0
	8:15 AM	72	104	0	0	115	12	0	0	0	15	0	32	349					0
	8:30 AM	70	93	0	0	104	11	0	0	0	23	0	27	326					0
	8:45 AM	47	95	0	0	108	20	0	0	0	27	0	47	343					0
	9:00 AM	50	82	0	0	81	9	0	0	0	18	0	21	260					0
	9:15 AM	41	73	0	0	96	11	0	0	0	20	0	35	275					0
	9:30 AM	60	88	0	0	69	23	0	0	0	25	0	23	287					0
	9:45 AM	68	92	0	0	100	15	0	0	0	12	3	30	318					0
	VOLUMES	820	1,201	0	0	1,457	186	0	0	0	271	4	481	4,418	0	0	0	0	0
	APPROACH %	41%	59%	0%	0%	89%	11%	0%	0%	0%	36%	1%	64%						
	APP/DEPART	2,021	/	1,681	1,642	/	1,728	0	/	0	756	/	1,010	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	328	488	0	0	643	69	0	0	0	120	1	212	1,859					
	APPROACH %	40%	60%	0%	0%	90%	10%	0%	0%	0%	36%	0%	64%						
	PEAK HR FACTOR		0.834			0.818			0.000			0.892		0.857					
	APP/DEPART	816	/	699	712	/	762	0	/	0	332	/	398	0					
PM	03:00 PM	91	140	0	0	122	28	0	0	0	24	1	38	443					0
	3:15 PM	84	153	0	0	134	16	0	0	0	25	0	37	447					0
	3:30 PM	93	139	0	0	136	24	0	0	0	29	0	46	467					0
	3:45 PM	77	147	0	0	117	15	0	0	0	27	1	73	455					0
	4:00 PM	73	153	0	0	129	14	0	0	0	24	0	41	434					0
	4:15 PM	70	143	0	0	118	15	0	0	0	35	1	60	440					0
	4:30 PM	76	166	0	0	132	14	0	0	0	30	2	52	470					0
	4:45 PM	56	151	0	0	111	13	0	0	0	31	0	51	412					0
	5:00 PM	89	154	0	0	165	26	0	0	0	35	2	44	514					0
	5:15 PM	85	166	0	0	138	17	0	0	0	39	0	40	483					0
	5:30 PM	73	146	0	0	109	18	0	0	0	24	0	43	412					0
	5:45 PM	61	132	0	0	115	13	0	0	0	31	6	62	419					0
	VOLUMES	925	1,787	0	0	1,522	209	0	0	0	352	13	583	5,391	0	0	0	0	0
	APPROACH %	34%	66%	0%	0%	88%	12%	0%	0%	0%	37%	1%	61%						
	APP/DEPART	2,712	/	2,370	1,731	/	1,874	0	/	0	948	/	1,147	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	305	636	0	0	545	69	0	0	0	134	4	186	1,878					
	APPROACH %	32%	68%	0%	0%	89%	11%	0%	0%	0%	41%	1%	57%						
	PEAK HR FACTOR		0.938			0.806			0.000			0.974		0.914					
	APP/DEPART	940	/	821	614	/	679	0	/	0	324	/	378	0					



INTERSECTION TURNING MOVEMENT COUNTS

T219

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

DATE: Thu, Oct 3, 19	LOCATION:	Sun Valley	PROJECT #: SC2380
	NORTH & SOUTH:	Lankershim	LOCATION #: 11
	EAST & WEST:	I-5 SB Ramps	CONTROL: SIGNAL

NOTES:

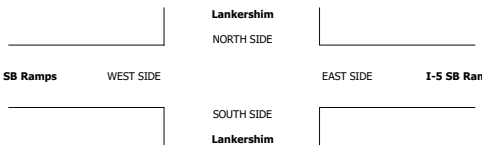
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

	NORTHBOUND Lankershim			SOUTHBOUND Lankershim			EASTBOUND I-5 SB Ramps			WESTBOUND I-5 SB Ramps			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0.3	ET 0.3	ER 1.3	WL 0	WT 1	WR 0	TOTAL
7:00 AM	1	142	1	2	111	30	20	6	81	1	0	2	397
7:15 AM	5	145	1	3	129	30	16	7	97	0	1	7	441
7:30 AM	3	199	2	5	158	46	24	8	112	0	0	10	567
7:45 AM	2	153	3	1	152	32	36	13	118	3	0	4	517
8:00 AM	3	136	2	4	133	27	40	9	121	1	0	3	479
8:15 AM	5	131	0	2	104	12	27	10	96	0	0	3	390
8:30 AM	3	123	0	3	98	16	20	9	98	0	1	5	376
8:45 AM	1	106	1	3	103	16	24	3	105	0	0	3	365
9:00 AM	3	91	0	2	78	9	23	2	89	1	0	2	300
9:15 AM	4	91	1	0	86	19	11	6	104	1	0	2	325
9:30 AM	1	107	1	1	61	22	23	5	77	0	0	3	301
9:45 AM	2	115	2	5	64	29	31	8	65	1	0	2	324
VOLUMES	33	1,539	14	31	1,277	288	295	86	1,163	8	2	46	4,782
APPROACH %	2%	97%	1%	2%	80%	18%	19%	6%	75%	14%	4%	82%	
APP/DEPART	1,586	/	1,881	1,596	/	2,448	1,544	/	129	56	/	324	0
BEGIN PEAK HR		7:15 AM											
VOLUMES	13	633	8	13	572	135	116	37	448	4	1	24	2,004
APPROACH %	2%	97%	1%	2%	79%	19%	19%	6%	75%	14%	3%	83%	
PEAK HR FACTOR		0.801			0.861			0.884			0.725		0.884
APP/DEPART	654	/	774	720	/	1,024	601	/	57	29	/	149	0
03:00 PM	7	184	1	0	107	32	24	7	78	1	0	6	447
3:15 PM	7	183	3	1	110	40	29	7	77	1	0	12	470
3:30 PM	3	179	2	0	114	44	28	2	81	2	3	12	470
3:45 PM	3	184	1	1	112	23	20	5	93	0	1	6	449
4:00 PM	7	178	2	1	113	32	21	2	94	0	0	15	465
4:15 PM	3	168	5	0	117	26	25	2	100	1	0	10	457
4:30 PM	10	188	5	1	118	34	26	6	96	0	1	12	497
4:45 PM	2	168	1	1	109	27	17	3	70	1	1	9	409
5:00 PM	6	208	2	1	146	43	16	7	65	3	1	13	511
5:15 PM	6	214	1	0	134	37	13	3	78	0	0	9	495
5:30 PM	6	190	3	0	93	34	18	0	86	1	1	5	437
5:45 PM	2	163	0	3	106	34	19	3	82	1	0	3	416
VOLUMES	62	2,207	26	9	1,379	406	256	47	1,000	11	8	112	5,523
APPROACH %	3%	96%	1%	1%	77%	23%	20%	4%	77%	8%	6%	85%	
APP/DEPART	2,295	/	2,575	1,794	/	2,390	1,303	/	81	131	/	477	0
BEGIN PEAK HR		4:30 PM											
VOLUMES	24	778	9	3	507	141	72	19	309	4	3	43	1,912
APPROACH %	3%	96%	1%	0%	78%	22%	18%	5%	77%	8%	6%	86%	
PEAK HR FACTOR		0.917			0.857			0.781			0.735		0.935
APP/DEPART	811	/	894	651	/	820	400	/	30	50	/	168	0

U-TURNS

	NB	SB	EB	WB	TTL
	0	0	0	0	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	0	1
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
VOLUMES	0	2	1	0	3
03:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	1	0	1
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	1	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
VOLUMES	0	1	1	0	2



ALL PED AND BIKE

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	2	2
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1
8:00 AM	0	1	2	1	4
8:15 AM	0	1	2	3	6
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	1	1
9:45 AM	0	0	0	1	1
TOTAL	0	2	5	9	16
3:00 PM	0	1	0	1	2
3:15 PM	0	0	1	1	2
3:30 PM	0	0	0	3	3
3:45 PM	0	0	0	1	1
4:00 PM	0	0	1	0	1
4:15 PM	0	0	0	1	1
4:30 PM	0	0	2	6	8
4:45 PM	0	0	0	1	1
5:00 PM	0	1	0	0	1
5:15 PM	0	0	0	1	1
5:30 PM	0	1	2	1	4
5:45 PM	1	0	3	1	5
TOTAL	1	3	9	17	30

PEDESTRIAN CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1
8:00 AM	0	1	2	1	4
8:15 AM	0	1	2	3	6
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	1	1
9:45 AM	0	0	0	0	0
TOTAL	0	2	5	7	14
3:00 PM	0	1	0	0	1
3:15 PM	0	0	0	1	1
3:30 PM	0	0	0	3	3
3:45 PM	0	0	0	0	0
4:00 PM	0	0	1	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	3	3
4:45 PM	0	0	0	1	1
5:00 PM	0	1	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	1	1	1	3
5:45 PM	0	0	2	0	2
TOTAL	0	3	4	9	16

BICYCLE CROSSINGS

	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	1	1
TOTAL	0	0	0	1	1
3:00 PM	0	0	0	0	0
3:15 PM	0	0	1	0	1
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	1	1
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1
4:30 PM	0	0	1	3	4
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:30 PM	0	0	1	0	1
5:45 PM	1	0	1	1	3
TOTAL	1	0	4	7	12

SCHOOL AGE PED

	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
9:00 AM	0	0	0	0	0
9:15 AM	0	0	0	0	0
9:30 AM	0	0	0	0	0
9:45 AM	0	0	0	0	0
TOTAL	0	0	0	1	1
3:00 PM	0	0	0	1	1
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	1	1	2

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

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

STREET:
North / Sounth: Lankershim

East/West: I-5 SB Ramps

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	325	347	477	27
BIKES	4	8	0	1
BUSES	52	37	10	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	204	7:30:00 AM	209	7:30:00 AM	170	8:00:00 AM	10	7:30:00 AM
PM PK 15 MIN	221	5:15:00 PM	190	5:00:00 PM	128	4:30:00 PM	17	5:00:00 PM
AM PK HOUR	657	7:00:00 AM	720	7:15:00 AM	614	7:30:00 AM	29	7:15:00 AM
PM PK HOUR	811	4:30:00 PM	651	4:30:00 PM	490	3:45:00 PM	52	4:15:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	11	639	7	657
8-9	12	496	3	511
9-10	10	404	4	418
3-4	20	730	7	757
4-5	22	702	13	737
5-6	20	775	6	801
TOTAL	95	3746	40	3881

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	11	550	138	699
8-9	12	438	71	521
9-10	8	289	79	376
3-4	2	443	139	584
4-5	3	457	119	579
5-6	4	479	148	631
TOTAL	40	2656	694	3390

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1356	0	0	0	0
1032	2	0	0	0
794	0	0	0	0
1341	1	0	0	0
1316	0	0	0	0
1432	2	0	0	0
7271	5	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	96	34	408	538
8-9	111	31	420	562
9-10	88	21	335	444
3-4	101	21	329	451
4-5	89	13	360	462
5-6	66	13	311	390
TOTAL	551	133	2163	2847

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	1	23	28
8-9	1	1	14	16
9-10	3	0	9	12
3-4	4	4	36	44
4-5	2	2	46	50
5-6	5	2	30	37
TOTAL	19	10	158	187

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
566	2	1	1	0
578	4	0	4	0
456	1	0	0	0
495	4	1	0	0
512	4	0	1	1
427	1	0	3	0
3034	16	2	9	1

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

PCE ADJUSTED

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

STREET:
North / Sounth: Lankershim

East/West: I-5 SB Ramps

Day: Thursday, October 3, 2019 Weather: Sunny

Hours:

School Day: Yes District I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	325	347	477	27
BIKES	0	0	0	0
BUSES	52	37	10	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	213	7:30:00 AM	225	7:30:00 AM	182	8:00:00 AM	11	7:30:00 AM
PM PK 15 MIN	232	5:15:00 PM	200	5:00:00 PM	140	4:30:00 PM	19	5:00:00 PM
AM PK HOUR	690	7:00:00 AM	761	7:15:00 AM	653	7:30:00 AM	31	7:15:00 AM
PM PK HOUR	845	4:30:00 PM	679	4:30:00 PM	538	3:45:00 PM	55	3:15:00 PM

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	13	670	7	690
8-9	13	535	3	551
9-10	11	442	5	458
3-4	25	769	7	801
4-5	23	734	14	770
5-6	22	799	6	827
TOTAL	106	3949	41	4096

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	582	149	742
8-9	13	473	80	565
9-10	9	320	91	420
3-4	2	465	145	612
4-5	3	482	123	608
5-6	4	499	152	655
TOTAL	42	2820	739	3601

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
1432	0	0	0	0
1116	0	0	0	0
877	0	0	0	0
1413	0	0	0	0
1377	0	0	0	0
1482	0	0	0	0
7696	0	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	101	34	429	564
8-9	123	33	455	610
9-10	98	22	380	500
3-4	118	23	369	509
4-5	103	14	391	507
5-6	71	13	323	407
TOTAL	613	139	2345	3096

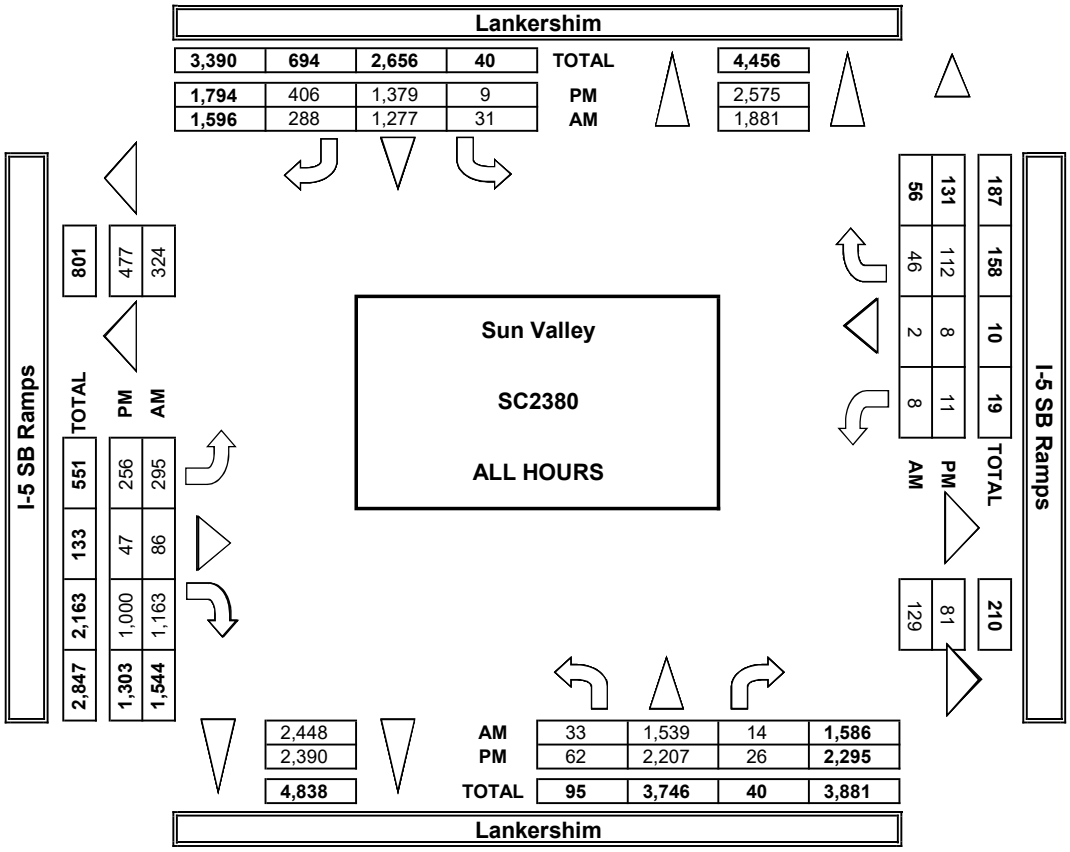
WESTBOUND Approach

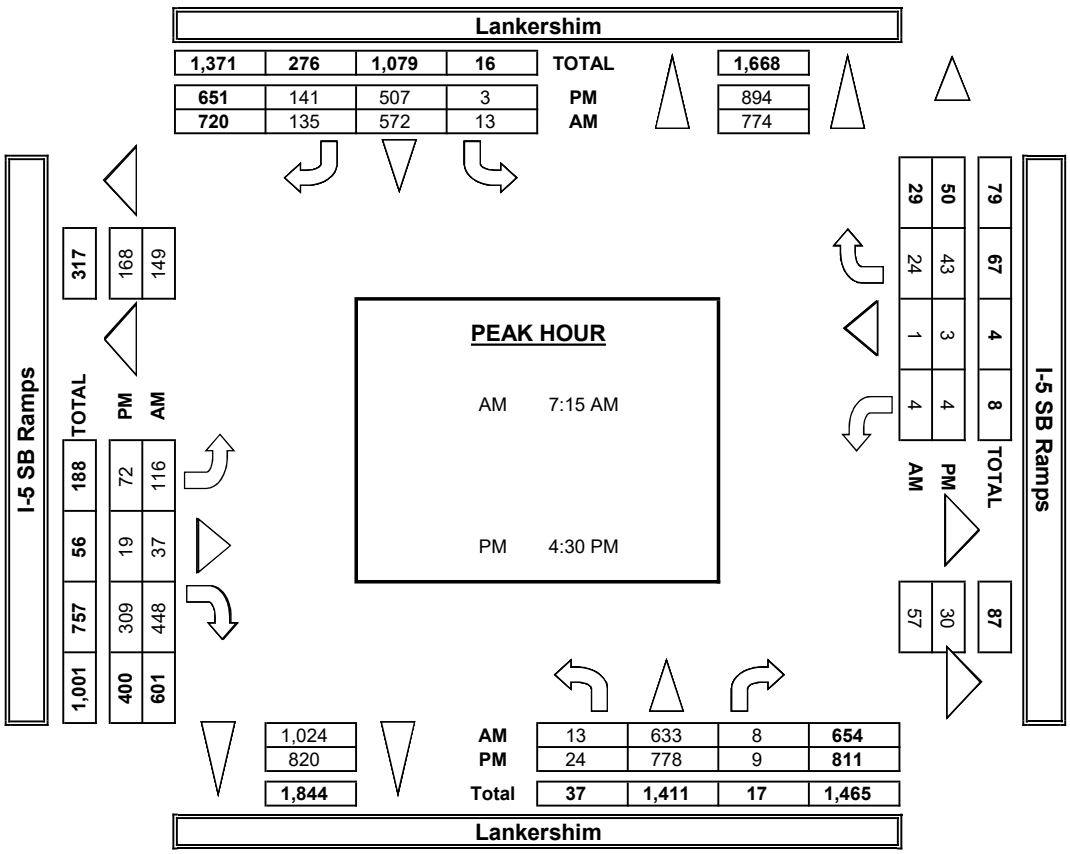
Hours	Lt	Th	Rt	Total
7-8	4	1	25	30
8-9	1	1	16	18
9-10	4	0	12	16
3-4	5	5	37	47
4-5	2	2	48	52
5-6	5	2	32	39
TOTAL	21	11	169	201

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
594	0	0	0	0
628	0	0	0	0
515	0	0	0	0
556	0	0	0	0
559	0	0	0	0
445	0	0	0	0
3296	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

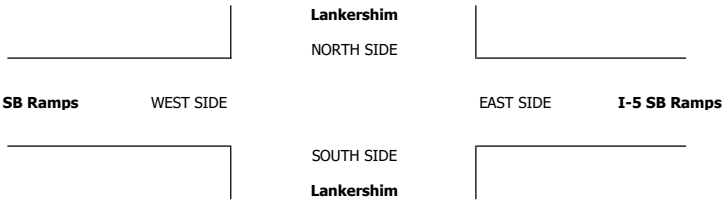
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Sun Valley	PROJECT #:	SC2380
10/3/19	NORTH & SOUTH:	Lankershim	LOCATION #:	11
THURSDAY	EAST & WEST:	I-5 SB Ramps	CONTROL:	SIGNAL

	NOTES:									
PCE Adjusted	Class	1	2	3	4	5	6			AM / PM / MD / OTHER / OTHER
	Factor	1	1.5	2	3	2	2			

▲ N ◄ W E ► S ▼

		NORTHBOUND Lankershim			SOUTHBOUND Lankershim			EASTBOUND I-5 SB Ramps			WESTBOUND I-5 SB Ramps				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 0	EL 0.3	ET 0.3	ER 1.3	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	153	1	2	119	34	20	6	87	1	0	3	426					0
	7:15 AM	6	153	1	4	135	32	17	7	102	0	1	7	463					0
	7:30 AM	4	208	2	5	171	49	25	8	116	0	0	11	597					0
	7:45 AM	2	158	3	1	158	34	39	13	126	3	0	5	540					0
	8:00 AM	4	148	2	5	140	30	43	9	130	1	0	4	514					0
	8:15 AM	6	142	0	2	114	15	30	11	105	0	0	4	427					0
	8:30 AM	3	135	0	3	106	18	23	10	103	0	1	6	406					0
	8:45 AM	1	111	1	3	114	18	28	4	117	0	0	3	398					0
	9:00 AM	3	104	0	3	87	10	25	2	100	1	0	3	336					0
	9:15 AM	5	98	2	0	94	22	13	7	119	2	0	3	362					0
	9:30 AM	1	118	1	1	67	26	26	5	86	0	0	4	334					0
	9:45 AM	3	123	2	5	73	34	34	9	75	2	0	3	361					0
	VOLUMES	37	1,647	15	33	1,375	320	322	89	1,263	9	2	52	5,161	0	0	0	0	0
	APPROACH %	2%	97%	1%	2%	80%	19%	19%	5%	75%	14%	3%	83%						
	APP/DEPART	1,699	/	2,021	1,727	/	2,647	1,673	/	136	63	/	359	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	15	666	8	14	603	145	123	37	473	4	1	26	2,113					
	APPROACH %	2%	97%	1%	2%	79%	19%	19%	6%	75%	13%	3%	84%						
	PEAK HR FACTOR		0.808			0.847			0.871			0.705		0.885					
	APP/DEPART	689	/	815	761	/	1,079	633	/	59	31	/	161	0					
PM	03:00 PM	9	197	1	0	111	35	29	8	89	2	0	6	484					0
	3:15 PM	9	191	3	1	117	41	34	8	89	1	0	13	505					0
	3:30 PM	4	188	2	0	119	46	33	2	90	3	4	12	502					0
	3:45 PM	3	194	1	1	119	24	23	5	101	0	1	7	478					0
	4:00 PM	7	185	2	1	118	34	26	2	102	0	0	16	491					0
	4:15 PM	4	174	5	0	126	27	28	2	111	1	0	11	487					0
	4:30 PM	10	198	6	1	125	35	30	7	104	0	1	13	528					0
	4:45 PM	2	177	1	1	113	28	20	4	75	1	1	10	431					0
	5:00 PM	7	212	2	1	155	45	18	7	70	3	1	14	532					0
	5:15 PM	7	224	1	0	139	38	14	3	81	0	0	10	516					0
	5:30 PM	7	195	3	0	98	35	20	0	89	1	1	5	452					0
	5:45 PM	2	169	0	3	108	35	20	3	83	1	0	4	427					0
	VOLUMES	69	2,302	27	9	1,446	420	291	50	1,082	12	9	117	5,831	0	0	0	0	0
	APPROACH %	3%	96%	1%	0%	77%	22%	20%	4%	76%	9%	7%	85%						
	APP/DEPART	2,397	/	2,709	1,874	/	2,539	1,423	/	86	138	/	498	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	26	810	10	3	531	145	81	20	329	4	3	45	2,006					
	APPROACH %	3%	96%	1%	0%	78%	21%	19%	5%	77%	8%	6%	87%						
	PEAK HR FACTOR		0.911			0.849			0.768			0.743		0.944					
	APP/DEPART	845	/	936	679	/	864	430	/	33	52	/	174	0					



CMA Worksheets

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2019	Ambient Growth (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
1	East-West Street:	Branford Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	LADWP VGS

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity						0			0				0				0	
NORTHBOUND	Left	88	1	**88**		88	**88**		90	1	**90**		90	1	**90**		90	1	**90**
	Left-Through		0							0				0				0	
	Through	644	1	332		644	332		657	1	338		657	1	338		657	1	338
	Through-Right		1							1				1				1	
	Right	19	0	19		19	19		19	0	19		19	0	19		19	0	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	32	1	32		32	32		33	1	33		33	1	33		33	1	33
	Left-Through		0							0				0				0	
	Through	1,462	1	**815**		1462	**815**		1491	1	**831**		1491	1	**831**		1491	1	**831**
	Through-Right		1							1				1				1	
	Right	168	0	168		168	168		171	0	171		171	0	171		171	0	171
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	77	1	**77**		77	**77**		79	1	**79**		79	1	**79**		79	1	**79**
	Left-Through		0							0				0				0	
	Through	9	1	9		9	9		9	1	9		9	1	9		9	1	9
	Through-Right		0							0				0				0	
	Right	63	1	19		63	19		64	1	19		64	1	19		64	1	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	29	1	29		29	29		30	1	30		30	1	30		30	1	30
	Left-Through		0							0				0				0	
	Through	9	0	**43**		9	**43**		9	0	**44**		9	0	**44**		9	0	**44**
	Through-Right		1							1				1				1	
	Right	34	0	0		34	0		35	0	0		35	0	0		35	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		903	*North-South:*		903	*North-South:*			921	*North-South:*			921	*North-South:*			921
		East-West:		120	*East-West:*		120	*East-West:*			123	*East-West:*			123	*East-West:*			123
		SUM:		1023	*SUM:*		1023	*SUM:*			1044	*SUM:*			1044	*SUM:*			1044
	VOLUME/CAPACITY *(V/C)* RATIO:			0.682			0.682				0.696				0.696				0.696
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.582**			**0.582**				**0.596**				**0.596**				**0.596**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2019	Ambient Growth (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
1	East-West Street:	Branford Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	LADWP VGS

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	85	1	85		85	85		87	1	87		87	1	87		87	1	87
	Left-Through		0							0				0				0	
	Through	1,449	1	**741**	3	1452	**743**		1478	1	**756**	3	1481	1	**758**		1481	1	**758**
	Through-Right		1							1				1				1	
	Right	33	0	33		33	33		34	0	34		34	0	34		34	0	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	63	1	**63**		63	**63**		64	1	**64**		64	1	**64**		64	1	**64**
	Left-Through		0							0				0				0	
	Through	704	1	395		704	395		718	1	403		718	1	403		718	1	403
	Through-Right		1							1				1				1	
	Right	86	0	86		86	86		88	0	88		88	0	88		88	0	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	221	1	**221**	3	224	**224**		225	1	**225**	3	228	1	**228**		228	1	**228**
	Left-Through		0							0				0				0	
	Through	5	1	5		5	5		5	1	5		5	1	5		5	1	5
	Through-Right		0							0				0				0	
	Right	158	1	116		158	116		161	1	118		161	1	118		161	1	118
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	27	1	27		27	27		28	1	28		28	1	28		28	1	28
	Left-Through		0							0				0				0	
	Through	4	0	**65**		4	**65**		4	0	**66**		4	0	**66**		4	0	**66**
	Through-Right		1							1				1				1	
	Right	61	0	0		61	0		62	0	0		62	0	0		62	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		804	North-South:		806	North-South:			820	North-South:			822	North-South:			822
		East-West:		286	East-West:		289	East-West:			291	East-West:			294	East-West:			294
		SUM:		1090	SUM:		1095	SUM:			1111	SUM:			1116	SUM:			1116
	VOLUME/CAPACITY (V/C) RATIO:			0.727			0.730				0.741				0.744				0.744
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.627			0.630				0.641				0.644				0.644
	LEVEL OF SERVICE (LOS):			B			B				B				B				B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 — Δ*v/c* after mitigation: 0.003

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2019	Ambient Growth (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
2	East-West Street:	Sheldon Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	LADWP VGS

No. of Phases			2			2			2			2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			0			0			0			0			0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	1	**88**	8	96	**96**		90	1	**90**	8	98	1	**98**		98	1	**98**
	Left-Through		0							0				0				0	
	Through	644	1	332		644	332		657	1	338		657	1	338		657	1	338
	Through-Right		1							1				1				1	
	Right	19	0	19		19	19		19	0	19		19	0	19		19	0	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	32	1	32		32	32		33	1	33		33	1	33		33	1	33
	Left-Through		0							0				0				0	
	Through	1,462	2	**731**		1462	**731**		1491	2	**746**		1491	2	**746**		1491	2	**746**
	Through-Right		0							0				0				0	
	Right	168	1	130		168	130		171	1	132		171	1	132		171	1	132
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	77	1	**77**		77	**77**		79	1	**79**		79	1	**79**		79	1	**79**
	Left-Through		0							0				0				0	
	Through	9	1	9	6	15	15		9	1	9	6	15	1	15		15	1	15
	Through-Right		1							1				1				1	
	Right	63	0	19		63	15		64	0	19		64	0	15		64	0	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	29	1	29		29	29		30	1	30		30	1	30		30	1	30
	Left-Through		0							0				0				0	
	Through	9	1	9		9	9		9	1	9		9	1	9		9	1	9
	Through-Right		1							1				1				1	
	Right	34	0	**18**		34	**18**		35	0	**19**		35	0	**19**		35	0	**19**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		819	*North-South:*		827	*North-South:*			836	*North-South:*			844	*North-South:*			844
		East-West:		95	*East-West:*		95	*East-West:*			98	*East-West:*			98	*East-West:*			98
		SUM:		914	*SUM:*		922	*SUM:*			934	*SUM:*			942	*SUM:*			942
VOLUME/CAPACITY (*V/C*) RATIO:				0.609			0.615				0.623				0.628				0.628
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.509**			**0.515**				**0.523**				**0.528**				**0.528**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	*Δv/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2019	Ambient Growth (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
2	East-West Street:	Sheldon Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	LADWP VGS

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2			2
Override Capacity			0			0			0				0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85		85	85		87	1	87		87	1	87		87	1	87
	Left-Through		0							0				0				0	
	Through	1,449	1	**741**		1449	**741**		1478	1	**756**		1478	1	**756**		1478	1	**756**
	Through-Right		1							1				1				1	
	Right	33	0	33		33	33		34	0	34		34	0	34		34	0	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	63	1	**63**		63	**63**		64	1	**64**		64	1	**64**		64	1	**64**
	Left-Through		0							0				0				0	
	Through	704	2	352		704	352		718	2	359		718	2	359		718	2	359
	Through-Right		0							0				0				0	
	Right	86	1	0		86	0		88	1	0		88	1	0		88	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	221	1	**221**	3	224	**224**		225	1	**225**	3	228	1	**228**		228	1	**228**
	Left-Through		0							0				0				0	
	Through	5	1	5		5	5		5	1	5		5	1	5		5	1	5
	Through-Right		1							1				1				1	
	Right	158	0	116	11	169	127		161	0	118	11	172	0	129		172	0	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	27	1	27		27	27		28	1	28		28	1	28		28	1	28
	Left-Through		0							0				0				0	
	Through	4	1	4	6	10	10		4	1	4	6	10	1	10		10	1	10
	Through-Right		1							1				1				1	
	Right	61	0	**30**		61	**30**		62	0	**30**		62	0	**30**		62	0	**30**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	804		*North-South:*	804		*North-South:*	820			*North-South:*	820			*North-South:*	820		
		East-West:	251		*East-West:*	254		*East-West:*	255			*East-West:*	258			*East-West:*	258		
		SUM:	1055		*SUM:*	1058		*SUM:*	1075			*SUM:*	1078			*SUM:*	1078		
VOLUME/CAPACITY *(V/C)* RATIO:			0.703			0.705			0.717				0.719				0.719		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.603**			**0.605**			**0.617**				**0.619**				**0.619**		
LEVEL OF SERVICE (LOS):			**B**			**B**			**B**				**B**				**B**		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	*Δv/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2019	Ambient Growth (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
3	East-West Street:	Tuxford Street-La Tuna Canyon Roac	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	LADWP VGS

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	115	1	**115**		115	**115**		117	1	**117**		117	1	**117**		117	1	**117**
	Left-Through		0							0				0				0	
	Through	595	1	319	8	603	323		607	1	326	8	615	1	330		615	1	330
	Through-Right		1							1				1				1	
	Right	43	0	43		43	43		44	0	44		44	0	44		44	0	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	138	1	138		138	138		141	1	141		141	1	141		141	1	141
	Left-Through		0							0				0				0	
	Through	885	1	**546**		885	**546**		903	1	**557**		903	1	**557**		903	1	**557**
	Through-Right		1							1				1				1	
	Right	206	0	206		206	206		210	0	210		210	0	210		210	0	210
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	110	1	**110**		110	**110**		112	1	**112**		112	1	**112**		112	1	**112**
	Left-Through		0							0				0				0	
	Through	593	1	380		593	380		605	1	387		605	1	387		605	1	387
	Through-Right		1							1				1				1	
	Right	166	0	166		166	166		169	0	169		169	0	169		169	0	169
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	106	1	106		106	106		108	1	108		108	1	108		108	1	108
	Left-Through		0							0				0				0	
	Through	849	1	**476**		849	**476**		866	1	**485**		866	1	**485**		866	1	**485**
	Through-Right		1							1				1				1	
	Right	102	0	102		102	102		104	0	104		104	0	104		104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		661	North-South:		661	North-South:			674	North-South:			674	North-South:			674
		East-West:		586	East-West:		586	East-West:			597	East-West:			597	East-West:			597
		SUM:		1247	SUM:		1247	SUM:			1271	SUM:			1271	SUM:			1271
VOLUME/CAPACITY (V/C) RATIO:				0.875			0.875				0.892				0.892				0.892
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.775**			**0.775**				**0.792**				**0.792**				**0.792**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Glenoaks Boulevard	Year of Count:	2019	Ambient Growth (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
3	East-West Street:	Tuxford Street-La Tuna Canyon Roac	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	LADWP VGS

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			3			3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--			0	NB-- 0 SB--			0	NB-- 0 SB--			0
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--			0	EB-- 0 WB--			0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0
NORTHBOUND																		
Left	122	1	122		122	122		124	1	124		124	1	124		124	1	124
Left-Through		0							0				0				0	
Through	897	1	**472**		897	**472**		915	1	**481**		915	1	**481**		915	1	**481**
Through-Right		1							1				1				1	
Right	46	0	46		46	46		47	0	47		47	0	47		47	0	47
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	117	1	**117**		117	**117**		119	1	**119**		119	1	**119**		119	1	**119**
Left-Through		0							0				0				0	
Through	664	1	426	7	671	432		677	1	435	7	684	1	440		684	1	440
Through-Right		1							1				1				1	
Right	188	0	188	4	192	192		192	0	192	4	196	0	196		196	0	196
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	147	1	147		147	147		150	1	150		150	1	150		150	1	150
Left-Through		0							0				0				0	
Through	821	1	**459**		821	**460**		838	1	**468**		838	1	**470**		838	1	**470**
Through-Right		1							1				1				1	
Right	96	0	96	3	99	99		98	0	98	3	101	0	101		101	0	101
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	49	1	**49**		49	**49**		50	1	**50**		50	1	**50**		50	1	**50**
Left-Through		0							0				0				0	
Through	517	1	307		517	307		527	1	313		527	1	313		527	1	313
Through-Right		1							1				1				1	
Right	97	0	97		97	97		99	0	99		99	0	99		99	0	99
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		589	*North-South:*		589	*North-South:*			600	*North-South:*			600	*North-South:*			600
	East-West:		508	*East-West:*		509	*East-West:*			518	*East-West:*			520	*East-West:*			520
	SUM:		1097	*SUM:*		1098	*SUM:*			1118	*SUM:*			1120	*SUM:*			1120
VOLUME/CAPACITY *(V/C)* RATIO:			0.770			0.771				0.785				0.786				0.786
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.670**			**0.671**				**0.685**				**0.686**				**0.686**
LEVEL OF SERVICE (LOS):			**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	*Δv/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2019	Ambient Growth (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
4	East-West Street:	Sheldon Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	LADWP VGS

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--		0	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--		0	EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	**66**		66	**66**		67	1	**67**		67	1	**67**		67	1	**67**
	Left-Through		0							0				0				0	
	Through	371	1	283		371	286		378	1	289		378	1	291		378	1	291
	Through-Right		1							1				1				1	
	Right	195	0	195	5	200	200		199	0	199	5	204	0	204		204	0	204
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	159	1	159	1	160	160		162	1	162	1	163	1	163		163	1	163
	Left-Through		0							0				0				0	
	Through	995	1	**526**		995	**526**		1015	1	**536**		1015	1	**536**		1015	1	**536**
	Through-Right		1							1				1				1	
	Right	56	0	56		56	56		57	0	57		57	0	57		57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	94	1	94		94	94		96	1	96		96	1	96		96	1	96
	Left-Through		0							0				0				0	
	Through	586	1	**365**	4	590	**367**		598	1	**372**	4	602	1	**374**		602	1	**374**
	Through-Right		1							1				1				1	
	Right	143	0	143		143	143		146	0	146		146	0	146		146	0	146
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	242	1	**242**		242	**242**		247	1	**247**		247	1	**247**		247	1	**247**
	Left-Through		0							0				0				0	
	Through	715	1	391		715	391		729	1	399		729	1	399		729	1	399
	Through-Right		1							1				1				1	
	Right	67	0	67		67	67		68	0	68		68	0	68		68	0	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		592	*North-South:*		592	*North-South:*			603	*North-South:*			603	*North-South:*			603
		East-West:		607	*East-West:*		609	*East-West:*			619	*East-West:*			621	*East-West:*			621
		SUM:		1199	*SUM:*		1201	*SUM:*			1222	*SUM:*			1224	*SUM:*			1224
VOLUME/CAPACITY (*V/C*) RATIO:				0.872			0.873				0.889				0.890				0.890
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.772**			**0.773**				**0.789**				**0.790**				**0.790**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2019	Ambient Growth (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
4	East-West Street:	Sheldon Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	LADWP VGS

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--		0	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--		0	EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	76	1	76		76	76		78	1	78		78	1	78		78	1	78
	Left-Through		0							0				0				0	
	Through	709	1	**477**		709	**477**		723	1	**486**		723	1	**486**		723	1	**486**
	Through-Right		1							1				1				1	
	Right	244	0	244		244	244		249	0	249		249	0	249		249	0	249
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	87	1	**87**		87	**87**		89	1	**89**		89	1	**89**		89	1	**89**
	Left-Through		0							0				0				0	
	Through	397	1	231		397	231		405	1	235		405	1	235		405	1	235
	Through-Right		1							1				1				1	
	Right	64	0	64		64	64		65	0	65		65	0	65		65	0	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	109	1	109		109	109		111	1	111		111	1	111		111	1	111
	Left-Through		0							0				0				0	
	Through	801	1	**436**		801	**436**		817	1	**445**		817	1	**445**		817	1	**445**
	Through-Right		1							1				1				1	
	Right	71	0	71		71	71		72	0	72		72	0	72		72	0	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	190	1	**190**	43	233	**233**		194	1	**194**	43	237	1	**237**		237	1	**237**
	Left-Through		0							0				0				0	
	Through	591	1	335	40	631	362		603	1	342	40	643	1	369		643	1	369
	Through-Right		1							1				1				1	
	Right	79	0	79	13	92	92		81	0	81	13	94	0	94		94	0	94
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	564		*North-South:*	564		*North-South:*		575		*North-South:*		575		*North-South:*		575
			East-West:	626		*East-West:*	669		*East-West:*		639		*East-West:*		682		*East-West:*		682
			SUM:	1190		*SUM:*	1233		*SUM:*		1214		*SUM:*		1257		*SUM:*		1257
VOLUME/CAPACITY *(V/C)* RATIO:				0.865			0.897				0.883				0.914				0.914
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.765**			**0.797**				**0.783**				**0.814**				**0.814**
LEVEL OF SERVICE (LOS):				**C**			**C**				**C**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.031	∆*v/c* after mitigation:	0.031
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2019	Ambient Growth: (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
5	East-West Street:	Lankershim Boulevard	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	LADWP VGS

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity						0			0				0					0
NORTHBOUND	Left	51	1	**51**		51	**51**		52	1	**52**		52	1	**52**		52	1	**52**
	Left-Through		0							0				0				0	
	Through	311	2	156	1	312	156		317	2	159	1	318	2	159		318	2	159
	Through-Right		0							0				0				0	
	Right	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through		0							0				0				0	
	Through	851	1	**666**		851	**666**		868	1	**679**		868	1	**679**		868	1	**679**
	Through-Right		1							1				1				1	
	Right	480	0	480		480	480		490	0	490		490	0	490		490	0	490
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	323	2	**178**	3	326	**179**		330	2	**182**	3	333	2	**183**		333	2	**183**
	Left-Through		0							0				0				0	
	Through	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Through-Right		0							0				0				0	
	Right	75	1	50		75	50		77	1	51		77	1	51		77	1	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**		0	**0**		0	0	**0**		0	0	**0**		0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		717	*North-South:*		717	*North-South:*			731	*North-South:*			731	*North-South:*			731
		East-West:		178	*East-West:*		179	*East-West:*			182	*East-West:*			183	*East-West:*			183
		SUM:		895	*SUM:*		896	*SUM:*			913	*SUM:*			914	*SUM:*			914
	VOLUME/CAPACITY *(V/C)* RATIO:			0.628			0.629				0.641				0.641				0.641
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.528**			**0.529**				**0.541**				**0.541**				**0.541**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 **$\Delta v/c$ after mitigation:** 0.000

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	San Fernando Road	Year of Count:	2019	Ambient Growth (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
5	East-West Street:	Lankershim Boulevard	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	LADWP VGS

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--		0	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--		0	EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	51	1	**51**		51	**51**		52	1	**52**		52	1	**52**		52	1	**52**
	Left-Through		0							0				0				0	
	Through	642	2	321		642	321		655	2	328		655	2	328		655	2	328
	Through-Right		0							0				0				0	
	Right	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through		0							0				0				0	
	Through	310	1	**306**	13	323	**323**		316	1	**312**	13	329	1	**329**		329	1	**329**
	Through-Right		1							1				1				1	
	Right	301	0	301	30	331	185		307	0	307	30	337	0	188		337	0	188
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	530	2	**292**		530	**292**		541	2	**298**		541	2	**298**		541	2	**298**
	Left-Through		0							0				0				0	
	Through	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Through-Right		0							0				0				0	
	Right	50	1	25		50	25		51	1	25		51	1	25		51	1	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**		0	**0**		0	0	**0**		0	0	**0**		0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		357	*North-South:*		374	*North-South:*			364	*North-South:*			381	*North-South:*			381
		East-West:		292	*East-West:*		292	*East-West:*			298	*East-West:*			298	*East-West:*			298
		SUM:		649	*SUM:*		666	*SUM:*			662	*SUM:*			679	*SUM:*			679
VOLUME/CAPACITY *(V/C)* RATIO:				0.455			0.467				0.465				0.476				0.476
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.355**			**0.367**				**0.365**				**0.376**				**0.376**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.011 — $\Delta v/c$ after mitigation: 0.011

Significant impacted? NO — Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 NB on ramp -Rincon Street	Year of Count:	2019	Ambient Growth (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
6	East-West Street:	Sheldon Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	LADWP VGS

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			0			0				0				0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- SB--			0	NB-- 0 SB--			0	NB-- 0 SB--			0
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB--			0	EB-- 0 WB--			0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND																		
Left	0	0	**0**		0	**0**		0	0	**0**		0	0	**0**		0	0	**0**
Left-Through		0							0				0				0	
Through	0	0	0		0	0		0	0	0		0	0	0		0	0	0
Through-Right		0							0				0				0	
Right	0	0	0		0	0		0	0	0		0	0	0		0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	3	0	3		3	3		3	0	3		3	0	3		3	0	3
Left-Through		0							0				0				0	
Through	2	0	**31**		2	**31**		2	0	**32**		2	0	**32**		2	0	**32**
Through-Right		0							0				0				0	
Right	26	0	0		26	0		27	0	0		27	0	0		27	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	49	1	49		49	49		50	1	50		50	1	50		50	1	50
Left-Through		0							0				0				0	
Through	1,093	1	**648**	4	1097	**650**		1115	1	**661**	4	1119	1	**663**		1119	1	**663**
Through-Right		1							1				1				1	
Right	203	0	203		203	203		207	0	207		207	0	207		207	0	207
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	226	1	**226**		226	**226**		231	1	**231**		231	1	**231**		231	1	**231**
Left-Through		0							0				0				0	
Through	1,100	1	576		1100	576		1122	1	588		1122	1	588		1122	1	588
Through-Right		1							1				1				1	
Right	52	0	52		52	52		53	0	53		53	0	53		53	0	53
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		31	North-South:		31	North-South:			32	North-South:			32	North-South:			32
	East-West:		874	East-West:		876	East-West:			892	East-West:			894	East-West:			894
	SUM:		905	SUM:		907	SUM:			924	SUM:			926	SUM:			926
VOLUME/CAPACITY (*V/C*) RATIO:			0.754			0.756				0.770				0.772				0.772
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.754			0.756				0.770				0.772				0.772
LEVEL OF SERVICE (LOS):			C			C				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.002

Significant impacted? NO — Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 NB on ramp -Rincon Street	Year of Count:	2019	Ambient Growth: (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
6	East-West Street:	Sheldon Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	LADWP VGS

No. of Phases			0			0			0			0			0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0
ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0			0			0
Override Capacity			1200			1200			1200			1200			1200			1200

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**		0	**0**		0	0	**0**		0	0	**0**		0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	3	0	3		3	3		3	0	3		3	0	3		3	0	3
	Left-Through		0							0				0				0	
	Through	3	0	**43**		3	**43**		3	0	**44**		3	0	**44**		3	0	**44**
	Through-Right		0							0				0				0	
	Right	37	0	0		37	0		38	0	0		38	0	0		38	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	73	1	73		73	73		74	1	74		74	1	74		74	1	74
	Left-Through		0							0				0				0	
	Through	1251	1	**755**		1251	**755**		1276	1	**770**		1276	1	**770**		1276	1	**770**
	Through-Right		1							1				1				1	
	Right	259	0	259		259	259		264	0	264		264	0	264		264	0	264
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	147	1	**147**		147	**147**		150	1	**150**		150	1	**150**		150	1	**150**
	Left-Through		0							0				0				0	
	Through	972	1	499	20	992	519		992	1	509	20	1012	1	529		1012	1	529
	Through-Right		1							1				1				1	
	Right	25	0	25	20	45	45		26	0	26	20	46	0	46		46	0	46
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		43	*North-South:*		43	*North-South:*			44	*North-South:*			44	*North-South:*			44
		East-West:		902	*East-West:*		902	*East-West:*			920	*East-West:*			920	*East-West:*			920
		SUM:		945	*SUM:*		945	*SUM:*			964	*SUM:*			964	*SUM:*			964
VOLUME/CAPACITY *(V/C)* RATIO:				0.788			0.788				0.803				0.803				0.803
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.788			0.788				0.803				0.803				0.803
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Road	Year of Count:	2019	Ambient Growth: (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
7	East-West Street:	Sheldon Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	LADWP VGS

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			3			3			3				3					3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	42	1	**42**		42	**42**		43	1	**43**		43	1	**43**		43	1	**43**
	Left-Through		0							0				0				0	
	Through	422	2	211		422	211		431	2	216		431	2	216		431	2	216
	Through-Right		0							0				0				0	
	Right	416	1	363	2	418	365		424	1	370	2	426	1	372		426	1	372
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	165	1	165		165	165		168	1	168		168	1	168		168	1	168
	Left-Through		0							0				0				0	
	Through	946	1	**647**		946	**647**		965	1	**660**		965	1	**660**		965	1	**660**
	Through-Right		1							1				1				1	
	Right	348	0	348		348	348		355	0	355		355	0	355		355	0	355
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	82	1	82		82	82		84	1	84		84	1	84		84	1	84
	Left-Through		0							0				0				0	
	Through	769	1	**455**	2	771	**456**		784	1	**464**	2	786	1	**465**		786	1	**465**
	Through-Right		1							1				1				1	
	Right	141	0	141		141	141		144	0	144		144	0	144		144	0	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	107	1	**107**		107	**107**		109	1	**109**		109	1	**109**		109	1	**109**
	Left-Through		0							0				0				0	
	Through	840	2	420		840	420		857	2	429		857	2	429		857	2	429
	Through-Right		0							0				0				0	
	Right	179	1	97		179	97		183	1	99		183	1	99		183	1	99
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		689	*North-South:*		689	*North-South:*			703	*North-South:*			703	*North-South:*			703
		East-West:		562	*East-West:*		563	*East-West:*			573	*East-West:*			574	*East-West:*			574
		SUM:		1251	*SUM:*		1252	*SUM:*			1276	*SUM:*			1277	*SUM:*			1277
	VOLUME/CAPACITY *(V/C)* RATIO:			0.878			0.879				0.895				0.896				0.896
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.778**			**0.779**				**0.795**				**0.796**				**0.796**
	LEVEL OF SERVICE (LOS):			**C**			**C**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Laurel Canyon Road	Year of Count:	2019	Ambient Growth (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
7	East-West Street:	Sheldon Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	LADWP VGS

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--		0	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--		0	EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	66		66	66		67	1	67		67	1	67		67	1	67
	Left-Through		0							0				0				0	
	Through	1,125	2	**563**		1125	**563**		1148	2	**574**		1148	2	**574**		1148	2	**574**
	Through-Right		0							0				0				0	
	Right	587	1	530		587	530		599	1	541		599	1	541		599	1	541
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	121	1	**121**		121	**121**		123	1	**123**		123	1	**123**		123	1	**123**
	Left-Through		0							0				0				0	
	Through	474	1	337		474	337		484	1	344		484	1	344		484	1	344
	Through-Right		1							1				1				1	
	Right	200	0	200		200	200		204	0	204		204	0	204		204	0	204
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	201	1	201		201	201		205	1	205		205	1	205		205	1	205
	Left-Through		0							0				0				0	
	Through	873	1	**520**		873	**520**		891	1	**530**		891	1	**530**		891	1	**530**
	Through-Right		1							1				1				1	
	Right	166	0	166		166	166		169	0	169		169	0	169		169	0	169
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	115	1	**115**		115	**115**		117	1	**117**		117	1	**117**		117	1	**117**
	Left-Through		0							0				0				0	
	Through	608	2	304	20	628	314		620	2	310	20	640	2	320		640	2	320
	Through-Right		0							0				0				0	
	Right	295	1	235		295	235		301	1	240		301	1	240		301	1	240
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		684	North-South:		684	North-South:			697	North-South:			697	North-South:			697
		East-West:		635	East-West:		635	East-West:			647	East-West:			647	East-West:			647
		SUM:		1319	SUM:		1319	SUM:			1344	SUM:			1344	SUM:			1344
VOLUME/CAPACITY (V/C) RATIO:				0.926			0.926				0.943				0.943				0.943
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.826**			**0.826**				**0.843**				**0.843**				**0.843**
LEVEL OF SERVICE (LOS):				**D**			**D**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 NB off ramp -Jerome Street	Year of Count:	2019	Ambient Growth (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
8	East-West Street:	Laurel Canyon Road	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	LADWP VGS

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			0			0				0				0				0
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--			0	NB-- 0 SB--			0	NB-- 0 SB--			0
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--			0	EB-- 0 WB--			0	EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
	Override Capacity			1200			#####				1200				1200				1200
NORTHBOUND	Left	0	0	**0**		0	**0**		0	0	**0**		0	0	**0**		0	0	**0**
	Left-Through		0							0				0				0	
	Through	659	1	340		659	340		672	1	347		672	1	347		672	1	347
	Through-Right		1							1				1				1	
	Right	21	0	21		21	21		21	0	21		21	0	21		21	0	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	97	1	97		97	97		99	1	99		99	1	99		99	1	99
	Left-Through		0							0				0				0	
	Through	1,129	2	**565**		1129	**565**		1152	2	**576**		1152	2	**576**		1152	2	**576**
	Through-Right		0							0				0				0	
	Right	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	36	0	36		36	36		37	0	37		37	0	37		37	0	37
	Left-Through		1							1				1				1	
	Through	8	0	44		8	44		8	0	45		8	0	45		8	0	45
	Through-Right		0							0				0				0	
	Right	303	1	**303**		303	**303**		309	1	**309**		309	1	**309**		309	1	**309**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	31	0	**31**		31	**31**		32	0	**32**		32	0	**32**		32	0	**32**
	Left-Through		0							0				0				0	
	Through	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Through-Right		0							0				0				0	
	Right	118	0	149		118	149		120	0	152		120	0	152		120	0	152
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
	CRITICAL VOLUMES	North-South:		565	North-South:		565	North-South:			576	North-South:			576	North-South:			576
		East-West:		334	East-West:		334	East-West:			341	East-West:			341	East-West:			341
		SUM:		899	SUM:		899	SUM:			917	SUM:			917	SUM:			917
	VOLUME/CAPACITY (V/C) RATIO:			0.749			0.749				0.764				0.764				0.764
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.749			0.749				0.764				0.764				0.764
	LEVEL OF SERVICE (LOS):			C			C				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — $\Delta v/c$ after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8	**North-South Street:** I-5 NB off ramp -Jerome Street	**Year of Count:** 2019	**Ambient Growth: (%):** 0.5	**Conducted by:** Dudek	**Date:** 11/1/2019
	East-West Street: Laurel Canyon Road	**Projection Year:** 2023	**Peak Hour:** PM	**Reviewed by:**	**Project:** LADWP VGS

	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases	0	0	0	0	0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	0	0	0	0	0
Override Capacity	1200	1200	1200	1200	1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through		0							0				0				0	
	Through	1492	1	**769**		1492	**769**		1522	1	**784**		1522	1	**784**		1522	1	**784**
	Through-Right		1							1				1				1	
	Right	45	0	45		45	45		46	0	46		46	0	46		46	0	46
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	42	1	**42**		42	**42**		43	1	**43**		43	1	**43**		43	1	**43**
	Left-Through		0							0				0				0	
	Through	593	2	297		593	297		605	2	303		605	2	303		605	2	303
	Through-Right		0							0				0				0	
	Right	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	185	0	**185**		185	**185**		189	0	**189**		189	0	**189**		189	0	**189**
	Left-Through		1							1				1				1	
	Through	5	0	190		5	190		5	0	194		5	0	194		5	0	194
	Through-Right		0							0				0				0	
	Right	182	1	182		182	182		186	1	186		186	1	186		186	1	186
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	23	0	23		23	23		23	0	23		23	0	23		23	0	23
	Left-Through		0							0				0				0	
	Through	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Through-Right		0							0				0				0	
	Right	66	0	**89**		66	**89**		67	0	**90**		67	0	**90**		67	0	**90**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
CRITICAL VOLUMES			*North-South:*	811		*North-South:*	811			*North-South:*	827			*North-South:*	827			*North-South:*	827
			East-West:	274		*East-West:*	274			*East-West:*	279			*East-West:*	279			*East-West:*	279
			SUM:	1085		*SUM:*	1085			*SUM:*	1106			*SUM:*	1106			*SUM:*	1106
VOLUME/CAPACITY *(V/C)* RATIO:				0.904			0.904				0.922				0.922				0.922
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.904			0.904				0.922				0.922				0.922
LEVEL OF SERVICE (LOS):				E			E				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	**∆*v/c* after mitigation:**	0.000
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 NB off ramp -Jerome Street	Year of Count:	2019	Ambient Growth (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
9	East-West Street:	Laurel Canyon Boulevard	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	LADWP VGS

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			0			0				0				0				0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--		0	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--		0	EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			0			0				0				0				0
Override Capacity			1200			#####				1200				1200				1200

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through		0							0				0				0	
	Through	687	1	**396**		687	**396**		701	1	**404**		701	1	**404**		701	1	**404**
	Through-Right		1							1				1				1	
	Right	105	0	105		105	105		107	0	107		107	0	107		107	0	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	303	1	**303**		303	**303**		309	1	**309**		309	1	**309**		309	1	**309**
	Left-Through		0							0				0				0	
	Through	917	2	459		917	459		935	2	468		935	2	468		935	2	468
	Through-Right		0							0				0				0	
	Right	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	**0**		0	**0**		0	0	**0**		0	0	**0**		0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	92	1	**92**		92	**92**		94	1	**94**		94	1	**94**		94	1	**94**
	Left-Through		0							0				0				0	
	Through	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Through-Right		0							0				0				0	
	Right	196	1	45	2	198	47		200	1	46	2	202	1	48		202	1	48
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	699		*North-South:*	699		*North-South:*	713			*North-South:*	713			*North-South:*	713		
		East-West:	92		*East-West:*	92		*East-West:*	94			*East-West:*	94			*East-West:*	94		
		SUM:	791		*SUM:*	791		*SUM:*	807			*SUM:*	807			*SUM:*	807		
VOLUME/CAPACITY *(V/C)* RATIO:			0.659			0.659			0.673				0.673				0.673		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.659			0.659			0.673				0.673				0.673		
LEVEL OF SERVICE (LOS):			**B**			**B**			**B**				**B**				**B**		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	*Δv/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #: 9	North-South Street: I-5 NB off ramp -Jerome Street	Year of Count: 2019	Ambient Growth: (%): 0.5	Conducted by: Dudek	Date: 11/1/2019
	East-West Street: Laurel Canyon Boulevard	Projection Year: 2023	Peak Hour: PM	Reviewed by:	Project: LADWP VGS

No. of Phases	0	0	0	0	0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	0	0	0	0	0
Override Capacity	1200	1200	1200	1200	1200

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through		0							0				0				0	
	Through	1494	1	**783**		1494	**783**		1524	1	**798**		1524	1	**798**		1524	1	**798**
	Through-Right		1							1				1				1	
	Right	71	0	71		71	71		72	0	72		72	0	72		72	0	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	217	1	**217**		217	**217**		221	1	**221**		221	1	**221**		221	1	**221**
	Left-Through		0							0				0				0	
	Through	578	2	289		578	289		590	2	295		590	2	295		590	2	295
	Through-Right		0							0				0				0	
	Right	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**		0	**0**		0	0	**0**		0	0	**0**		0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	113	1	113		113	113		115	1	115		115	1	115		115	1	115
	Left-Through		0							0				0				0	
	Through	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Through-Right		0							0				0				0	
	Right	279	1	**171**		279	**171**		285	1	**175**		285	1	**175**		285	1	**175**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	1000		*North-South:*	1000			*North-South:*	1019			*North-South:*	1019			*North-South:*	1019
			East-West:	171		*East-West:*	171			*East-West:*	175			*East-West:*	175			*East-West:*	175
			SUM:	1171		*SUM:*	1171			*SUM:*	1194			*SUM:*	1194			*SUM:*	1194
VOLUME/CAPACITY *(V/C)* RATIO:				0.976			0.976				0.995				0.995				0.995
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.976			0.976				0.995				0.995				0.995
LEVEL OF SERVICE (LOS):				E			E				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 NB Ramps	Year of Count:	2019	Ambient Growth: (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
10	East-West Street:	Lankershim Boulevard	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	LADWP VGS

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	328	1	**328**		328	**328**		335	1	**335**		335	1	**335**		335	1	**335**
	Left-Through		0							0				0				0	
	Through	488	2	244	1	489	245		498	2	249	1	499	2	250		499	2	250
	Through-Right		0							0				0				0	
	Right	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through		0							0				0				0	
	Through	643	2	**322**		643	**322**		656	2	**328**		656	2	**328**		656	2	**328**
	Through-Right		0							0				0				0	
	Right	69	1	69		69	69		70	1	70		70	1	70		70	1	70
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**		0	**0**		0	0	**0**		0	0	**0**		0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	120	0	120		120	120		122	0	122		122	0	122		122	0	122
	Left-Through		0							0				0				0	
	Through	1	0	121		1	121		1	0	123		1	0	123		1	0	123
	Through-Right		0							0				0				0	
	Right	212	1	**212**	2	214	**214**		216	1	**216**	2	218	1	**218**		218	1	**218**
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		650	*North-South:*		650	*North-South:*			663	*North-South:*			663	*North-South:*			663
		East-West:		212	*East-West:*		214	*East-West:*			216	*East-West:*			218	*East-West:*			218
		SUM:		862	*SUM:*		864	*SUM:*			879	*SUM:*			881	*SUM:*			881
VOLUME/CAPACITY *(V/C)* RATIO:				0.605			0.606				0.617				0.618				0.618
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.505**			**0.506**				**0.517**				**0.518**				**0.518**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	$\Delta v/c$ after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 NB Ramps	Year of Count:	2019	Ambient Growth (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
10	East-West Street:	Lankershim Boulevard	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	LADWP VGS

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--		0	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--		0	EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	305	1	**305**		305	**305**		311	1	**311**		311	1	**311**		311	1	**311**
	Left-Through		0							0				0				0	
	Through	636	2	318		636	318		649	2	325		649	2	325		649	2	325
	Through-Right		0							0				0				0	
	Right	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through		0							0				0				0	
	Through	545	2	**273**	30	575	**288**		556	2	**278**	30	586	2	**293**		586	2	**293**
	Through-Right		0							0				0				0	
	Right	69	1	69		69	69		70	1	70		70	1	70		70	1	70
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	**0**		0	**0**		0	0	**0**		0	0	**0**		0	0	**0**
	Left-Through		0							0				0				0	
	Through	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0		0	0		0	0	0		0	0	0		0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	134	0	134		134	134		137	0	137		137	0	137		137	0	137
	Left-Through		0							0				0				0	
	Through	4	0	138		4	138		4	0	141		4	0	141		4	0	141
	Through-Right		0							0				0				0	
	Right	186	1	**186**		186	**186**		190	1	**190**		190	1	**190**		190	1	**190**
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	578		*North-South:*	593		*North-South:*		589		*North-South:*		604		*North-South:*		604
			East-West:	186		*East-West:*	186		*East-West:*		190		*East-West:*		190		*East-West:*		190
			SUM:	764		*SUM:*	779		*SUM:*		779		*SUM:*		794		*SUM:*		794
VOLUME/CAPACITY *(V/C)* RATIO:				0.536			0.547				0.547				0.557				0.557
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.436			0.447				0.447				0.457				0.457
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 SB Ramps	Year of Count:	2019	Ambient Growth: (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
11	East-West Street:	Lankershim Boulevard	Projection Year:	2023	Peak Hour:	AM	Reviewed by:		Project:	LADWP VGS

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases		2			2			2				2				2		
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0				0		
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--	0		NB-- 0 SB-- EB-- 0 WB--	0		NB-- 0 SB-- EB-- 0 WB--	0			NB-- 0 SB-- EB-- 0 WB--	0			NB-- 0 SB-- EB-- 0 WB--	0		
	ATSAC-1 or ATSAC+ATCS-2?		2			2			2				2				2		
	Override Capacity		0			0			0				0				0		
NORTHBOUND	Left	15	1	15		15	15		15	1	15		15	1	15		15	1	15
	Left-Through		0							0				0				0	
	Through	666	2	**333**	1	667	**334**		679	2	**340**	1	680	2	**340**		680	2	**340**
	Through-Right		0							0				0				0	
	Right	8	1	8		8	8		8	1	8		8	1	8		8	1	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	14	1	**14**		14	**14**		14	1	**14**		14	1	**14**		14	1	**14**
	Left-Through		0							0				0				0	
	Through	603	2	302		603	302		615	2	308		615	2	308		615	2	308
	Through-Right		0							0				0				0	
	Right	145	1	145		145	145		148	1	148		148	1	148		148	1	148
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	123	0	123		123	123		125	0	125		125	0	125		125	0	125
	Left-Through		0							0				0				0	
	Through	37	0	160		37	160		38	0	163		38	0	163		38	0	163
	Through-Right		0							0				0				0	
	Right	473	1	**466**		473	**466**		483	1	**476**		483	1	**476**		483	1	**476**
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	0	**4**		4	**4**		4	0	**4**		4	0	**4**		4	0	**4**
	Left-Through		0							0				0				0	
	Through	1	0	31		1	31		1	0	32		1	0	32		1	0	32
	Through-Right		0							0				0				0	
	Right	26	0	0		26	0		27	0	0		27	0	0		27	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	347		*North-South:*	348		*North-South:*	354			*North-South:*	354			*North-South:*	354		
		East-West:	470		*East-West:*	470		*East-West:*	480			*East-West:*	480			*East-West:*	480		
		SUM:	817		*SUM:*	818		*SUM:*	834			*SUM:*	834			*SUM:*	834		
	VOLUME/CAPACITY *(V/C)* RATIO:		0.545			0.545			0.556				0.556				0.556		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.445**			**0.445**			**0.456**				**0.456**				**0.456**		
	LEVEL OF SERVICE (LOS):		**A**			**A**			**A**				**A**				**A**		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	I-5 SB Ramps	Year of Count:	2019	Ambient Growth: (%):	0.5	Conducted by:	Dudek	Date:	11/1/2019
11	East-West Street:	Lankershim Boulevard	Projection Year:	2023	Peak Hour:	PM	Reviewed by:		Project:	LADWP VGS

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	1	26		26	26		27	1	27		27	1	27		27	1	27
	Left-Through		0							0				0				0	
	Through	810	2	**405**		810	**405**		826	2	**413**		826	2	**413**		826	2	**413**
	Through-Right		0							0				0				0	
	Right	10	1	10		10	10		10	1	10		10	1	10		10	1	10
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	3	1	**3**		3	**3**		3	1	**3**		3	1	**3**		3	1	**3**
	Left-Through		0							0				0				0	
	Through	531	2	266	10	541	271		542	2	271	10	552	2	276		552	2	276
	Through-Right		0							0				0				0	
	Right	145	1	145	20	165	165		148	1	148	20	168	1	168		168	1	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	81	0	81		81	81		83	0	83		83	0	83		83	0	83
	Left-Through		0							0				0				0	
	Through	20	0	101		20	101		20	0	103		20	0	103		20	0	103
	Through-Right		0							0				0				0	
	Right	329	1	**316**		329	**316**		336	1	**323**		336	1	**323**		336	1	**323**
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	0	**4**		4	**4**		4	0	**4**		4	0	**4**		4	0	**4**
	Left-Through		0							0				0				0	
	Through	3	0	52		3	52		3	0	53		3	0	53		3	0	53
	Through-Right		0							0				0				0	
	Right	45	0	0		45	0		46	0	0		46	0	0		46	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		408	North-South:		408	North-South:			416	North-South:			416	North-South:			416
		East-West:		320	East-West:		320	East-West:			327	East-West:			327	East-West:			327
		SUM:		728	SUM:		728	SUM:			743	SUM:			743	SUM:			743
VOLUME/CAPACITY (V/C) RATIO:				0.485			0.485				0.495				0.495				0.495
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.385			0.385				0.395				0.395				0.395
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

Synchro Worksheets

- Existing Conditions

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	1051	193	213	1048	50	0	0	0	3	2	23
Future Vol, veh/h	48	1051	193	213	1048	50	0	0	0	3	2	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	35	-	-	160	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	4	7	9	11	9	6	0	0	0	0	0	26
Mvmt Flow	52	1130	208	229	1127	54	0	0	0	3	2	25

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	1181	0	0	1338	0	0	2281	3054	591
Stage 1	-	-	-	-	-	-	1612	1612	-
Stage 2	-	-	-	-	-	-	669	1442	-
Critical Hdwy	4.18	-	-	4.32	-	-	6.8	6.5	7.42
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	5.5	-
Follow-up Hdwy	2.24	-	-	2.31	-	-	3.5	4	3.56
Pot Cap-1 Maneuver	576	-	-	466	-	-	34	13	395
Stage 1	-	-	-	-	-	-	152	165	-
Stage 2	-	-	-	-	-	-	476	199	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	576	-	-	466	-	-	16	0	395
Mov Cap-2 Maneuver	-	-	-	-	-	-	16	0	-
Stage 1	-	-	-	-	-	-	70	0	-
Stage 2	-	-	-	-	-	-	476	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	3.2	51.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	576	-	-	466	-	-	106
HCM Lane V/C Ratio	0.09	-	-	0.491	-	-	0.284
HCM Control Delay (s)	11.9	-	-	20	-	-	51.9
HCM Lane LOS	B	-	-	C	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	2.7	-	-	1.1

Intersection	
Int Delay, s/veh	49.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	7	290	29	0	117	0	634	17	93	1080	0
Future Vol, veh/h	34	7	290	29	0	117	0	634	17	93	1080	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	500	-	-	-	-	-	-	140	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	12	14	9	10	0	2	0	7	41	8	8	0
Mvmt Flow	37	8	315	32	0	127	0	689	18	101	1174	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1721	2083	587	1491	2074	354	-	0	0	707	0	0
Stage 1	1376	1376	-	698	698	-	-	-	-	-	-	-
Stage 2	345	707	-	793	1376	-	-	-	-	-	-	-
Critical Hdwy	7.74	6.78	7.08	7.7	6.5	6.94	-	-	-	4.26	-	-
Critical Hdwy Stg 1	6.74	5.78	-	6.7	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.78	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.62	4.14	3.39	3.6	4	3.32	-	-	-	2.28	-	-
Pot Cap-1 Maneuver	52	45	436	79	54	642	0	-	-	848	-	0
Stage 1	140	190	-	379	445	-	0	-	-	-	-	0
Stage 2	617	408	-	331	215	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	38	40	436	~ 17	48	642	-	-	-	848	-	-
Mov Cap-2 Maneuver	38	40	-	~ 17	48	-	-	-	-	-	-	-
Stage 1	140	167	-	379	445	-	-	-	-	-	-	-
Stage 2	495	408	-	77	189	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	73.3	$ 607.3	0	0.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	38	436	77	848	-
HCM Lane V/C Ratio	-	-	1.173	0.723	2.061	0.119	-
HCM Control Delay (s)	-	-	$ 365.6	32	$ 607.3	9.8	-
HCM Lane LOS	-	-	F	D	F	A	-
HCM 95th %tile Q(veh)	-	-	4.5	5.7	14.4	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	54.5

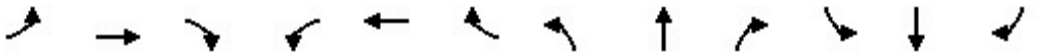
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	86	188	659	103	288	879
Future Vol, veh/h	86	188	659	103	288	879
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	470	0	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	13	9	7	2	10	8
Mvmt Flow	96	209	732	114	320	977

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1918	423	0	0	846	0
Stage 1	789	-	-	-	-	-
Stage 2	1129	-	-	-	-	-
Critical Hdwy	7.06	7.08	-	-	4.3	-
Critical Hdwy Stg 1	6.06	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-
Follow-up Hdwy	3.63	3.39	-	-	2.3	-
Pot Cap-1 Maneuver	~ 52	560	-	-	738	-
Stage 1	381	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 29	560	-	-	738	-
Mov Cap-2 Maneuver	~ 29	-	-	-	-	-
Stage 1	216	-	-	-	-	-
Stage 2	248	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 423.8	0	3.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	29	560	738	-
HCM Lane V/C Ratio	-	-	3.295	0.373	0.434	-
HCM Control Delay (s)	-	-	$ 1316.9	15.2	13.6	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	11.4	1.7	2.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



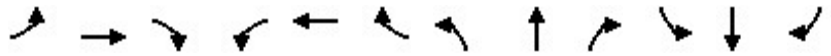
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	112	1	203	315	459	0	0	609	60
Future Volume (veh/h)	0	0	0	112	1	203	315	459	0	0	609	60
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1900	1781	1781	1752	0	0	1752	1485
Adj Flow Rate, veh/h				130	80	184	366	534	0	0	708	70
Peak Hour Factor				0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %				8	0	8	8	10	0	0	10	28
Cap, veh/h				187	115	248	396	2321	0	0	1314	497
Arrive On Green				0.16	0.16	0.16	0.47	1.00	0.00	0.00	0.39	0.39
Sat Flow, veh/h				1141	702	1510	1697	3416	0	0	3416	1259
Grp Volume(v), veh/h				210	0	184	366	534	0	0	708	70
Grp Sat Flow(s),veh/h/ln				1843	0	1510	1697	1664	0	0	1664	1259
Q Serve(g_s), s				7.0	0.0	7.5	13.1	0.0	0.0	0.0	10.6	2.3
Cycle Q Clear(g_c), s				7.0	0.0	7.5	13.1	0.0	0.0	0.0	10.6	2.3
Prop In Lane				0.62		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				302	0	248	396	2321	0	0	1314	497
V/C Ratio(X)				0.69	0.00	0.74	0.92	0.23	0.00	0.00	0.54	0.14
Avail Cap(c_a), veh/h				510	0	418	405	2321	0	0	1314	497
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.93	0.93	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				25.6	0.0	25.9	16.8	0.0	0.0	0.0	15.1	12.6
Incr Delay (d2), s/veh				2.9	0.0	4.4	25.2	0.2	0.0	0.0	1.6	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.0	0.0	2.8	6.0	0.1	0.0	0.0	3.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.5	0.0	30.2	41.9	0.2	0.0	0.0	16.7	13.2
LnGrp LOS				C	A	C	D	A	A	A	B	B
Approach Vol, veh/h					394			900			778	
Approach Delay, s/veh					29.3			17.2			16.4	
Approach LOS					C			B			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		49.8			19.7	30.2		15.2				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		38.0			15.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0			15.1	12.6		9.5				
Green Ext Time (p_c), s		3.9			0.1	2.3		1.1				

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	37	448	4	1	24	13	633	8	13	572	135
Future Volume (veh/h)	116	37	448	4	1	24	13	633	8	13	572	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1752	1900	1900	1900	1441	1767	1900	1559	1752	1693
Adj Flow Rate, veh/h	132	293	342	5	1	27	15	719	9	15	650	153
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	10	0	0	0	31	9	0	23	10	14
Cap, veh/h	196	368	621	75	49	271	249	1488	714	287	1476	636
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.44	0.44	0.44	0.15	0.15	0.15
Sat Flow, veh/h	294	880	1485	28	116	647	522	3357	1610	606	3328	1434
Grp Volume(v), veh/h	425	0	342	33	0	0	15	719	9	15	650	153
Grp Sat Flow(s),veh/h/ln	1174	0	1485	791	0	0	522	1678	1610	606	1664	1434
Q Serve(g_s), s	0.0	0.0	11.3	0.3	0.0	0.0	1.4	9.9	0.2	1.5	11.6	6.1
Cycle Q Clear(g_c), s	23.7	0.0	11.3	24.0	0.0	0.0	13.0	9.9	0.2	11.3	11.6	6.1
Prop In Lane	0.31		1.00	0.15		0.82	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	564	0	621	395	0	0	249	1488	714	287	1476	636
V/C Ratio(X)	0.75	0.00	0.55	0.08	0.00	0.00	0.06	0.48	0.01	0.05	0.44	0.24
Avail Cap(c_a), veh/h	625	0	674	445	0	0	249	1488	714	287	1476	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	16.8	0.0	14.3	12.7	0.0	0.0	18.1	12.8	10.1	24.8	20.4	18.1
Incr Delay (d2), s/veh	4.7	0.0	0.8	0.1	0.0	0.0	0.5	1.1	0.0	0.2	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	3.6	0.3	0.0	0.0	0.2	3.4	0.1	0.3	5.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	0.0	15.1	12.8	0.0	0.0	18.5	13.9	10.2	25.0	21.1	18.7
LnGrp LOS	C	A	B	B	A	A	B	B	B	C	C	B
Approach Vol, veh/h		767			33			743			818	
Approach Delay, s/veh		18.6			12.8			14.0			20.7	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	33.3	31.7	33.3	31.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	26.5	29.5	26.5	29.5
Max Q Clear Time (g_c+I1), s	15.0	25.7	13.6	26.0
Green Ext Time (p_c), s	3.8	1.5	4.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	68	1182	248	144	938	25	0	0	0	3	3	35
Future Vol, veh/h	68	1182	248	144	938	25	0	0	0	3	3	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	35	-	-	160	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	19	11	0	0	8	16	0	0	0	33	0	17
Mvmt Flow	74	1285	270	157	1020	27	0	0	0	3	3	38

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	1047	0	0	1555	0	0			2139	3051	524
Stage 1	-	-	-	-	-	-			1348	1348	-
Stage 2	-	-	-	-	-	-			791	1703	-
Critical Hdwy	4.48	-	-	4.1	-	-			7.46	6.5	7.24
Critical Hdwy Stg 1	-	-	-	-	-	-			6.46	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			6.46	5.5	-
Follow-up Hdwy	2.39	-	-	2.2	-	-			3.83	4	3.47
Pot Cap-1 Maneuver	568	-	-	431	-	-			28	13	461
Stage 1	-	-	-	-	-	-			158	221	-
Stage 2	-	-	-	-	-	-			336	149	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	568	-	-	431	-	-			15	0	461
Mov Cap-2 Maneuver	-	-	-	-	-	-			15	0	-
Stage 1	-	-	-	-	-	-			87	0	-
Stage 2	-	-	-	-	-	-			336	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	2.3	43.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	568	-	-	431	-	-	138
HCM Lane V/C Ratio	0.13	-	-	0.363	-	-	0.323
HCM Control Delay (s)	12.3	-	-	18	-	-	43.1
HCM Lane LOS	B	-	-	C	-	-	E
HCM 95th %tile Q(veh)	0.4	-	-	1.6	-	-	1.3

Intersection	
Int Delay, s/veh	74.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	182	5	176	22	0	65	0	1439	39	41	568	0
Future Vol, veh/h	182	5	176	22	0	65	0	1439	39	41	568	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	500	-	-	-	-	-	-	140	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	0	6	5	0	2	0	7	28	5	8	0
Mvmt Flow	188	5	181	23	0	67	0	1484	40	42	586	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1412	2194	293	1884	2174	762	-	0	0	1524	0	0
Stage 1	670	670	-	1504	1504	-	-	-	-	-	-	-
Stage 2	742	1524	-	380	670	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.5	7.02	7.6	6.5	6.94	-	-	-	4.2	-	-
Critical Hdwy Stg 1	6.56	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4	3.36	3.55	4	3.32	-	-	-	2.25	-	-
Pot Cap-1 Maneuver	~ 97	46	692	42	47	347	0	-	-	419	-	0
Stage 1	410	459	-	123	186	-	0	-	-	-	-	0
Stage 2	371	182	-	606	459	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	~ 72	41	692	26	42	347	-	-	-	419	-	-
Mov Cap-2 Maneuver	~ 72	41	-	26	42	-	-	-	-	-	-	-
Stage 1	410	413	-	123	186	-	-	-	-	-	-	-
Stage 2	299	182	-	397	413	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 469.9	207.4	0	1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	71	692	84	419	-
HCM Lane V/C Ratio	-	-	2.715	0.262	1.068	0.101	-
HCM Control Delay (s)	-	-	$ 900.9	12	207.4	14.6	-
HCM Lane LOS	-	-	F	B	F	B	-
HCM 95th %tile Q(veh)	-	-	19	1	6.2	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	171.9

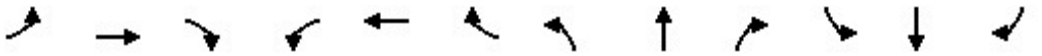
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	112	257	1451	70	210	557
Future Vol, veh/h	112	257	1451	70	210	557
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	470	0	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	16	6	1	6	6
Mvmt Flow	118	271	1527	74	221	586

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2299	801	0	0	1601	0
Stage 1	1564	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Critical Hdwy	6.86	7.22	-	-	4.22	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.46	-	-	2.26	-
Pot Cap-1 Maneuver	~ 32	299	-	-	387	-
Stage 1	156	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	299	-	-	387	-
Mov Cap-2 Maneuver	~ 14	-	-	-	-	-
Stage 1	~ 67	-	-	-	-	-
Stage 2	433	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 1223	0	7.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	14	299	387	-
HCM Lane V/C Ratio	-	-	8.421	0.905	0.571	-
HCM Control Delay (s)	-	-	$ 3871.6	68.8	26	-
HCM Lane LOS	-	-	F	F	D	-
HCM 95th %tile Q(veh)	-	-	15.8	8.4	3.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



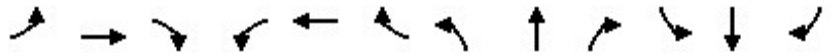
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	126	4	174	300	597	0	0	525	66
Future Volume (veh/h)	0	0	0	126	4	174	300	597	0	0	525	66
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1707	1900	1707	1856	1722	0	0	1811	1767
Adj Flow Rate, veh/h				138	41	166	330	656	0	0	577	73
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				13	0	13	3	12	0	0	6	9
Cap, veh/h				219	65	225	368	2311	0	0	1477	642
Arrive On Green				0.16	0.16	0.16	0.42	1.00	0.00	0.00	0.43	0.43
Sat Flow, veh/h				1410	419	1447	1767	3358	0	0	3532	1497
Grp Volume(v), veh/h				179	0	166	330	656	0	0	577	73
Grp Sat Flow(s),veh/h/ln				1829	0	1447	1767	1636	0	0	1721	1497
Q Serve(g_s), s				6.0	0.0	7.1	11.3	0.0	0.0	0.0	7.5	1.9
Cycle Q Clear(g_c), s				6.0	0.0	7.1	11.3	0.0	0.0	0.0	7.5	1.9
Prop In Lane				0.77		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				284	0	225	368	2311	0	0	1477	642
V/C Ratio(X)				0.63	0.00	0.74	0.90	0.28	0.00	0.00	0.39	0.11
Avail Cap(c_a), veh/h				507	0	401	421	2311	0	0	1477	642
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.94	0.94	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				25.7	0.0	26.2	18.3	0.0	0.0	0.0	12.7	11.1
Incr Delay (d2), s/veh				2.3	0.0	4.7	18.9	0.3	0.0	0.0	0.8	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.5	0.0	2.5	5.1	0.1	0.0	0.0	2.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.0	0.0	30.9	37.2	0.3	0.0	0.0	13.5	11.5
LnGrp LOS				C	A	C	D	A	A	A	B	B
Approach Vol, veh/h					345			986			650	
Approach Delay, s/veh					29.4			12.7			13.3	
Approach LOS					C			B			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		50.4			18.0	32.4		14.6				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		38.0			15.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0			13.3	9.5		9.1				
Green Ext Time (p_c), s		5.0			0.2	2.6		1.0				

Intersection Summary		
HCM 6th Ctrl Delay	15.8	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	19	309	4	3	43	24	778	9	3	507	141
Future Volume (veh/h)	72	19	309	4	3	43	24	778	9	3	507	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1737	1722	1900	1900	1900	1707	1796	1737	1411	1781	1811
Adj Flow Rate, veh/h	77	194	213	4	3	46	26	828	10	3	539	150
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	11	11	12	0	0	0	13	7	11	33	8	6
Cap, veh/h	145	271	353	66	43	325	445	2115	912	357	2098	951
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.62	0.62	0.62	0.20	0.20	0.20
Sat Flow, veh/h	307	1122	1459	28	177	1344	688	3413	1472	495	3385	1535
Grp Volume(v), veh/h	271	0	213	53	0	0	26	828	10	3	539	150
Grp Sat Flow(s),veh/h/ln	1429	0	1459	1549	0	0	688	1706	1472	495	1692	1535
Q Serve(g_s), s	0.0	0.0	8.4	0.0	0.0	0.0	1.3	7.9	0.2	0.3	8.7	5.2
Cycle Q Clear(g_c), s	12.0	0.0	8.4	12.0	0.0	0.0	10.0	7.9	0.2	8.2	8.7	5.2
Prop In Lane	0.28		1.00	0.08		0.87	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	417	0	353	434	0	0	445	2115	912	357	2098	951
V/C Ratio(X)	0.65	0.00	0.60	0.12	0.00	0.00	0.06	0.39	0.01	0.01	0.26	0.16
Avail Cap(c_a), veh/h	605	0	528	620	0	0	445	2115	912	357	2098	951
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	22.8	0.0	21.9	19.3	0.0	0.0	8.9	6.2	4.7	16.4	13.3	11.9
Incr Delay (d2), s/veh	1.7	0.0	1.7	0.1	0.0	0.0	0.3	0.5	0.0	0.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	2.9	0.6	0.0	0.0	0.2	2.2	0.0	0.0	3.3	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	0.0	23.5	19.4	0.0	0.0	9.2	6.8	4.8	16.5	13.5	12.2
LnGrp LOS	C	A	C	B	A	A	A	A	A	B	B	B
Approach Vol, veh/h		484			53			864			692	
Approach Delay, s/veh		24.1			19.4			6.8			13.3	
Approach LOS		C			B			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	44.8	20.2	44.8	20.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	32.5	23.5	32.5	23.5
Max Q Clear Time (g_c+I1), s	12.0	14.0	10.7	14.0
Green Ext Time (p_c), s	6.0	1.7	4.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

- Existing plus Project Conditions

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	1055	193	213	1048	50	0	0	0	3	2	23
Future Vol, veh/h	48	1055	193	213	1048	50	0	0	0	3	2	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	35	-	-	160	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	4	7	9	11	9	6	0	0	0	0	0	26
Mvmt Flow	52	1134	208	229	1127	54	0	0	0	3	2	25

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	1181	0	0	1342	0	0	2283	3058	591
Stage 1	-	-	-	-	-	-	1612	1612	-
Stage 2	-	-	-	-	-	-	671	1446	-
Critical Hdwy	4.18	-	-	4.32	-	-	6.8	6.5	7.42
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	5.5	-
Follow-up Hdwy	2.24	-	-	2.31	-	-	3.5	4	3.56
Pot Cap-1 Maneuver	576	-	-	464	-	-	34	13	395
Stage 1	-	-	-	-	-	-	152	165	-
Stage 2	-	-	-	-	-	-	475	199	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	576	-	-	464	-	-	16	0	395
Mov Cap-2 Maneuver	-	-	-	-	-	-	16	0	-
Stage 1	-	-	-	-	-	-	70	0	-
Stage 2	-	-	-	-	-	-	475	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	3.3	51.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	576	-	-	464	-	-	106
HCM Lane V/C Ratio	0.09	-	-	0.494	-	-	0.284
HCM Control Delay (s)	11.9	-	-	20.1	-	-	51.9
HCM Lane LOS	B	-	-	C	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	2.7	-	-	1.1

Intersection	
Int Delay, s/veh	49.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	7	290	29	0	117	0	634	17	93	1080	0
Future Vol, veh/h	34	7	290	29	0	117	0	634	17	93	1080	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	500	-	-	-	-	-	-	140	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	12	14	9	10	0	2	0	7	41	8	8	0
Mvmt Flow	37	8	315	32	0	127	0	689	18	101	1174	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1721	2083	587	1491	2074	354	-	0	0	707	0	0
Stage 1	1376	1376	-	698	698	-	-	-	-	-	-	-
Stage 2	345	707	-	793	1376	-	-	-	-	-	-	-
Critical Hdwy	7.74	6.78	7.08	7.7	6.5	6.94	-	-	-	4.26	-	-
Critical Hdwy Stg 1	6.74	5.78	-	6.7	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.78	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.62	4.14	3.39	3.6	4	3.32	-	-	-	2.28	-	-
Pot Cap-1 Maneuver	52	45	436	79	54	642	0	-	-	848	-	0
Stage 1	140	190	-	379	445	-	0	-	-	-	-	0
Stage 2	617	408	-	331	215	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	38	40	436	~ 17	48	642	-	-	-	848	-	-
Mov Cap-2 Maneuver	38	40	-	~ 17	48	-	-	-	-	-	-	-
Stage 1	140	167	-	379	445	-	-	-	-	-	-	-
Stage 2	495	408	-	77	189	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	73.3	$ 607.3	0	0.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	38	436	77	848	-
HCM Lane V/C Ratio	-	-	1.173	0.723	2.061	0.119	-
HCM Control Delay (s)	-	-	$ 365.6	32	$ 607.3	9.8	-
HCM Lane LOS	-	-	F	D	F	A	-
HCM 95th %tile Q(veh)	-	-	4.5	5.7	14.4	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	54.4

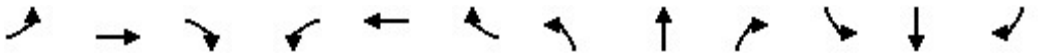
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	86	190	659	103	288	879
Future Vol, veh/h	86	190	659	103	288	879
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	470	0	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	13	9	7	2	10	8
Mvmt Flow	96	211	732	114	320	977

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1918	423	0	0	846	0
Stage 1	789	-	-	-	-	-
Stage 2	1129	-	-	-	-	-
Critical Hdwy	7.06	7.08	-	-	4.3	-
Critical Hdwy Stg 1	6.06	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-
Follow-up Hdwy	3.63	3.39	-	-	2.3	-
Pot Cap-1 Maneuver	~ 52	560	-	-	738	-
Stage 1	381	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 29	560	-	-	738	-
Mov Cap-2 Maneuver	~ 29	-	-	-	-	-
Stage 1	216	-	-	-	-	-
Stage 2	248	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s$	420.9	0	3.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	29	560	738	-
HCM Lane V/C Ratio	-	-	3.295	0.377	0.434	-
HCM Control Delay (s)	-	-	$ 1316.9	15.3	13.6	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	11.4	1.7	2.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



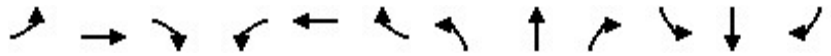
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	112	1	205	315	460	0	0	609	60
Future Volume (veh/h)	0	0	0	112	1	205	315	460	0	0	609	60
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1900	1781	1781	1752	0	0	1752	1485
Adj Flow Rate, veh/h				130	81	184	366	535	0	0	708	70
Peak Hour Factor				0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %				8	0	8	8	10	0	0	10	28
Cap, veh/h				186	116	248	396	2321	0	0	1314	497
Arrive On Green				0.16	0.16	0.16	0.47	1.00	0.00	0.00	0.39	0.39
Sat Flow, veh/h				1136	708	1510	1697	3416	0	0	3416	1259
Grp Volume(v), veh/h				211	0	184	366	535	0	0	708	70
Grp Sat Flow(s),veh/h/ln				1843	0	1510	1697	1664	0	0	1664	1259
Q Serve(g_s), s				7.0	0.0	7.5	13.1	0.0	0.0	0.0	10.6	2.3
Cycle Q Clear(g_c), s				7.0	0.0	7.5	13.1	0.0	0.0	0.0	10.6	2.3
Prop In Lane				0.62		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				303	0	248	396	2321	0	0	1314	497
V/C Ratio(X)				0.70	0.00	0.74	0.92	0.23	0.00	0.00	0.54	0.14
Avail Cap(c_a), veh/h				510	0	418	405	2321	0	0	1314	497
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.93	0.93	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				25.6	0.0	25.9	16.8	0.0	0.0	0.0	15.1	12.6
Incr Delay (d2), s/veh				2.9	0.0	4.4	25.2	0.2	0.0	0.0	1.6	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.0	0.0	2.8	6.0	0.1	0.0	0.0	3.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.5	0.0	30.2	41.9	0.2	0.0	0.0	16.7	13.2
LnGrp LOS				C	A	C	D	A	A	A	B	B
Approach Vol, veh/h					395			901			778	
Approach Delay, s/veh					29.3			17.2			16.4	
Approach LOS					C			B			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		49.8			19.7	30.2		15.2				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		38.0			15.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0			15.1	12.6		9.5				
Green Ext Time (p_c), s		3.9			0.1	2.3		1.1				

Intersection Summary		
HCM 6th Ctrl Delay	19.2	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	37	448	4	1	24	13	634	8	13	572	135
Future Volume (veh/h)	116	37	448	4	1	24	13	634	8	13	572	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1752	1900	1900	1900	1441	1767	1900	1559	1752	1693
Adj Flow Rate, veh/h	132	293	342	5	1	27	15	720	9	15	650	153
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	10	0	0	0	31	9	0	23	10	14
Cap, veh/h	196	368	621	75	49	271	249	1488	714	287	1476	636
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.44	0.44	0.44	0.15	0.15	0.15
Sat Flow, veh/h	294	880	1485	28	116	647	522	3357	1610	605	3328	1434
Grp Volume(v), veh/h	425	0	342	33	0	0	15	720	9	15	650	153
Grp Sat Flow(s),veh/h/ln	1174	0	1485	791	0	0	522	1678	1610	605	1664	1434
Q Serve(g_s), s	0.0	0.0	11.3	0.3	0.0	0.0	1.4	9.9	0.2	1.5	11.6	6.1
Cycle Q Clear(g_c), s	23.7	0.0	11.3	24.0	0.0	0.0	13.0	9.9	0.2	11.3	11.6	6.1
Prop In Lane	0.31		1.00	0.15		0.82	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	564	0	621	395	0	0	249	1488	714	287	1476	636
V/C Ratio(X)	0.75	0.00	0.55	0.08	0.00	0.00	0.06	0.48	0.01	0.05	0.44	0.24
Avail Cap(c_a), veh/h	625	0	674	445	0	0	249	1488	714	287	1476	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	16.8	0.0	14.3	12.7	0.0	0.0	18.1	12.8	10.1	24.8	20.4	18.1
Incr Delay (d2), s/veh	4.7	0.0	0.8	0.1	0.0	0.0	0.5	1.1	0.0	0.2	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	3.6	0.3	0.0	0.0	0.2	3.4	0.1	0.3	5.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	0.0	15.1	12.8	0.0	0.0	18.5	14.0	10.2	25.0	21.1	18.7
LnGrp LOS	C	A	B	B	A	A	B	B	B	C	C	B
Approach Vol, veh/h		767			33			744			818	
Approach Delay, s/veh		18.6			12.8			14.0			20.7	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	33.3	31.7	33.3	31.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	26.5	29.5	26.5	29.5
Max Q Clear Time (g_c+I1), s	15.0	25.7	13.6	26.0
Green Ext Time (p_c), s	3.9	1.5	4.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	68	1182	248	164	958	25	0	0	0	3	3	35
Future Vol, veh/h	68	1182	248	164	958	25	0	0	0	3	3	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	35	-	-	160	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	19	11	0	0	8	16	0	0	0	33	0	17
Mvmt Flow	74	1285	270	178	1041	27	0	0	0	3	3	38

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	1068	0	0	1555	0	0			2202	3114	534
Stage 1	-	-	-	-	-	-			1411	1411	-
Stage 2	-	-	-	-	-	-			791	1703	-
Critical Hdwy	4.48	-	-	4.1	-	-			7.46	6.5	7.24
Critical Hdwy Stg 1	-	-	-	-	-	-			6.46	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			6.46	5.5	-
Follow-up Hdwy	2.39	-	-	2.2	-	-			3.83	4	3.47
Pot Cap-1 Maneuver	557	-	-	431	-	-			25	12	453
Stage 1	-	-	-	-	-	-			144	206	-
Stage 2	-	-	-	-	-	-			336	149	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	557	-	-	431	-	-			13	0	453
Mov Cap-2 Maneuver	-	-	-	-	-	-			13	0	-
Stage 1	-	-	-	-	-	-			73	0	-
Stage 2	-	-	-	-	-	-			336	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	2.7	50
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	557	-	-	431	-	-	123
HCM Lane V/C Ratio	0.133	-	-	0.414	-	-	0.362
HCM Control Delay (s)	12.5	-	-	19.1	-	-	50
HCM Lane LOS	B	-	-	C	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	2	-	-	1.5

Intersection	
Int Delay, s/veh	74.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	182	5	176	22	0	65	0	1439	39	41	568	0
Future Vol, veh/h	182	5	176	22	0	65	0	1439	39	41	568	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	500	-	-	-	-	-	-	140	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	0	6	5	0	2	0	7	28	5	8	0
Mvmt Flow	188	5	181	23	0	67	0	1484	40	42	586	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1412	2194	293	1884	2174	762	-	0	0	1524	0	0
Stage 1	670	670	-	1504	1504	-	-	-	-	-	-	-
Stage 2	742	1524	-	380	670	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.5	7.02	7.6	6.5	6.94	-	-	-	4.2	-	-
Critical Hdwy Stg 1	6.56	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4	3.36	3.55	4	3.32	-	-	-	2.25	-	-
Pot Cap-1 Maneuver	~ 97	46	692	42	47	347	0	-	-	419	-	0
Stage 1	410	459	-	123	186	-	0	-	-	-	-	0
Stage 2	371	182	-	606	459	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	~ 72	41	692	26	42	347	-	-	-	419	-	-
Mov Cap-2 Maneuver	~ 72	41	-	26	42	-	-	-	-	-	-	-
Stage 1	410	413	-	123	186	-	-	-	-	-	-	-
Stage 2	299	182	-	397	413	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 469.9	207.4	0	1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	71	692	84	419	-
HCM Lane V/C Ratio	-	-	2.715	0.262	1.068	0.101	-
HCM Control Delay (s)	-	-	$ 900.9	12	207.4	14.6	-
HCM Lane LOS	-	-	F	B	F	B	-
HCM 95th %tile Q(veh)	-	-	19	1	6.2	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	171.9

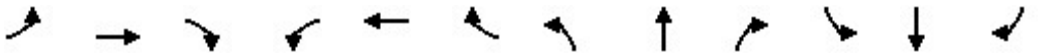
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	112	257	1451	70	210	557
Future Vol, veh/h	112	257	1451	70	210	557
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	470	0	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	16	6	1	6	6
Mvmt Flow	118	271	1527	74	221	586

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2299	801	0	0	1601	0
Stage 1	1564	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Critical Hdwy	6.86	7.22	-	-	4.22	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.46	-	-	2.26	-
Pot Cap-1 Maneuver	~ 32	299	-	-	387	-
Stage 1	156	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	299	-	-	387	-
Mov Cap-2 Maneuver	~ 14	-	-	-	-	-
Stage 1	~ 67	-	-	-	-	-
Stage 2	433	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 1223	0	7.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	14	299	387	-
HCM Lane V/C Ratio	-	-	8.421	0.905	0.571	-
HCM Control Delay (s)	-	-	$ 3871.6	68.8	26	-
HCM Lane LOS	-	-	F	F	D	-
HCM 95th %tile Q(veh)	-	-	15.8	8.4	3.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



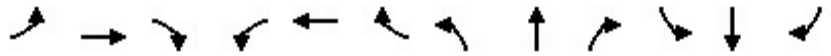
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	126	4	174	300	597	0	0	555	66
Future Volume (veh/h)	0	0	0	126	4	174	300	597	0	0	555	66
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1707	1900	1707	1856	1722	0	0	1811	1767
Adj Flow Rate, veh/h				138	41	166	330	656	0	0	610	73
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				13	0	13	3	12	0	0	6	9
Cap, veh/h				219	65	225	368	2311	0	0	1477	642
Arrive On Green				0.16	0.16	0.16	0.42	1.00	0.00	0.00	0.43	0.43
Sat Flow, veh/h				1410	419	1447	1767	3358	0	0	3532	1497
Grp Volume(v), veh/h				179	0	166	330	656	0	0	610	73
Grp Sat Flow(s),veh/h/ln				1829	0	1447	1767	1636	0	0	1721	1497
Q Serve(g_s), s				6.0	0.0	7.1	11.3	0.0	0.0	0.0	8.0	1.9
Cycle Q Clear(g_c), s				6.0	0.0	7.1	11.3	0.0	0.0	0.0	8.0	1.9
Prop In Lane				0.77		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				284	0	225	368	2311	0	0	1477	642
V/C Ratio(X)				0.63	0.00	0.74	0.90	0.28	0.00	0.00	0.41	0.11
Avail Cap(c_a), veh/h				507	0	401	421	2311	0	0	1477	642
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.94	0.94	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				25.7	0.0	26.2	18.3	0.0	0.0	0.0	12.9	11.1
Incr Delay (d2), s/veh				2.3	0.0	4.7	18.9	0.3	0.0	0.0	0.9	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.5	0.0	2.5	5.1	0.1	0.0	0.0	2.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				28.0	0.0	30.9	37.2	0.3	0.0	0.0	13.7	11.5
LnGrp LOS				C	A	C	D	A	A	A	B	B
Approach Vol, veh/h					345			986			683	
Approach Delay, s/veh					29.4			12.7			13.5	
Approach LOS					C			B			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		50.4			18.0	32.4		14.6				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		38.0			15.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0			13.3	10.0		9.1				
Green Ext Time (p_c), s		5.0			0.2	2.6		1.0				

Intersection Summary		
HCM 6th Ctrl Delay	15.8	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	19	309	4	3	43	24	778	9	3	517	161
Future Volume (veh/h)	72	19	309	4	3	43	24	778	9	3	517	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1737	1722	1900	1900	1900	1707	1796	1737	1411	1781	1811
Adj Flow Rate, veh/h	77	194	213	4	3	46	26	828	10	3	550	171
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	11	11	12	0	0	0	13	7	11	33	8	6
Cap, veh/h	145	271	353	66	43	325	433	2115	912	357	2098	951
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.62	0.62	0.62	0.20	0.20	0.20
Sat Flow, veh/h	307	1122	1459	28	177	1344	668	3413	1472	495	3385	1535
Grp Volume(v), veh/h	271	0	213	53	0	0	26	828	10	3	550	171
Grp Sat Flow(s),veh/h/ln	1429	0	1459	1549	0	0	668	1706	1472	495	1692	1535
Q Serve(g_s), s	0.0	0.0	8.4	0.0	0.0	0.0	1.4	7.9	0.2	0.3	8.9	6.0
Cycle Q Clear(g_c), s	12.0	0.0	8.4	12.0	0.0	0.0	10.2	7.9	0.2	8.2	8.9	6.0
Prop In Lane	0.28		1.00	0.08		0.87	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	417	0	353	434	0	0	433	2115	912	357	2098	951
V/C Ratio(X)	0.65	0.00	0.60	0.12	0.00	0.00	0.06	0.39	0.01	0.01	0.26	0.18
Avail Cap(c_a), veh/h	605	0	528	620	0	0	433	2115	912	357	2098	951
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	22.8	0.0	21.9	19.3	0.0	0.0	9.0	6.2	4.7	16.4	13.4	12.2
Incr Delay (d2), s/veh	1.7	0.0	1.7	0.1	0.0	0.0	0.3	0.5	0.0	0.0	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	2.9	0.6	0.0	0.0	0.2	2.2	0.0	0.0	3.4	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	0.0	23.5	19.4	0.0	0.0	9.3	6.8	4.8	16.5	13.6	12.6
LnGrp LOS	C	A	C	B	A	A	A	A	A	B	B	B
Approach Vol, veh/h		484			53			864			724	
Approach Delay, s/veh		24.1			19.4			6.8			13.4	
Approach LOS		C			B			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	44.8	20.2	44.8	20.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	32.5	23.5	32.5	23.5
Max Q Clear Time (g_c+I1), s	12.2	14.0	10.9	14.0
Green Ext Time (p_c), s	5.9	1.7	4.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

- Peak Construction Conditions

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	1072	197	217	1069	51	0	0	0	3	2	23
Future Vol, veh/h	49	1072	197	217	1069	51	0	0	0	3	2	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	35	-	-	160	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	4	7	9	11	9	6	0	0	0	0	0	26
Mvmt Flow	53	1153	212	233	1149	55	0	0	0	3	2	25

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	1204	0	0	1365	0	0			2326	3114	602
Stage 1	-	-	-	-	-	-			1643	1643	-
Stage 2	-	-	-	-	-	-			683	1471	-
Critical Hdwy	4.18	-	-	4.32	-	-			6.8	6.5	7.42
Critical Hdwy Stg 1	-	-	-	-	-	-			5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.8	5.5	-
Follow-up Hdwy	2.24	-	-	2.31	-	-			3.5	4	3.56
Pot Cap-1 Maneuver	564	-	-	455	-	-			32	12	388
Stage 1	-	-	-	-	-	-			146	159	-
Stage 2	-	-	-	-	-	-			468	193	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	564	-	-	455	-	-			14	0	388
Mov Cap-2 Maneuver	-	-	-	-	-	-			14	0	-
Stage 1	-	-	-	-	-	-			65	0	-
Stage 2	-	-	-	-	-	-			468	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	3.4	59.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	564	-	-	455	-	-	95
HCM Lane V/C Ratio	0.093	-	-	0.513	-	-	0.317
HCM Control Delay (s)	12	-	-	20.9	-	-	59.6
HCM Lane LOS	B	-	-	C	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	2.9	-	-	1.2

Intersection	
Int Delay, s/veh	65.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	7	296	30	0	119	0	647	17	95	1102	0
Future Vol, veh/h	35	7	296	30	0	119	0	647	17	95	1102	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	500	-	-	-	-	-	-	140	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	12	14	9	10	0	2	0	7	41	8	8	0
Mvmt Flow	38	8	322	33	0	129	0	703	18	103	1198	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1756	2125	599	1521	2116	361	-	0	0	721	0	0
Stage 1	1404	1404	-	712	712	-	-	-	-	-	-	-
Stage 2	352	721	-	809	1404	-	-	-	-	-	-	-
Critical Hdwy	7.74	6.78	7.08	7.7	6.5	6.94	-	-	-	4.26	-	-
Critical Hdwy Stg 1	6.74	5.78	-	6.7	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.78	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.62	4.14	3.39	3.6	4	3.32	-	-	-	2.28	-	-
Pot Cap-1 Maneuver	49	43	428	75	51	636	0	-	-	838	-	0
Stage 1	134	184	-	372	439	-	0	-	-	-	-	0
Stage 2	611	402	-	324	208	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	~ 35	38	428	~ 14	45	636	-	-	-	838	-	-
Mov Cap-2 Maneuver	~ 35	38	-	~ 14	45	-	-	-	-	-	-	-
Stage 1	134	161	-	372	439	-	-	-	-	-	-	-
Stage 2	487	402	-	67	182	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	84.1	$ 833	0	0.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	35	428	64	838	-
HCM Lane V/C Ratio	-	-	1.304	0.752	2.531	0.123	-
HCM Control Delay (s)	-	-	-$ 431.4	34.8	$ 833	9.9	-
HCM Lane LOS	-	-	F	D	F	A	-
HCM 95th %tile Q(veh)	-	-	4.9	6.2	16	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	61.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	88	192	672	105	294	897
Future Vol, veh/h	88	192	672	105	294	897
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	470	0	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	13	9	7	2	10	8
Mvmt Flow	98	213	747	117	327	997

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1959	432	0	0	864	0
Stage 1	806	-	-	-	-	-
Stage 2	1153	-	-	-	-	-
Critical Hdwy	7.06	7.08	-	-	4.3	-
Critical Hdwy Stg 1	6.06	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-
Follow-up Hdwy	3.63	3.39	-	-	2.3	-
Pot Cap-1 Maneuver	~ 49	553	-	-	726	-
Stage 1	373	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 27	553	-	-	726	-
Mov Cap-2 Maneuver	~ 27	-	-	-	-	-
Stage 1	205	-	-	-	-	-
Stage 2	241	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s$	475.7	0	3.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	27	553	726	-
HCM Lane V/C Ratio	-	-	3.621	0.386	0.45	-
HCM Control Delay (s)	-	-	$ 1479.9	15.5	14	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	11.9	1.8	2.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

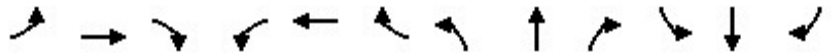
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	114	1	207	321	468	0	0	621	61
Future Volume (veh/h)	0	0	0	114	1	207	321	468	0	0	621	61
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1900	1781	1781	1752	0	0	1752	1485
Adj Flow Rate, veh/h				133	81	188	373	544	0	0	722	71
Peak Hour Factor				0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %				8	0	8	8	10	0	0	10	28
Cap, veh/h				187	114	246	405	2358	0	0	1348	510
Arrive On Green				0.16	0.16	0.16	0.48	1.00	0.00	0.00	0.41	0.41
Sat Flow, veh/h				1145	697	1510	1697	3416	0	0	3416	1259
Grp Volume(v), veh/h				214	0	188	373	544	0	0	722	71
Grp Sat Flow(s),veh/h/ln				1843	0	1510	1697	1664	0	0	1664	1259
Q Serve(g_s), s				7.7	0.0	8.3	14.3	0.0	0.0	0.0	11.5	2.5
Cycle Q Clear(g_c), s				7.7	0.0	8.3	14.3	0.0	0.0	0.0	11.5	2.5
Prop In Lane				0.62		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				301	0	246	405	2358	0	0	1348	510
V/C Ratio(X)				0.71	0.00	0.76	0.92	0.23	0.00	0.00	0.54	0.14
Avail Cap(c_a), veh/h				474	0	388	473	2358	0	0	1348	510
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				27.7	0.0	28.0	17.7	0.0	0.0	0.0	15.8	13.1
Incr Delay (d2), s/veh				3.1	0.0	4.9	20.2	0.2	0.0	0.0	1.5	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.4	0.0	3.1	5.8	0.1	0.0	0.0	4.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.9	0.0	32.9	37.9	0.2	0.0	0.0	17.3	13.7
LnGrp LOS				C	A	C	D	A	A	A	B	B
Approach Vol, veh/h					402			917			793	
Approach Delay, s/veh					31.8			15.5			17.0	
Approach LOS					C			B			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		54.1			21.2	32.9		15.9				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0			19.5	19.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0			16.3	13.5		10.3				
Green Ext Time (p_c), s		4.0			0.4	2.4		1.1				

Intersection Summary		
HCM 6th Ctrl Delay	19.2	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	38	457	4	1	24	13	646	8	13	583	138
Future Volume (veh/h)	118	38	457	4	1	24	13	646	8	13	583	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1752	1900	1900	1900	1441	1767	1900	1559	1752	1693
Adj Flow Rate, veh/h	134	300	348	5	1	27	15	734	9	15	662	157
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	10	0	0	0	31	9	0	23	10	14
Cap, veh/h	188	363	662	68	46	249	228	1429	685	261	1417	610
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.43	0.43	0.43	0.14	0.14	0.14
Sat Flow, veh/h	271	814	1485	20	104	559	514	3357	1610	598	3328	1434
Grp Volume(v), veh/h	434	0	348	33	0	0	15	734	9	15	662	157
Grp Sat Flow(s),veh/h/ln	1085	0	1485	683	0	0	514	1678	1610	598	1664	1434
Q Serve(g_s), s	0.0	0.0	11.9	0.4	0.0	0.0	1.6	11.3	0.2	1.6	12.8	6.8
Cycle Q Clear(g_c), s	28.2	0.0	11.9	28.6	0.0	0.0	14.4	11.3	0.2	12.9	12.8	6.8
Prop In Lane	0.31		1.00	0.15		0.82	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	551	0	662	364	0	0	228	1429	685	261	1417	610
V/C Ratio(X)	0.79	0.00	0.53	0.09	0.00	0.00	0.07	0.51	0.01	0.06	0.47	0.26
Avail Cap(c_a), veh/h	583	0	689	390	0	0	228	1429	685	261	1417	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	17.2	0.0	14.0	13.3	0.0	0.0	20.7	14.8	11.6	28.0	22.8	20.2
Incr Delay (d2), s/veh	6.8	0.0	0.7	0.1	0.0	0.0	0.6	1.3	0.0	0.3	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	3.8	0.3	0.0	0.0	0.2	4.1	0.1	0.3	5.7	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	0.0	14.7	13.4	0.0	0.0	21.2	16.1	11.6	28.3	23.6	21.0
LnGrp LOS	C	A	B	B	A	A	C	B	B	C	C	C
Approach Vol, veh/h		782			33			758			834	
Approach Delay, s/veh		19.8			13.4			16.2			23.2	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	34.3	35.7	34.3	35.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	28.5	32.5	28.5	32.5
Max Q Clear Time (g_c+I1), s	16.4	30.2	14.9	30.6
Green Ext Time (p_c), s	4.0	1.0	4.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	69	1206	253	147	957	26	0	0	0	3	3	36
Future Vol, veh/h	69	1206	253	147	957	26	0	0	0	3	3	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	35	-	-	160	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	19	11	0	0	8	16	0	0	0	33	0	17
Mvmt Flow	75	1311	275	160	1040	28	0	0	0	3	3	39

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	1068	0	0	1586	0	0	2180	3110	534
Stage 1	-	-	-	-	-	-	1374	1374	-
Stage 2	-	-	-	-	-	-	806	1736	-
Critical Hdwy	4.48	-	-	4.1	-	-	7.46	6.5	7.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.46	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.46	5.5	-
Follow-up Hdwy	2.39	-	-	2.2	-	-	3.83	4	3.47
Pot Cap-1 Maneuver	557	-	-	420	-	-	26	12	453
Stage 1	-	-	-	-	-	-	152	215	-
Stage 2	-	-	-	-	-	-	330	143	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	557	-	-	420	-	-	14	0	453
Mov Cap-2 Maneuver	-	-	-	-	-	-	14	0	-
Stage 1	-	-	-	-	-	-	81	0	-
Stage 2	-	-	-	-	-	-	330	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	2.4	45.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	557	-	-	420	-	-	133
HCM Lane V/C Ratio	0.135	-	-	0.38	-	-	0.343
HCM Control Delay (s)	12.5	-	-	18.7	-	-	45.6
HCM Lane LOS	B	-	-	C	-	-	E
HCM 95th %tile Q(veh)	0.5	-	-	1.7	-	-	1.4

Intersection	
Int Delay, s/veh	84.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	186	5	180	22	0	66	0	1468	40	42	579	0
Future Vol, veh/h	186	5	180	22	0	66	0	1468	40	42	579	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	500	-	-	-	-	-	-	140	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	0	6	5	0	2	0	7	28	5	8	0
Mvmt Flow	192	5	186	23	0	68	0	1513	41	43	597	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1440	2237	299	1921	2217	777	-	0	0	1554	0	0
Stage 1	683	683	-	1534	1534	-	-	-	-	-	-	-
Stage 2	757	1554	-	387	683	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.5	7.02	7.6	6.5	6.94	-	-	-	4.2	-	-
Critical Hdwy Stg 1	6.56	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4	3.36	3.55	4	3.32	-	-	-	2.25	-	-
Pot Cap-1 Maneuver	~ 93	43	685	39	44	340	0	-	-	408	-	0
Stage 1	403	452	-	118	180	-	0	-	-	-	-	0
Stage 2	364	176	-	600	452	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	~ 68	38	685	23	39	340	-	-	-	408	-	-
Mov Cap-2 Maneuver	~ 68	38	-	23	39	-	-	-	-	-	-	-
Stage 1	403	405	-	118	180	-	-	-	-	-	-	-
Stage 2	291	176	-	386	405	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 523.9	261.3	0	1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	67	685	76	408	-
HCM Lane V/C Ratio	-	-	2.939	0.271	1.194	0.106	-
HCM Control Delay (s)	-	-	$ 1006.2	12.2	261.3	14.9	-
HCM Lane LOS	-	-	F	B	F	B	-
HCM 95th %tile Q(veh)	-	-	19.9	1.1	6.8	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	206.1

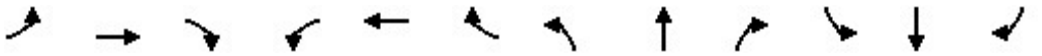
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	114	262	1480	71	214	568
Future Vol, veh/h	114	262	1480	71	214	568
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	470	0	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	16	6	1	6	6
Mvmt Flow	120	276	1558	75	225	598

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2345	817	0	0	1633	0
Stage 1	1596	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Critical Hdwy	6.86	7.22	-	-	4.22	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.46	-	-	2.26	-
Pot Cap-1 Maneuver	~ 30	292	-	-	375	-
Stage 1	150	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 12	292	-	-	375	-
Mov Cap-2 Maneuver	~ 12	-	-	-	-	-
Stage 1	~ 60	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, $	1468.9	0	7.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	12	292	375	-
HCM Lane V/C Ratio	-	-	10	0.944	0.601	-
HCM Control Delay (s)	-	-	$ 4664.7	78.3	28	-
HCM Lane LOS	-	-	F	F	D	-
HCM 95th %tile Q(veh)	-	-	16.3	9.2	3.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	129	4	177	306	609	0	0	536	67
Future Volume (veh/h)	0	0	0	129	4	177	306	609	0	0	536	67
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1707	1900	1707	1856	1722	0	0	1811	1767
Adj Flow Rate, veh/h				142	41	170	336	669	0	0	589	74
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				13	0	13	3	12	0	0	6	9
Cap, veh/h				224	65	229	373	2302	0	0	1456	634
Arrive On Green				0.16	0.16	0.16	0.42	1.00	0.00	0.00	0.42	0.42
Sat Flow, veh/h				1419	410	1447	1767	3358	0	0	3532	1497
Grp Volume(v), veh/h				183	0	170	336	669	0	0	589	74
Grp Sat Flow(s),veh/h/ln				1829	0	1447	1767	1636	0	0	1721	1497
Q Serve(g_s), s				6.1	0.0	7.3	11.5	0.0	0.0	0.0	7.7	1.9
Cycle Q Clear(g_c), s				6.1	0.0	7.3	11.5	0.0	0.0	0.0	7.7	1.9
Prop In Lane				0.78		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				289	0	229	373	2302	0	0	1456	634
V/C Ratio(X)				0.63	0.00	0.74	0.90	0.29	0.00	0.00	0.40	0.12
Avail Cap(c_a), veh/h				507	0	401	421	2302	0	0	1456	634
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.93	0.93	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				25.6	0.0	26.1	18.1	0.0	0.0	0.0	13.0	11.4
Incr Delay (d2), s/veh				2.3	0.0	4.7	19.4	0.3	0.0	0.0	0.8	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.6	0.0	2.6	5.2	0.1	0.0	0.0	2.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.9	0.0	30.8	37.5	0.3	0.0	0.0	13.9	11.8
LnGrp LOS				C	A	C	D	A	A	A	B	B
Approach Vol, veh/h					353			1005			663	
Approach Delay, s/veh					29.3			12.8			13.6	
Approach LOS					C			B			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	50.2		18.2	32.0		14.8						
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5						
Max Green Setting (Gmax), s	38.0		15.5	18.0		18.0						
Max Q Clear Time (g_c+I1), s	2.0		13.5	9.7		9.3						
Green Ext Time (p_c), s	5.1		0.2	2.6		1.0						

Intersection Summary		
HCM 6th Ctrl Delay	15.9	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	19	315	4	3	44	24	794	9	3	517	144
Future Volume (veh/h)	73	19	315	4	3	44	24	794	9	3	517	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1737	1722	1900	1900	1900	1707	1796	1737	1411	1781	1811
Adj Flow Rate, veh/h	78	198	216	4	3	47	26	845	10	3	550	153
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	11	11	12	0	0	0	13	7	11	33	8	6
Cap, veh/h	146	276	361	66	43	331	435	2097	905	348	2080	943
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.61	0.61	0.61	0.20	0.20	0.20
Sat Flow, veh/h	303	1115	1459	27	173	1341	679	3413	1472	487	3385	1535
Grp Volume(v), veh/h	276	0	216	54	0	0	26	845	10	3	550	153
Grp Sat Flow(s),veh/h/ln	1418	0	1459	1541	0	0	679	1706	1472	487	1692	1535
Q Serve(g_s), s	0.0	0.0	8.5	0.0	0.0	0.0	1.4	8.2	0.2	0.3	8.9	5.3
Cycle Q Clear(g_c), s	12.3	0.0	8.5	12.3	0.0	0.0	10.2	8.2	0.2	8.6	8.9	5.3
Prop In Lane	0.28		1.00	0.07		0.87	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	421	0	361	440	0	0	435	2097	905	348	2080	943
V/C Ratio(X)	0.65	0.00	0.60	0.12	0.00	0.00	0.06	0.40	0.01	0.01	0.26	0.16
Avail Cap(c_a), veh/h	601	0	528	618	0	0	435	2097	905	348	2080	943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	22.7	0.0	21.6	19.1	0.0	0.0	9.2	6.4	4.9	16.9	13.5	12.1
Incr Delay (d2), s/veh	1.7	0.0	1.6	0.1	0.0	0.0	0.3	0.6	0.0	0.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	2.9	0.6	0.0	0.0	0.2	2.3	0.0	0.0	3.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	0.0	23.2	19.2	0.0	0.0	9.5	7.0	4.9	16.9	13.8	12.4
LnGrp LOS	C	A	C	B	A	A	A	A	A	B	B	B
Approach Vol, veh/h		492			54			881			706	
Approach Delay, s/veh		23.9			19.2			7.0			13.5	
Approach LOS		C			B			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	44.4	20.6	44.4	20.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	32.5	23.5	32.5	23.5
Max Q Clear Time (g_c+I1), s	12.2	14.3	10.9	14.3
Green Ext Time (p_c), s	6.1	1.7	4.2	0.1

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

- Peak Construction plus Project Conditions

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	1076	197	217	1069	51	0	0	0	3	2	23
Future Vol, veh/h	49	1076	197	217	1069	51	0	0	0	3	2	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	35	-	-	160	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	4	7	9	11	9	6	0	0	0	0	0	26
Mvmt Flow	53	1157	212	233	1149	55	0	0	0	3	2	25

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	1204	0	0	1369	0	0	2328	3118	602
Stage 1	-	-	-	-	-	-	1643	1643	-
Stage 2	-	-	-	-	-	-	685	1475	-
Critical Hdwy	4.18	-	-	4.32	-	-	6.8	6.5	7.42
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	5.5	-
Follow-up Hdwy	2.24	-	-	2.31	-	-	3.5	4	3.56
Pot Cap-1 Maneuver	564	-	-	453	-	-	32	12	388
Stage 1	-	-	-	-	-	-	146	159	-
Stage 2	-	-	-	-	-	-	467	192	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	564	-	-	453	-	-	14	0	388
Mov Cap-2 Maneuver	-	-	-	-	-	-	14	0	-
Stage 1	-	-	-	-	-	-	64	0	-
Stage 2	-	-	-	-	-	-	467	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	3.4	59.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	564	-	-	453	-	-	95
HCM Lane V/C Ratio	0.093	-	-	0.515	-	-	0.317
HCM Control Delay (s)	12	-	-	21.1	-	-	59.6
HCM Lane LOS	B	-	-	C	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	2.9	-	-	1.2

Intersection	
Int Delay, s/veh	65.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	7	296	30	0	119	0	647	17	95	1102	0
Future Vol, veh/h	35	7	296	30	0	119	0	647	17	95	1102	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	500	-	-	-	-	-	-	140	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	12	14	9	10	0	2	0	7	41	8	8	0
Mvmt Flow	38	8	322	33	0	129	0	703	18	103	1198	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1756	2125	599	1521	2116	361	-	0	0	721	0	0
Stage 1	1404	1404	-	712	712	-	-	-	-	-	-	-
Stage 2	352	721	-	809	1404	-	-	-	-	-	-	-
Critical Hdwy	7.74	6.78	7.08	7.7	6.5	6.94	-	-	-	4.26	-	-
Critical Hdwy Stg 1	6.74	5.78	-	6.7	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.78	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.62	4.14	3.39	3.6	4	3.32	-	-	-	2.28	-	-
Pot Cap-1 Maneuver	49	43	428	75	51	636	0	-	-	838	-	0
Stage 1	134	184	-	372	439	-	0	-	-	-	-	0
Stage 2	611	402	-	324	208	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	~ 35	38	428	~ 14	45	636	-	-	-	838	-	-
Mov Cap-2 Maneuver	~ 35	38	-	~ 14	45	-	-	-	-	-	-	-
Stage 1	134	161	-	372	439	-	-	-	-	-	-	-
Stage 2	487	402	-	67	182	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	84.1	$ 833	0	0.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	35	428	64	838	-
HCM Lane V/C Ratio	-	-	1.304	0.752	2.531	0.123	-
HCM Control Delay (s)	-	-	-$ 431.4	34.8	$ 833	9.9	-
HCM Lane LOS	-	-	F	D	F	A	-
HCM 95th %tile Q(veh)	-	-	4.9	6.2	16	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	61

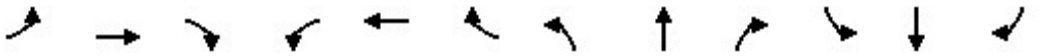
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	88	194	672	105	294	897
Future Vol, veh/h	88	194	672	105	294	897
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	470	0	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	13	9	7	2	10	8
Mvmt Flow	98	216	747	117	327	997

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1959	432	0	0	864	0
Stage 1	806	-	-	-	-	-
Stage 2	1153	-	-	-	-	-
Critical Hdwy	7.06	7.08	-	-	4.3	-
Critical Hdwy Stg 1	6.06	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-
Follow-up Hdwy	3.63	3.39	-	-	2.3	-
Pot Cap-1 Maneuver	~ 49	553	-	-	726	-
Stage 1	373	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 27	553	-	-	726	-
Mov Cap-2 Maneuver	~ 27	-	-	-	-	-
Stage 1	205	-	-	-	-	-
Stage 2	241	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 472.5	0	3.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	27	553	726	-
HCM Lane V/C Ratio	-	-	3.621	0.39	0.45	-
HCM Control Delay (s)	-	-	$ 1479.9	15.6	14	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	11.9	1.8	2.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



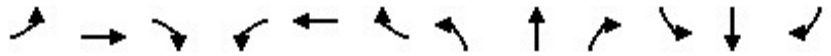
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	114	1	209	321	469	0	0	621	61
Future Volume (veh/h)	0	0	0	114	1	209	321	469	0	0	621	61
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1900	1781	1781	1752	0	0	1752	1485
Adj Flow Rate, veh/h				133	83	188	373	545	0	0	722	71
Peak Hour Factor				0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %				8	0	8	8	10	0	0	10	28
Cap, veh/h				185	116	246	405	2357	0	0	1348	510
Arrive On Green				0.16	0.16	0.16	0.48	1.00	0.00	0.00	0.41	0.41
Sat Flow, veh/h				1135	708	1510	1697	3416	0	0	3416	1259
Grp Volume(v), veh/h				216	0	188	373	545	0	0	722	71
Grp Sat Flow(s),veh/h/ln				1843	0	1510	1697	1664	0	0	1664	1259
Q Serve(g_s), s				7.8	0.0	8.3	14.3	0.0	0.0	0.0	11.5	2.5
Cycle Q Clear(g_c), s				7.8	0.0	8.3	14.3	0.0	0.0	0.0	11.5	2.5
Prop In Lane				0.62		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				301	0	246	405	2357	0	0	1348	510
V/C Ratio(X)				0.72	0.00	0.76	0.92	0.23	0.00	0.00	0.54	0.14
Avail Cap(c_a), veh/h				474	0	388	473	2357	0	0	1348	510
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.92	0.92	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				27.8	0.0	28.0	17.7	0.0	0.0	0.0	15.8	13.1
Incr Delay (d2), s/veh				3.2	0.0	4.9	20.2	0.2	0.0	0.0	1.5	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.4	0.0	3.1	5.8	0.1	0.0	0.0	4.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.0	0.0	32.8	37.9	0.2	0.0	0.0	17.4	13.7
LnGrp LOS				C	A	C	D	A	A	A	B	B
Approach Vol, veh/h					404			918			793	
Approach Delay, s/veh					31.8			15.5			17.0	
Approach LOS					C			B			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		54.1			21.2	32.9		15.9				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		43.0			19.5	19.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0			16.3	13.5		10.3				
Green Ext Time (p_c), s		4.0			0.4	2.4		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			19.2									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	38	457	4	1	24	13	647	8	13	583	138
Future Volume (veh/h)	118	38	457	4	1	24	13	647	8	13	583	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1752	1900	1900	1900	1441	1767	1900	1559	1752	1693
Adj Flow Rate, veh/h	134	300	348	5	1	27	15	735	9	15	662	157
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	10	0	0	0	31	9	0	23	10	14
Cap, veh/h	188	363	662	68	46	249	228	1429	685	261	1417	610
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.43	0.43	0.43	0.14	0.14	0.14
Sat Flow, veh/h	271	814	1485	20	104	559	514	3357	1610	597	3328	1434
Grp Volume(v), veh/h	434	0	348	33	0	0	15	735	9	15	662	157
Grp Sat Flow(s),veh/h/ln	1085	0	1485	683	0	0	514	1678	1610	597	1664	1434
Q Serve(g_s), s	0.0	0.0	11.9	0.4	0.0	0.0	1.6	11.3	0.2	1.6	12.8	6.8
Cycle Q Clear(g_c), s	28.2	0.0	11.9	28.6	0.0	0.0	14.4	11.3	0.2	12.9	12.8	6.8
Prop In Lane	0.31		1.00	0.15		0.82	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	551	0	662	364	0	0	228	1429	685	261	1417	610
V/C Ratio(X)	0.79	0.00	0.53	0.09	0.00	0.00	0.07	0.51	0.01	0.06	0.47	0.26
Avail Cap(c_a), veh/h	583	0	689	390	0	0	228	1429	685	261	1417	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	17.2	0.0	14.0	13.3	0.0	0.0	20.7	14.8	11.6	28.0	22.8	20.2
Incr Delay (d2), s/veh	6.8	0.0	0.7	0.1	0.0	0.0	0.6	1.3	0.0	0.3	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	3.8	0.3	0.0	0.0	0.2	4.1	0.1	0.3	5.7	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	0.0	14.7	13.4	0.0	0.0	21.2	16.1	11.6	28.3	23.6	21.0
LnGrp LOS	C	A	B	B	A	A	C	B	B	C	C	C
Approach Vol, veh/h		782			33			759			834	
Approach Delay, s/veh		19.8			13.4			16.2			23.2	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	34.3	35.7	34.3	35.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	28.5	32.5	28.5	32.5
Max Q Clear Time (g_c+I1), s	16.4	30.2	14.9	30.6
Green Ext Time (p_c), s	4.1	1.0	4.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	69	1206	253	167	977	26	0	0	0	3	3	36
Future Vol, veh/h	69	1206	253	167	977	26	0	0	0	3	3	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	35	-	-	160	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	19	11	0	0	8	16	0	0	0	33	0	17
Mvmt Flow	75	1311	275	182	1062	28	0	0	0	3	3	39

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	1090	0	0	1586	0	0			2246	3176	545
Stage 1	-	-	-	-	-	-			1440	1440	-
Stage 2	-	-	-	-	-	-			806	1736	-
Critical Hdwy	4.48	-	-	4.1	-	-			7.46	6.5	7.24
Critical Hdwy Stg 1	-	-	-	-	-	-			6.46	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-			6.46	5.5	-
Follow-up Hdwy	2.39	-	-	2.2	-	-			3.83	4	3.47
Pot Cap-1 Maneuver	545	-	-	420	-	-			24	11	446
Stage 1	-	-	-	-	-	-			139	200	-
Stage 2	-	-	-	-	-	-			330	143	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	545	-	-	420	-	-			12	0	446
Mov Cap-2 Maneuver	-	-	-	-	-	-			12	0	-
Stage 1	-	-	-	-	-	-			68	0	-
Stage 2	-	-	-	-	-	-			330	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	2.8	53.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	545	-	-	420	-	-	118
HCM Lane V/C Ratio	0.138	-	-	0.432	-	-	0.387
HCM Control Delay (s)	12.7	-	-	19.9	-	-	53.6
HCM Lane LOS	B	-	-	C	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	2.1	-	-	1.6

Intersection	
Int Delay, s/veh	84.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	186	5	180	22	0	66	0	1468	40	42	579	0
Future Vol, veh/h	186	5	180	22	0	66	0	1468	40	42	579	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	500	-	-	-	-	-	-	140	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	0	6	5	0	2	0	7	28	5	8	0
Mvmt Flow	192	5	186	23	0	68	0	1513	41	43	597	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1440	2237	299	1921	2217	777	-	0	0	1554	0	0
Stage 1	683	683	-	1534	1534	-	-	-	-	-	-	-
Stage 2	757	1554	-	387	683	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.5	7.02	7.6	6.5	6.94	-	-	-	4.2	-	-
Critical Hdwy Stg 1	6.56	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4	3.36	3.55	4	3.32	-	-	-	2.25	-	-
Pot Cap-1 Maneuver	~ 93	43	685	39	44	340	0	-	-	408	-	0
Stage 1	403	452	-	118	180	-	0	-	-	-	-	0
Stage 2	364	176	-	600	452	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	~ 68	38	685	23	39	340	-	-	-	408	-	-
Mov Cap-2 Maneuver	~ 68	38	-	23	39	-	-	-	-	-	-	-
Stage 1	403	405	-	118	180	-	-	-	-	-	-	-
Stage 2	291	176	-	386	405	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 523.9	261.3	0	1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	67	685	76	408	-
HCM Lane V/C Ratio	-	-	2.939	0.271	1.194	0.106	-
HCM Control Delay (s)	-	-	$ 1006.2	12.2	261.3	14.9	-
HCM Lane LOS	-	-	F	B	F	B	-
HCM 95th %tile Q(veh)	-	-	19.9	1.1	6.8	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	206.1

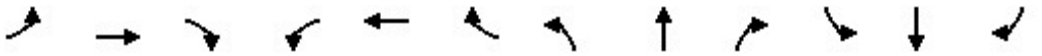
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	114	262	1480	71	214	568
Future Vol, veh/h	114	262	1480	71	214	568
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	470	0	-	-	135	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	16	6	1	6	6
Mvmt Flow	120	276	1558	75	225	598

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2345	817	0	0	1633	0
Stage 1	1596	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Critical Hdwy	6.86	7.22	-	-	4.22	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.46	-	-	2.26	-
Pot Cap-1 Maneuver	~ 30	292	-	-	375	-
Stage 1	150	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 12	292	-	-	375	-
Mov Cap-2 Maneuver	~ 12	-	-	-	-	-
Stage 1	~ 60	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, $	1468.9	0	7.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	12	292	375	-
HCM Lane V/C Ratio	-	-	10	0.944	0.601	-
HCM Control Delay (s)	-	-	$ 4664.7	78.3	28	-
HCM Lane LOS	-	-	F	F	D	-
HCM 95th %tile Q(veh)	-	-	16.3	9.2	3.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



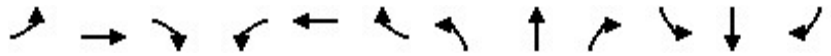
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	129	4	177	306	609	0	0	566	67
Future Volume (veh/h)	0	0	0	129	4	177	306	609	0	0	566	67
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1707	1900	1707	1856	1722	0	0	1811	1767
Adj Flow Rate, veh/h				142	41	170	336	669	0	0	622	74
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				13	0	13	3	12	0	0	6	9
Cap, veh/h				224	65	229	373	2302	0	0	1456	634
Arrive On Green				0.16	0.16	0.16	0.42	1.00	0.00	0.00	0.42	0.42
Sat Flow, veh/h				1419	410	1447	1767	3358	0	0	3532	1497
Grp Volume(v), veh/h				183	0	170	336	669	0	0	622	74
Grp Sat Flow(s),veh/h/ln				1829	0	1447	1767	1636	0	0	1721	1497
Q Serve(g_s), s				6.1	0.0	7.3	11.5	0.0	0.0	0.0	8.3	1.9
Cycle Q Clear(g_c), s				6.1	0.0	7.3	11.5	0.0	0.0	0.0	8.3	1.9
Prop In Lane				0.78		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				289	0	229	373	2302	0	0	1456	634
V/C Ratio(X)				0.63	0.00	0.74	0.90	0.29	0.00	0.00	0.43	0.12
Avail Cap(c_a), veh/h				507	0	401	421	2302	0	0	1456	634
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.93	0.93	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				25.6	0.0	26.1	18.1	0.0	0.0	0.0	13.2	11.4
Incr Delay (d2), s/veh				2.3	0.0	4.7	19.4	0.3	0.0	0.0	0.9	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.6	0.0	2.6	5.2	0.1	0.0	0.0	3.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				27.9	0.0	30.8	37.5	0.3	0.0	0.0	14.1	11.8
LnGrp LOS				C	A	C	D	A	A	A	B	B
Approach Vol, veh/h					353			1005			696	
Approach Delay, s/veh					29.3			12.8			13.9	
Approach LOS					C			B			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		50.2			18.2	32.0		14.8				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		38.0			15.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0			13.5	10.3		9.3				
Green Ext Time (p_c), s		5.1			0.2	2.6		1.0				

Intersection Summary		
HCM 6th Ctrl Delay	16.0	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	19	315	4	3	44	24	794	9	3	527	164
Future Volume (veh/h)	73	19	315	4	3	44	24	794	9	3	527	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1737	1722	1900	1900	1900	1707	1796	1737	1411	1781	1811
Adj Flow Rate, veh/h	78	198	216	4	3	47	26	845	10	3	561	174
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	11	11	12	0	0	0	13	7	11	33	8	6
Cap, veh/h	146	276	361	66	43	331	424	2097	905	348	2080	943
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.61	0.61	0.61	0.20	0.20	0.20
Sat Flow, veh/h	303	1115	1459	27	173	1341	659	3413	1472	487	3385	1535
Grp Volume(v), veh/h	276	0	216	54	0	0	26	845	10	3	561	174
Grp Sat Flow(s),veh/h/ln	1418	0	1459	1541	0	0	659	1706	1472	487	1692	1535
Q Serve(g_s), s	0.0	0.0	8.5	0.0	0.0	0.0	1.4	8.2	0.2	0.3	9.1	6.1
Cycle Q Clear(g_c), s	12.3	0.0	8.5	12.3	0.0	0.0	10.5	8.2	0.2	8.6	9.1	6.1
Prop In Lane	0.28		1.00	0.07		0.87	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	421	0	361	440	0	0	424	2097	905	348	2080	943
V/C Ratio(X)	0.65	0.00	0.60	0.12	0.00	0.00	0.06	0.40	0.01	0.01	0.27	0.18
Avail Cap(c_a), veh/h	601	0	528	618	0	0	424	2097	905	348	2080	943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	22.7	0.0	21.6	19.1	0.0	0.0	9.3	6.4	4.9	16.9	13.6	12.4
Incr Delay (d2), s/veh	1.7	0.0	1.6	0.1	0.0	0.0	0.3	0.6	0.0	0.0	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	2.9	0.6	0.0	0.0	0.2	2.3	0.0	0.0	3.5	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	0.0	23.2	19.2	0.0	0.0	9.6	7.0	4.9	16.9	13.9	12.8
LnGrp LOS	C	A	C	B	A	A	A	A	A	B	B	B
Approach Vol, veh/h		492			54			881			738	
Approach Delay, s/veh		23.9			19.2			7.0			13.6	
Approach LOS		C			B			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	44.4	20.6	44.4	20.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	32.5	23.5	32.5	23.5
Max Q Clear Time (g_c+I1), s	12.5	14.3	11.1	14.3
Green Ext Time (p_c), s	6.1	1.7	4.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Construction Phasing and Schedule

Construction Phasing and Schedule

	Phase	Construction Phase	Start Date	End Date	Duration	Average Daily Worker Trips	Average Daily Vendor (Delivery) Trips	Total Haul Trips	Average Daily Haul Trips	Total Average Daily Trips		No. of Worker	No. of Vendor Trucks	No. of Haul Trucks
NA	1	Equipment Delivery	10/15/2020	10/15/2020	1	0	0	4	0	0	1	0	0	0
1	2	Demolition	10/15/20	12/16/20	62	20	6	0	0	26	2	10	3	0
2	3	Asbestos/Lead Abatement and Waste Removal	12/14/20	7/16/21	214	36	0	306	1	37	3	18	0	1
NA	4	Equipment Delivery	7/12/21	7/16/21	4	0	0	38	10	10	4	0	0	5
3A	5	Demolition of Outlying Structures	7/19/21	8/13/21	25	28	0	268	11	39	5	14	0	5
NA	6	Crushing	7/19/21	4/14/23	634	4	0	0	0	4	6	2	0	0
3B	7	Demolition of Outlying Structures	8/9/21	8/27/21	18	36	0	96	5	41	7	18	0	3
3C	8	Demolition of Outlying Structures	9/13/21	10/29/21	46	44	0	6	0	44	8	22	0	0
4A	9	Demoliion of Units	10/29/21	1/20/22	83	76	0	1000	12	88	9	38	0	6
4B	10	Demoliion of Units	11/19/21	3/23/22	124	26	0	638	5	31	10	13	0	3
4C	11	Demoliion of Units	2/3/22	6/26/22	143	46	0	22	0	46	11	23	0	0
4D	12	Demoliion of Units	2/11/22	6/16/22	125	26	0	638	5	31	12	13	0	3
4E	13	Demoliion of Units	3/3/22	7/7/22	126	48	0	956	8	56	13	24	0	4
4F	14	Demoliion of Units	6/3/22	8/25/22	83	76	0	1174	14	90	14	38	0	7
4G	15	Demoliion of Units	6/24/22	10/27/22	125	26	0	1078	9	35	15	13	0	4
4H	16	Demoliion of Units	8/26/22	2/9/23	167	48	0	1616	10	58	16	24	0	5
4I	17	Demoliion of Units	9/9/22	12/29/22	111	46	0	22	0	46	17	23	0	0
4J	18	Demoliion of Units	9/16/22	1/19/23	125	26	0	1078	9	35	18	13	0	4
5A	19	Below Grade Demolition	7/11/22	4/14/23	277	30	0	282	1	31	19	15	0	1
5B	20	Below Grade Demolition	1/9/23	3/3/23	53	28	0	98	2	30	20	14	0	1
5C	21	Below Grade Demolition	1/30/23	4/7/23	67	28	0	8	0	28	21	14	0	0
6	22	Demolition Closing Work	7/11/22	5/5/23	298	44	2	0	0	46	22	22	1	0
NA	23	Equipment Delivery	4/17/23	4/21/23	1	0	42	1	1	43	23	0	21	1