

APPENDIX F

Transportation

- Traffic Counts



City Of Los Angeles
 Department Of Transportation
 MANUAL TRAFFIC COUNT SUMMARY

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

STREET: North / South De Soto

East/West SR-118 WB Ramps

Day: Wednesday, April 25, 2018 Weather Sunny

Hours:

School Day Yes District VS CODE

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 232 | 127 | 0 | 541 |
| BIKES | 0 | 1 | 0 | 0 |
| BUSES | 4 | 0 | 0 | 17 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|--------------|-----|------------|-----|------------|-----|------|------|------------|
| AM PK 15 MIN | 175 | 7:45:00 AM | 14 | 8:45:00 AM | 0 | | 453 | |
| PM PK 15 MIN | 227 | 5:15:00 PM | 20 | 3:15:00 PM | 0 | | 282 | |
| AM PK HOUR | 606 | 7:15:00 AM | 39 | 8:45:00 AM | 0 | | 1578 | 7:00:00 AM |
| PM PK HOUR | 847 | 4:45:00 PM | 54 | 3:15:00 PM | 0 | | 1005 | 3:15:00 PM |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|----|------|-------|
| 7-8 | 1 | 16 | 541 | 558 |
| 8-9 | 0 | 31 | 453 | 484 |
| 9-10 | 0 | 20 | 347 | 367 |
| 3-4 | 0 | 14 | 593 | 607 |
| 4-5 | 4 | 13 | 697 | 714 |
| 5-6 | 2 | 5 | 800 | 807 |
| TOTAL | 7 | 99 | 3431 | 3537 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|-----|----|-------|
| 7-8 | 2 | 14 | 0 | 16 |
| 8-9 | 3 | 30 | 0 | 33 |
| 9-10 | 5 | 27 | 0 | 32 |
| 3-4 | 1 | 52 | 0 | 53 |
| 4-5 | 1 | 30 | 0 | 31 |
| 5-6 | 1 | 17 | 0 | 18 |
| TOTAL | 13 | 170 | 0 | 183 |

TOTAL

| N-S | XING S/L | | XING N/L | |
|------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 574 | 0 | 0 | 0 | 0 |
| 517 | 0 | 0 | 0 | 0 |
| 399 | 0 | 0 | 0 | 0 |
| 660 | 0 | 0 | 0 | 0 |
| 745 | 0 | 0 | 0 | 0 |
| 825 | 0 | 0 | 0 | 0 |
| 3720 | 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 | 1569 | 0 | 9 | 1578 |
| 8-9 | 1349 | 0 | 24 | 1373 |
| 9-10 | 1086 | 0 | 25 | 1111 |
| 3-4 | 943 | 0 | 25 | 968 |
| 4-5 | 980 | 0 | 16 | 996 |
| 5-6 | 995 | 0 | 9 | 1004 |
| TOTAL | 6922 | 0 | 108 | 7030 |

TOTAL

| E-W | XING W/L | | XING E/L | |
|------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 1578 | 0 | 0 | 0 | 0 |
| 1373 | 0 | 0 | 0 | 0 |
| 1111 | 0 | 0 | 0 | 0 |
| 968 | 0 | 0 | 0 | 0 |
| 996 | 0 | 0 | 0 | 0 |
| 1004 | 0 | 0 | 0 | 0 |
| 7030 | 0 | 0 | 0 | 0 |



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PCE ADJUSTED

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STREET: North / South De Soto
 East/West SR-118 WB Ramps

Day: Wednesday, April 25, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 232 | 127 | 0 | 541 |
| BIKES | 0 | 0 | 0 | 0 |
| BUSES | 4 | 0 | 0 | 17 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|--------------|-----|------------|-----|------------|-----|------|------|------------|
| AM PK 15 MIN | 183 | 7:45:00 AM | 19 | 8:45:00 AM | 0 | | 464 | |
| PM PK 15 MIN | 231 | 5:15:00 PM | 28 | 3:15:00 PM | 0 | | 295 | |
| AM PK HOUR | 627 | 7:15:00 AM | 53 | 8:45:00 AM | 0 | | 1626 | 7:00:00 AM |
| PM PK HOUR | 861 | 4:45:00 PM | 74 | 3:15:00 PM | 0 | | 1058 | 3:15:00 PM |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|-----|------|-------|
| 7-8 | 1 | 23 | 556 | 579 |
| 8-9 | 0 | 45 | 466 | 511 |
| 9-10 | 0 | 28 | 370 | 398 |
| 3-4 | 0 | 17 | 610 | 627 |
| 4-5 | 4 | 15 | 705 | 724 |
| 5-6 | 2 | 8 | 809 | 819 |
| TOTAL | 7 | 135 | 3516 | 3657 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|-----|----|-------|
| 7-8 | 3 | 18 | 0 | 21 |
| 8-9 | 4 | 40 | 0 | 44 |
| 9-10 | 7 | 37 | 0 | 44 |
| 3-4 | 1 | 71 | 0 | 72 |
| 4-5 | 2 | 42 | 0 | 43 |
| 5-6 | 1 | 23 | 0 | 24 |
| TOTAL | 18 | 229 | 0 | 247 |

TOTAL

| | XING S/L | | XING N/L | |
|-------|----------|-----|----------|-----|
| N-S | Ped | Sch | Ped | Sch |
| 600 | 0 | 0 | 0 | 0 |
| 555 | 0 | 0 | 0 | 0 |
| 441 | 0 | 0 | 0 | 0 |
| 699 | 0 | 0 | 0 | 0 |
| 767 | 0 | 0 | 0 | 0 |
| 843 | 0 | 0 | 0 | 0 |
| TOTAL | 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 |

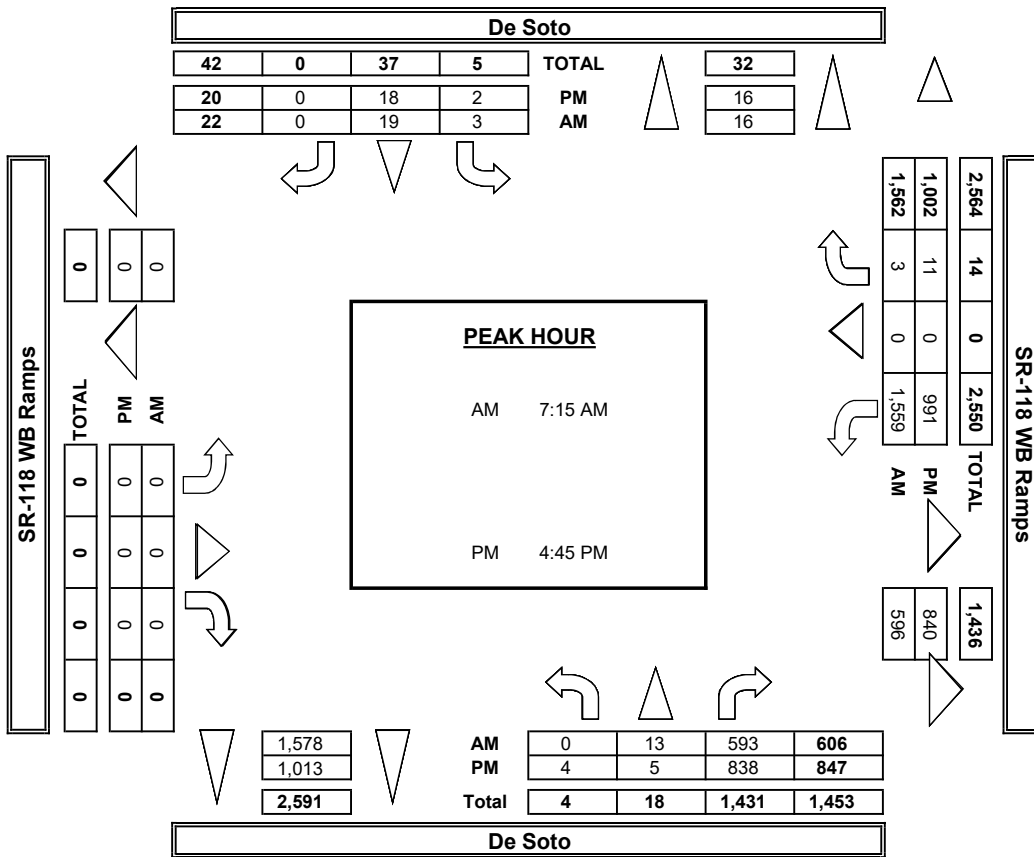
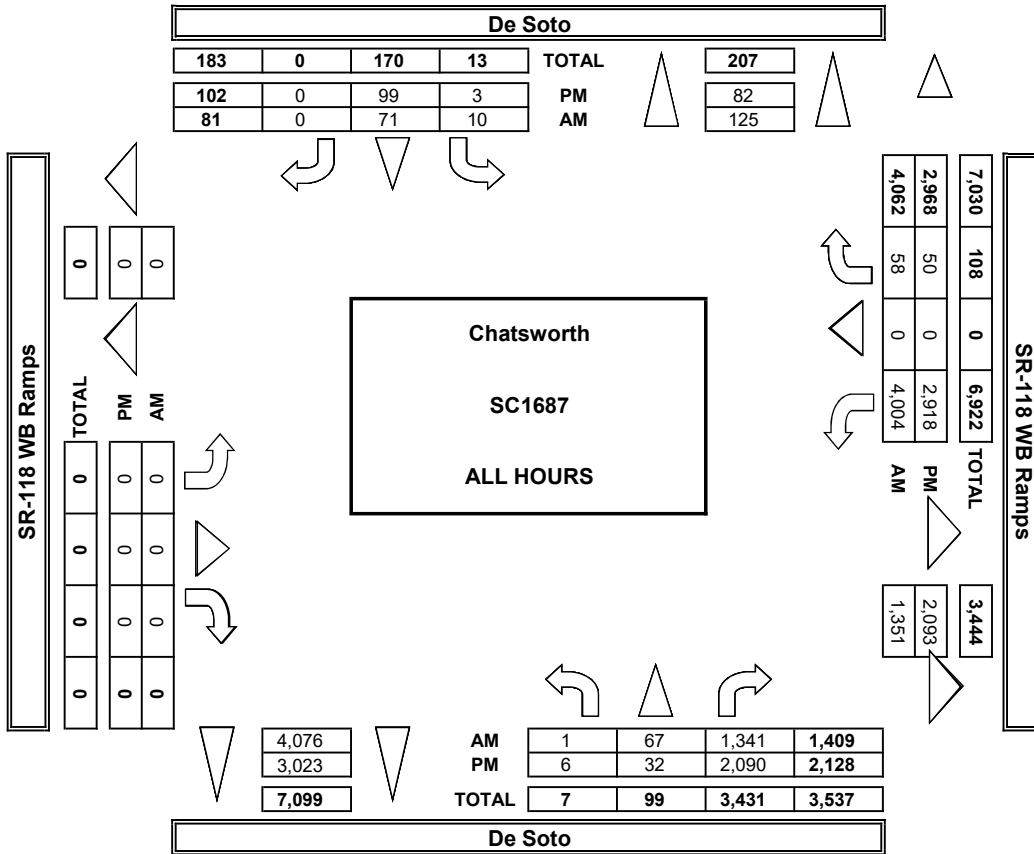
WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|------|----|-----|-------|
| 7-8 | 1614 | 0 | 12 | 1626 |
| 8-9 | 1394 | 0 | 33 | 1427 |
| 9-10 | 1139 | 0 | 36 | 1175 |
| 3-4 | 990 | 0 | 35 | 1025 |
| 4-5 | 1017 | 0 | 21 | 1038 |
| 5-6 | 1018 | 0 | 11 | 1028 |
| TOTAL | 7171 | 0 | 147 | 7318 |

TOTAL

| | XING W/L | | XING E/L | |
|-------|----------|-----|----------|-----|
| E-W | Ped | Sch | Ped | Sch |
| 1626 | 0 | 0 | 0 | 0 |
| 1427 | 0 | 0 | 0 | 0 |
| 1175 | 0 | 0 | 0 | 0 |
| 1025 | 0 | 0 | 0 | 0 |
| 1038 | 0 | 0 | 0 | 0 |
| 1028 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 |

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

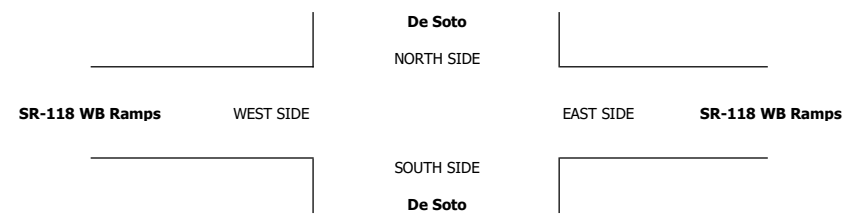
DATE: 4/25/18 WEDNESDAY
 LOCATION: NORTH & SOUTH: EAST & WEST:
 Chatsworth De Soto SR-118 WB Ramps
 PROJECT #: SC1687
 LOCATION #: 1
 CONTROL: STOP ALL

| | | | | | | | | | | | |
|--------------|---------------|---|-----|---|---|---|---|--|----------------------------------|------------------|------------------|
| PCE Adjusted | NOTES: | | | | | | | | AM PM MD OTHER OTHER | ▲ N S ▼ | ← W E → |
| | Class | 1 | 2 | 3 | 4 | 5 | 6 | | | | |
| | Factor | 1 | 1.5 | 2 | 3 | 2 | 2 | | | | |

| LANES: | NORTHBOUND De Soto | | | SOUTHBOUND De Soto | | | EASTBOUND SR-118 WB Ramps | | | WESTBOUND SR-118 WB Ramps | | | U-TURNS | | | | |
|--------|-----------------------|----|----|-----------------------|----|----|------------------------------|----|----|------------------------------|----|----|---------|----|----|----|----|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL | NB | SB | EB | WB |

| | NORTHBOUND De Soto | | | SOUTHBOUND De Soto | | | EASTBOUND SR-118 WB Ramps | | | WESTBOUND SR-118 WB Ramps | | | TOTAL | | | | | | |
|----------------|-----------------------|-------|-------|-----------------------|-------|-------|------------------------------|-------|-------|------------------------------|-------|----|-------|--|--|--|--|--|--|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 1 | 10 | 103 | 0 | 1 | 0 | 0 | 0 | 0 | 389 | 0 | 9 | 513 | | | | | | |
| 7:15 AM | 0 | 3 | 137 | 0 | 2 | 0 | 0 | 0 | 0 | 462 | 0 | 2 | 606 | | | | | | |
| 7:30 AM | 0 | 7 | 135 | 2 | 3 | 0 | 0 | 0 | 0 | 381 | 0 | 1 | 528 | | | | | | |
| 7:45 AM | 0 | 3 | 181 | 2 | 12 | 0 | 0 | 0 | 0 | 383 | 0 | 0 | 579 | | | | | | |
| 8:00 AM | 0 | 6 | 156 | 1 | 9 | 0 | 0 | 0 | 0 | 377 | 0 | 2 | 550 | | | | | | |
| 8:15 AM | 0 | 9 | 91 | 2 | 6 | 0 | 0 | 0 | 0 | 373 | 0 | 17 | 497 | | | | | | |
| 8:30 AM | 0 | 11 | 109 | 0 | 9 | 0 | 0 | 0 | 0 | 334 | 0 | 11 | 473 | | | | | | |
| 8:45 AM | 0 | 19 | 111 | 2 | 17 | 0 | 0 | 0 | 0 | 311 | 0 | 5 | 464 | | | | | | |
| 9:00 AM | 0 | 7 | 66 | 3 | 10 | 0 | 0 | 0 | 0 | 336 | 0 | 11 | 432 | | | | | | |
| 9:15 AM | 0 | 8 | 108 | 2 | 9 | 0 | 0 | 0 | 0 | 269 | 0 | 9 | 403 | | | | | | |
| 9:30 AM | 0 | 7 | 113 | 1 | 10 | 0 | 0 | 0 | 0 | 297 | 0 | 9 | 437 | | | | | | |
| 9:45 AM | 0 | 7 | 83 | 2 | 8 | 0 | 0 | 0 | 0 | 238 | 0 | 8 | 345 | | | | | | |
| VOLUMES | 1 | 95 | 1,392 | 14 | 94 | 0 | 0 | 0 | 0 | 4,147 | 0 | 80 | 5,823 | | | | | | |
| APPROACH % | 0% | 6% | 94% | 13% | 87% | 0% | 0% | 0% | 0% | 98% | 0% | 2% | | | | | | | |
| APP/DEPART | 1,488 | / | 175 | 108 | / | 4,241 | 0 | / | 1,406 | 4,227 | / | 1 | 0 | | | | | | |
| BEGIN PEAK HR | 7:15 AM | | | | | | | | | | | | | | | | | | |
| VOLUMES | 0 | 19 | 609 | 4 | 25 | 0 | 0 | 0 | 0 | 1,602 | 0 | 4 | 2,262 | | | | | | |
| APPROACH % | 0% | 3% | 97% | 14% | 86% | 0% | 0% | 0% | 0% | 100% | 0% | 0% | | | | | | | |
| PEAK HR FACTOR | | 0.857 | | | 0.537 | | | 0.000 | | | 0.866 | | 0.934 | | | | | | |
| APP/DEPART | 627 | / | 23 | 29 | / | 1,627 | 0 | / | 613 | 1,606 | / | 0 | 0 | | | | | | |
| PM | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 4 | 144 | 0 | 11 | 0 | 0 | 0 | 0 | 248 | 0 | 14 | 420 | | | | | | |
| 3:15 PM | 0 | 1 | 180 | 0 | 28 | 0 | 0 | 0 | 0 | 250 | 0 | 3 | 462 | | | | | | |
| 3:30 PM | 0 | 5 | 134 | 0 | 22 | 0 | 0 | 0 | 0 | 231 | 0 | 13 | 404 | | | | | | |
| 3:45 PM | 0 | 8 | 153 | 1 | 10 | 0 | 0 | 0 | 0 | 262 | 0 | 6 | 439 | | | | | | |
| 4:00 PM | 2 | 5 | 162 | 0 | 13 | 0 | 0 | 0 | 0 | 285 | 0 | 10 | 476 | | | | | | |
| 4:15 PM | 0 | 7 | 176 | 0 | 8 | 0 | 0 | 0 | 0 | 228 | 0 | 7 | 424 | | | | | | |
| 4:30 PM | 0 | 3 | 164 | 0 | 15 | 0 | 0 | 0 | 0 | 239 | 0 | 1 | 422 | | | | | | |
| 4:45 PM | 2 | 1 | 204 | 2 | 6 | 0 | 0 | 0 | 0 | 265 | 0 | 4 | 483 | | | | | | |
| 5:00 PM | 2 | 2 | 223 | 1 | 7 | 0 | 0 | 0 | 0 | 263 | 0 | 5 | 501 | | | | | | |
| 5:15 PM | 0 | 3 | 228 | 0 | 6 | 0 | 0 | 0 | 0 | 229 | 0 | 2 | 467 | | | | | | |
| 5:30 PM | 0 | 2 | 196 | 0 | 6 | 0 | 0 | 0 | 0 | 265 | 0 | 3 | 470 | | | | | | |
| 5:45 PM | 0 | 2 | 164 | 0 | 5 | 0 | 0 | 0 | 0 | 262 | 0 | 2 | 433 | | | | | | |
| VOLUMES | 6 | 40 | 2,124 | 4 | 135 | 0 | 0 | 0 | 0 | 3,024 | 0 | 67 | 5,399 | | | | | | |
| APPROACH % | 0% | 2% | 98% | 3% | 97% | 0% | 0% | 0% | 0% | 98% | 0% | 2% | | | | | | | |
| APP/DEPART | 2,170 | / | 106 | 139 | / | 3,159 | 0 | / | 2,128 | 3,091 | / | 6 | 0 | | | | | | |
| BEGIN PEAK HR | 4:45 PM | | | | | | | | | | | | | | | | | | |
| VOLUMES | 4 | 7 | 850 | 3 | 25 | 0 | 0 | 0 | 0 | 1,021 | 0 | 13 | 1,921 | | | | | | |
| APPROACH % | 0% | 1% | 99% | 9% | 91% | 0% | 0% | 0% | 0% | 99% | 0% | 1% | | | | | | | |
| PEAK HR FACTOR | | 0.933 | | | 0.900 | | | 0.000 | | | 0.962 | | 0.959 | | | | | | |
| APP/DEPART | 861 | / | 20 | 27 | / | 1,046 | 0 | / | 852 | 1,034 | / | 4 | 0 | | | | | | |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |





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STREET: North / South De Soto

East/West SR-118 EB Ramps

Day: Wednesday, April 25, 2018 Weather Sunny

Hours:

School Day Yes District I/S CODE

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 641 | 577 | 171 | 0 |
| BIKES | 0 | 3 | 0 | 0 |
| BUSES | 43 | 17 | 3 | 0 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|--------------|------|------------|------|------------|-----|------------|-----|------------|
| AM PK 15 MIN | 466 | 7:45:00 AM | 451 | 7:15:00 AM | 242 | 7:30:00 AM | 0 | 9:45:00 AM |
| PM PK 15 MIN | 554 | 5:00:00 PM | 284 | 5:30:00 PM | 189 | 4:45:00 PM | 0 | 5:45:00 PM |
| AM PK HOUR | 1714 | 7:15:00 AM | 1580 | 7:00:00 AM | 822 | 7:15:00 AM | 0 | |
| PM PK HOUR | 2068 | 4:45:00 PM | 1036 | 3:15:00 PM | 661 | 4:00:00 PM | 0 | |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|------|------|-------|
| 7-8 | 0 | 559 | 1112 | 1671 |
| 8-9 | 0 | 475 | 1016 | 1491 |
| 9-10 | 0 | 363 | 825 | 1188 |
| 3-4 | 0 | 605 | 1396 | 2001 |
| 4-5 | 3 | 712 | 1135 | 1850 |
| 5-6 | 0 | 806 | 1196 | 2002 |
| TOTAL | 3 | 3520 | 6680 | 10203 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|----|-------|
| 7-8 | 5 | 1575 | 0 | 1580 |
| 8-9 | 13 | 1366 | 0 | 1379 |
| 9-10 | 26 | 1086 | 0 | 1112 |
| 3-4 | 51 | 944 | 0 | 995 |
| 4-5 | 26 | 984 | 0 | 1010 |
| 5-6 | 17 | 995 | 0 | 1012 |
| TOTAL | 138 | 6950 | 0 | 7088 |

TOTAL

| N-S | XING S/L | | XING N/L | |
|-------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 3251 | 0 | 0 | 0 | 0 |
| 2870 | 0 | 0 | 0 | 0 |
| 2300 | 0 | 0 | 0 | 0 |
| 2996 | 0 | 0 | 0 | 0 |
| 2860 | 0 | 0 | 0 | 0 |
| 3014 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|----|------|-------|
| 7-8 | 2 | 0 | 803 | 805 |
| 8-9 | 8 | 0 | 584 | 592 |
| 9-10 | 7 | 2 | 387 | 396 |
| 3-4 | 2 | 1 | 401 | 404 |
| 4-5 | 3 | 1 | 657 | 661 |
| 5-6 | 4 | 0 | 558 | 562 |
| TOTAL | 26 | 4 | 3390 | 3420 |

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

| E-W | XING W/L | | XING E/L | |
|-------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 805 | 0 | 0 | 0 | 0 |
| 592 | 0 | 0 | 0 | 0 |
| 396 | 0 | 0 | 0 | 0 |
| 404 | 0 | 0 | 0 | 0 |
| 661 | 0 | 0 | 0 | 0 |
| 562 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 |



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STREET: North / South De Soto
 East/West SR-118 EB Ramps

Day: Wednesday, April 25, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 641 | 577 | 171 | 0 |
| BIKES | 0 | 0 | 0 | 0 |
| BUSES | 43 | 17 | 3 | 0 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|--------------|------|------------|------|------------|-----|------------|-----|------------|
| AM PK 15 MIN | 487 | 7:45:00 AM | 461 | 7:15:00 AM | 246 | 7:30:00 AM | 0 | 9:45:00 AM |
| PM PK 15 MIN | 569 | 5:00:00 PM | 298 | 4:00:00 PM | 193 | 4:45:00 PM | 0 | 5:45:00 PM |
| AM PK HOUR | 1774 | 7:15:00 AM | 1628 | 7:00:00 AM | 833 | 7:15:00 AM | 0 | |
| PM PK HOUR | 2118 | 4:45:00 PM | 1099 | 3:15:00 PM | 675 | 4:00:00 PM | 0 | |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|------|------|-------|
| 7-8 | 0 | 580 | 1146 | 1726 |
| 8-9 | 0 | 499 | 1064 | 1563 |
| 9-10 | 0 | 391 | 874 | 1265 |
| 3-4 | 0 | 625 | 1448 | 2073 |
| 4-5 | 3 | 722 | 1169 | 1893 |
| 5-6 | 0 | 817 | 1232 | 2049 |
| TOTAL | 3 | 3632 | 6932 | 10567 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|----|-------|
| 7-8 | 6 | 1622 | 0 | 1628 |
| 8-9 | 16 | 1419 | 0 | 1434 |
| 9-10 | 37 | 1138 | 0 | 1175 |
| 3-4 | 70 | 991 | 0 | 1061 |
| 4-5 | 36 | 1023 | 0 | 1058 |
| 5-6 | 21 | 1019 | 0 | 1039 |
| TOTAL | 184 | 7210 | 0 | 7394 |

TOTAL

| N-S | XING S/L | | XING N/L | |
|-------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 7-8 | 3353 | 0 | 0 | 0 |
| 8-9 | 2997 | 0 | 0 | 0 |
| 9-10 | 2439 | 0 | 0 | 0 |
| 3-4 | 3133 | 0 | 0 | 0 |
| 4-5 | 2951 | 0 | 0 | 0 |
| 5-6 | 3088 | 0 | 0 | 0 |
| TOTAL | 17960 | 0 | 0 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|----|------|-------|
| 7-8 | 3 | 0 | 813 | 816 |
| 8-9 | 11 | 0 | 600 | 611 |
| 9-10 | 10 | 2 | 402 | 414 |
| 3-4 | 3 | 2 | 419 | 423 |
| 4-5 | 4 | 1 | 670 | 675 |
| 5-6 | 5 | 0 | 567 | 571 |
| TOTAL | 34 | 5 | 3470 | 3509 |

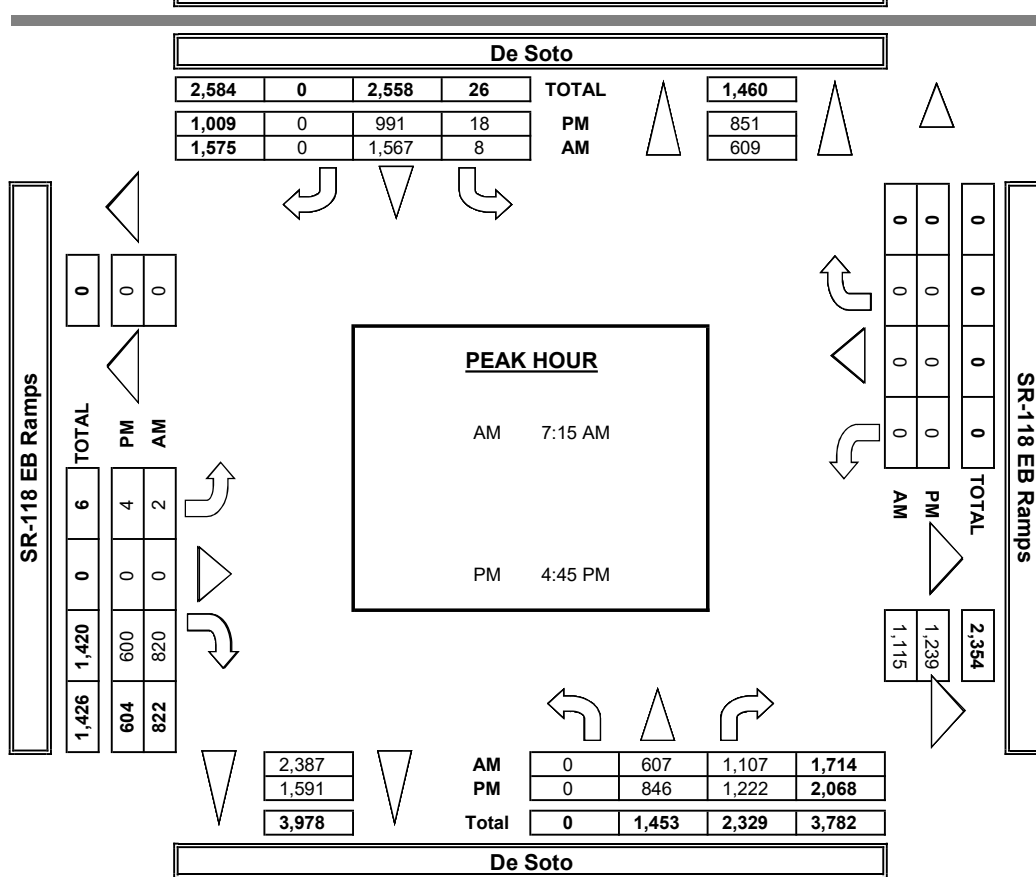
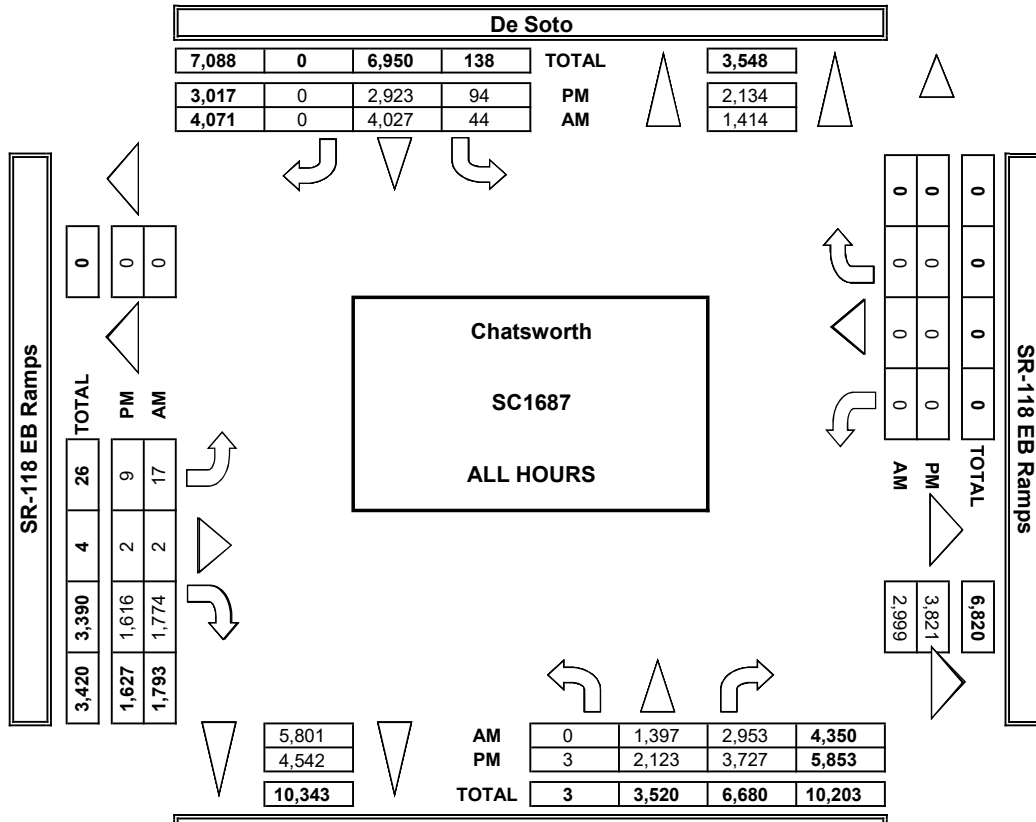
WESTBOUND Approach

| 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

| E-W | XING W/L | | XING E/L | |
|-------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 7-8 | 816 | 0 | 0 | 0 |
| 8-9 | 611 | 0 | 0 | 0 |
| 9-10 | 414 | 0 | 0 | 0 |
| 3-4 | 423 | 0 | 0 | 0 |
| 4-5 | 675 | 0 | 0 | 0 |
| 5-6 | 571 | 0 | 0 | 0 |
| TOTAL | 3509 | 0 | 0 | 0 |

AimTD LLC
TURNING MOVEMENT COUNTS





City Of Los Angeles
 Department Of Transportation
 MANUAL TRAFFIC COUNT SUMMARY

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

STREET: North / South De Soto

East/West Rinaldi

Day: Wednesday, April 25, 2018 Weather Sunny

Hours:

School Day Yes District I/S CODE

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 699 | 638 | 5 | 58 |
| BIKES | 5 | 17 | 3 | 26 |
| BUSES | 43 | 19 | 0 | 20 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|--------------|------|------------|------|------------|-----|------------|-----|------------|
| AM PK 15 MIN | 470 | 7:45:00 AM | 632 | 7:30:00 AM | 20 | 8:15:00 AM | 152 | 7:45:00 AM |
| PM PK 15 MIN | 567 | 5:15:00 PM | 436 | 4:45:00 PM | 30 | 5:00:00 PM | 141 | 3:00:00 PM |
| AM PK HOUR | 1724 | 7:15:00 AM | 2368 | 7:15:00 AM | 63 | 7:45:00 AM | 449 | 7:15:00 AM |
| PM PK HOUR | 2165 | 4:45:00 PM | 1650 | 4:00:00 PM | 53 | 5:00:00 PM | 404 | 3:00:00 PM |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|------|------|-------|
| 7-8 | 5 | 1523 | 171 | 1699 |
| 8-9 | 6 | 1350 | 111 | 1467 |
| 9-10 | 3 | 1146 | 86 | 1235 |
| 3-4 | 8 | 1812 | 191 | 2011 |
| 4-5 | 2 | 1660 | 313 | 1975 |
| 5-6 | 10 | 1843 | 257 | 2110 |
| TOTAL | 34 | 9334 | 1129 | 10497 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|----|-------|
| 7-8 | 155 | 2185 | 20 | 2360 |
| 8-9 | 68 | 1871 | 22 | 1961 |
| 9-10 | 26 | 1442 | 3 | 1471 |
| 3-4 | 52 | 1280 | 11 | 1343 |
| 4-5 | 98 | 1544 | 8 | 1650 |
| 5-6 | 64 | 1474 | 8 | 1546 |
| TOTAL | 463 | 9796 | 72 | 10331 |

TOTAL

| N-S | XING S/L | | XING N/L | |
|-------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 4059 | 0 | 0 | 0 | 2 |
| 3428 | 0 | 0 | 0 | 0 |
| 2706 | 0 | 0 | 2 | 0 |
| 3354 | 0 | 0 | 2 | 30 |
| 3625 | 0 | 0 | 0 | 1 |
| 3656 | 0 | 0 | 1 | 7 |
| TOTAL | 0 | 0 | 5 | 40 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|-----|----|-------|
| 7-8 | 10 | 26 | 7 | 43 |
| 8-9 | 19 | 26 | 8 | 53 |
| 9-10 | 7 | 4 | 5 | 16 |
| 3-4 | 15 | 20 | 10 | 45 |
| 4-5 | 15 | 14 | 8 | 37 |
| 5-6 | 29 | 16 | 8 | 53 |
| TOTAL | 95 | 106 | 46 | 247 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|------|----|-----|-------|
| 7-8 | 222 | 21 | 142 | 385 |
| 8-9 | 152 | 34 | 90 | 276 |
| 9-10 | 123 | 4 | 39 | 166 |
| 3-4 | 217 | 25 | 162 | 404 |
| 4-5 | 157 | 4 | 154 | 315 |
| 5-6 | 146 | 6 | 137 | 289 |
| TOTAL | 1017 | 94 | 724 | 1835 |

TOTAL

| E-W | XING W/L | | XING E/L | |
|-------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 428 | 0 | 0 | 0 | 0 |
| 329 | 0 | 0 | 0 | 0 |
| 182 | 1 | 0 | 0 | 0 |
| 449 | 0 | 0 | 0 | 0 |
| 352 | 0 | 0 | 0 | 0 |
| 342 | 0 | 0 | 0 | 0 |
| TOTAL | 1 | 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 / South De Soto
 East/West Rinaldi

Day: Wednesday, April 25, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 699 | 638 | 5 | 58 |
| BIKES | 0 | 0 | 0 | 0 |
| BUSES | 43 | 19 | 0 | 20 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|--------------|------|------------|------|------------|-----|------------|-----|------------|
| AM PK 15 MIN | 493 | 7:45:00 AM | 644 | 7:30:00 AM | 20 | 8:15:00 AM | 160 | 7:45:00 AM |
| PM PK 15 MIN | 579 | 5:15:00 PM | 452 | 4:45:00 PM | 30 | 5:00:00 PM | 144 | 3:00:00 PM |
| AM PK HOUR | 1795 | 7:15:00 AM | 2418 | 7:15:00 AM | 63 | 7:45:00 AM | 460 | 7:15:00 AM |
| PM PK HOUR | 2214 | 4:45:00 PM | 1704 | 4:00:00 PM | 53 | 5:00:00 PM | 414 | 3:00:00 PM |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----------|-------------|-------------|--------------|
| 7-8 | 5 | 1584 | 175 | 1763 |
| 8-9 | 6 | 1421 | 112 | 1539 |
| 9-10 | 3 | 1218 | 92 | 1313 |
| 3-4 | 8 | 1892 | 196 | 2096 |
| 4-5 | 2 | 1703 | 318 | 2022 |
| 5-6 | 10 | 1887 | 261 | 2158 |
| TOTAL | 34 | 9704 | 1152 | 10890 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|--------------|-----------|--------------|
| 7-8 | 158 | 2236 | 20 | 2413 |
| 8-9 | 70 | 1939 | 22 | 2031 |
| 9-10 | 28 | 1505 | 3 | 1536 |
| 3-4 | 54 | 1337 | 11 | 1402 |
| 4-5 | 102 | 1593 | 9 | 1704 |
| 5-6 | 64 | 1513 | 8 | 1585 |
| TOTAL | 476 | 10121 | 73 | 10669 |

TOTAL

| N-S | XING S/L | | XING N/L | |
|--------------|--------------|----------|----------|----------|
| | Ped | Sch | Ped | Sch |
| 7-8 | 4176 | 0 | 0 | 0 |
| 8-9 | 3569 | 0 | 0 | 0 |
| 9-10 | 2849 | 0 | 0 | 0 |
| 3-4 | 3497 | 0 | 0 | 0 |
| 4-5 | 3726 | 0 | 0 | 0 |
| 5-6 | 3742 | 0 | 0 | 0 |
| TOTAL | 21559 | 0 | 0 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----------|------------|-----------|------------|
| 7-8 | 10 | 26 | 7 | 43 |
| 8-9 | 19 | 26 | 8 | 53 |
| 9-10 | 7 | 5 | 5 | 17 |
| 3-4 | 15 | 21 | 10 | 46 |
| 4-5 | 16 | 15 | 8 | 38 |
| 5-6 | 29 | 16 | 8 | 53 |
| TOTAL | 96 | 108 | 46 | 250 |

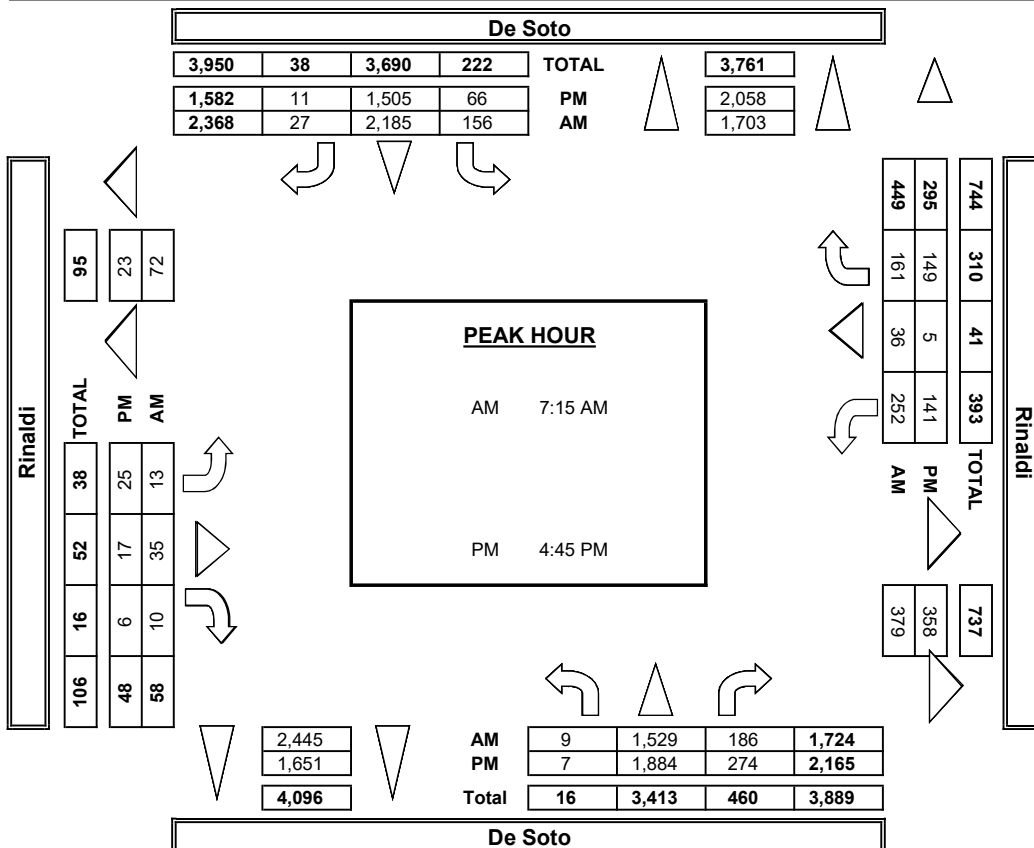
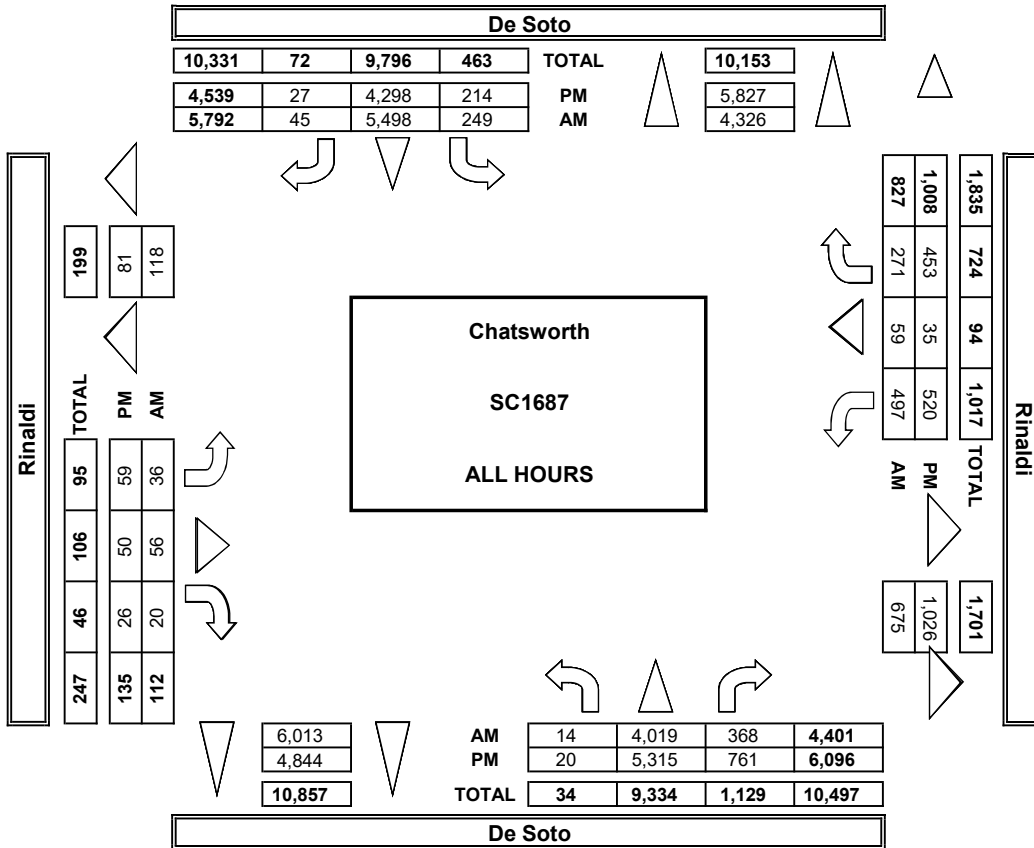
WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-------------|-----------|------------|-------------|
| 7-8 | 230 | 21 | 144 | 395 |
| 8-9 | 156 | 36 | 92 | 283 |
| 9-10 | 131 | 5 | 42 | 177 |
| 3-4 | 224 | 26 | 165 | 414 |
| 4-5 | 159 | 4 | 155 | 318 |
| 5-6 | 150 | 6 | 142 | 298 |
| TOTAL | 1049 | 97 | 739 | 1884 |

TOTAL

| E-W | XING W/L | | XING E/L | |
|--------------|-------------|----------|----------|----------|
| | Ped | Sch | Ped | Sch |
| 7-8 | 438 | 0 | 0 | 0 |
| 8-9 | 336 | 0 | 0 | 0 |
| 9-10 | 194 | 0 | 0 | 0 |
| 3-4 | 460 | 0 | 0 | 0 |
| 4-5 | 356 | 0 | 0 | 0 |
| 5-6 | 351 | 0 | 0 | 0 |
| TOTAL | 2134 | 0 | 0 | 0 |

AimTD LLC
TURNING MOVEMENT COUNTS





City of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

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

STREET: North / South _____ De Soto _____
 East/West _____ Chatsworth _____

Day: Wednesday, April 25, 2018 Weather Sunny

Hours: _____
 School Day Yes District I/S CODE

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 660 | 634 | 106 | 56 |
| BIKES | 0 | 2 | 3 | 4 |
| BUSES | 30 | 31 | 18 | 2 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|--------------|------|------------|------|------------|-----|------------|-----|------------|
| AM PK 15 MIN | 390 | 7:45:00 AM | 639 | 7:15:00 AM | 166 | 7:30:00 AM | 62 | 8:00:00 AM |
| PM PK 15 MIN | 469 | 5:15:00 PM | 446 | 4:30:00 PM | 155 | 5:00:00 PM | 76 | 5:15:00 PM |
| AM PK HOUR | 1333 | 7:00:00 AM | 2365 | 7:15:00 AM | 485 | 7:30:00 AM | 225 | 7:15:00 AM |
| PM PK HOUR | 1724 | 4:30:00 PM | 1661 | 4:00:00 PM | 602 | 4:30:00 PM | 268 | 4:45:00 PM |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|-----|-------|
| 7-8 | 9 | 1307 | 17 | 1333 |
| 8-9 | 30 | 1155 | 17 | 1202 |
| 9-10 | 16 | 1041 | 17 | 1074 |
| 3-4 | 32 | 1547 | 51 | 1630 |
| 4-5 | 35 | 1515 | 115 | 1665 |
| 5-6 | 19 | 1597 | 51 | 1667 |
| TOTAL | 141 | 8162 | 268 | 8571 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|------|-------|
| 7-8 | 167 | 1560 | 626 | 2353 |
| 8-9 | 116 | 1386 | 541 | 2043 |
| 9-10 | 50 | 1226 | 210 | 1486 |
| 3-4 | 69 | 1126 | 251 | 1446 |
| 4-5 | 88 | 1314 | 259 | 1661 |
| 5-6 | 97 | 1269 | 224 | 1590 |
| TOTAL | 587 | 7881 | 2111 | 10579 |

TOTAL

| N-S | XING S/L | | XING N/L | |
|-------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 3686 | 1 | 0 | 0 | 0 |
| 3245 | 1 | 0 | 0 | 0 |
| 2560 | 0 | 0 | 0 | 0 |
| 3076 | 0 | 0 | 0 | 0 |
| 3326 | 0 | 0 | 0 | 0 |
| 3257 | 1 | 0 | 4 | 0 |
| 19150 | 3 | 0 | 4 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|------|-----|-----|-------|
| 7-8 | 233 | 205 | 10 | 448 |
| 8-9 | 191 | 128 | 27 | 346 |
| 9-10 | 108 | 63 | 18 | 189 |
| 3-4 | 304 | 195 | 35 | 534 |
| 4-5 | 284 | 215 | 42 | 541 |
| 5-6 | 308 | 179 | 32 | 519 |
| TOTAL | 1428 | 985 | 164 | 2577 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|-----|-----|-------|
| 7-8 | 14 | 69 | 101 | 184 |
| 8-9 | 11 | 91 | 66 | 168 |
| 9-10 | 14 | 42 | 51 | 107 |
| 3-4 | 13 | 107 | 119 | 239 |
| 4-5 | 11 | 109 | 112 | 232 |
| 5-6 | 15 | 99 | 142 | 256 |
| TOTAL | 78 | 517 | 591 | 1186 |

TOTAL

| E-W | XING W/L | | XING E/L | |
|------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 632 | 0 | 0 | 0 | 0 |
| 514 | 0 | 0 | 0 | 0 |
| 296 | 0 | 0 | 0 | 0 |
| 773 | 0 | 0 | 0 | 0 |
| 773 | 1 | 0 | 0 | 0 |
| 775 | 0 | 0 | 0 | 0 |
| 3763 | 1 | 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 / South De Soto
 East/West Chatsworth

Day: Wednesday, April 25, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 660 | 634 | 106 | 56 |
| BIKES | 0 | 0 | 0 | 0 |
| BUSES | 30 | 31 | 18 | 2 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|--------------|------|------------|------|------------|-----|------------|-----|------------|
| AM PK 15 MIN | 408 | 7:45:00 AM | 650 | 7:15:00 AM | 171 | 7:30:00 AM | 63 | 8:00:00 AM |
| PM PK 15 MIN | 483 | 5:15:00 PM | 463 | 4:30:00 PM | 156 | 4:45:00 PM | 77 | 5:15:00 PM |
| AM PK HOUR | 1397 | 7:15:00 AM | 2419 | 7:15:00 AM | 496 | 7:30:00 AM | 230 | 7:15:00 AM |
| PM PK HOUR | 1770 | 4:30:00 PM | 1716 | 4:00:00 PM | 610 | 4:30:00 PM | 273 | 4:45:00 PM |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|-------------|------------|-------------|
| 7-8 | 10 | 1365 | 18 | 1392 |
| 8-9 | 32 | 1229 | 18 | 1279 |
| 9-10 | 17 | 1108 | 18 | 1143 |
| 3-4 | 33 | 1610 | 52 | 1695 |
| 4-5 | 35 | 1556 | 117 | 1708 |
| 5-6 | 20 | 1644 | 52 | 1716 |
| TOTAL | 146 | 8511 | 274 | 8931 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|-------------|-------------|--------------|
| 7-8 | 169 | 1596 | 646 | 2411 |
| 8-9 | 121 | 1435 | 557 | 2113 |
| 9-10 | 52 | 1271 | 222 | 1545 |
| 3-4 | 71 | 1179 | 260 | 1510 |
| 4-5 | 91 | 1360 | 266 | 1716 |
| 5-6 | 99 | 1308 | 228 | 1635 |
| TOTAL | 602 | 8149 | 2177 | 10927 |

TOTAL

| N-S | XING S/L | | XING N/L | |
|--------------|----------|----------|----------|----------|
| | Ped | Sch | Ped | Sch |
| 3803 | 0 | 0 | 0 | 0 |
| 3391 | 0 | 0 | 0 | 0 |
| 2687 | 0 | 0 | 0 | 0 |
| 3204 | 0 | 0 | 0 | 0 |
| 3423 | 0 | 0 | 0 | 0 |
| 3351 | 0 | 0 | 0 | 0 |
| 19858 | 0 | 0 | 0 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-------------|-------------|------------|-------------|
| 7-8 | 238 | 211 | 11 | 460 |
| 8-9 | 196 | 131 | 28 | 355 |
| 9-10 | 114 | 65 | 20 | 199 |
| 3-4 | 318 | 201 | 38 | 557 |
| 4-5 | 290 | 222 | 43 | 554 |
| 5-6 | 313 | 181 | 32 | 526 |
| TOTAL | 1467 | 1011 | 171 | 2648 |

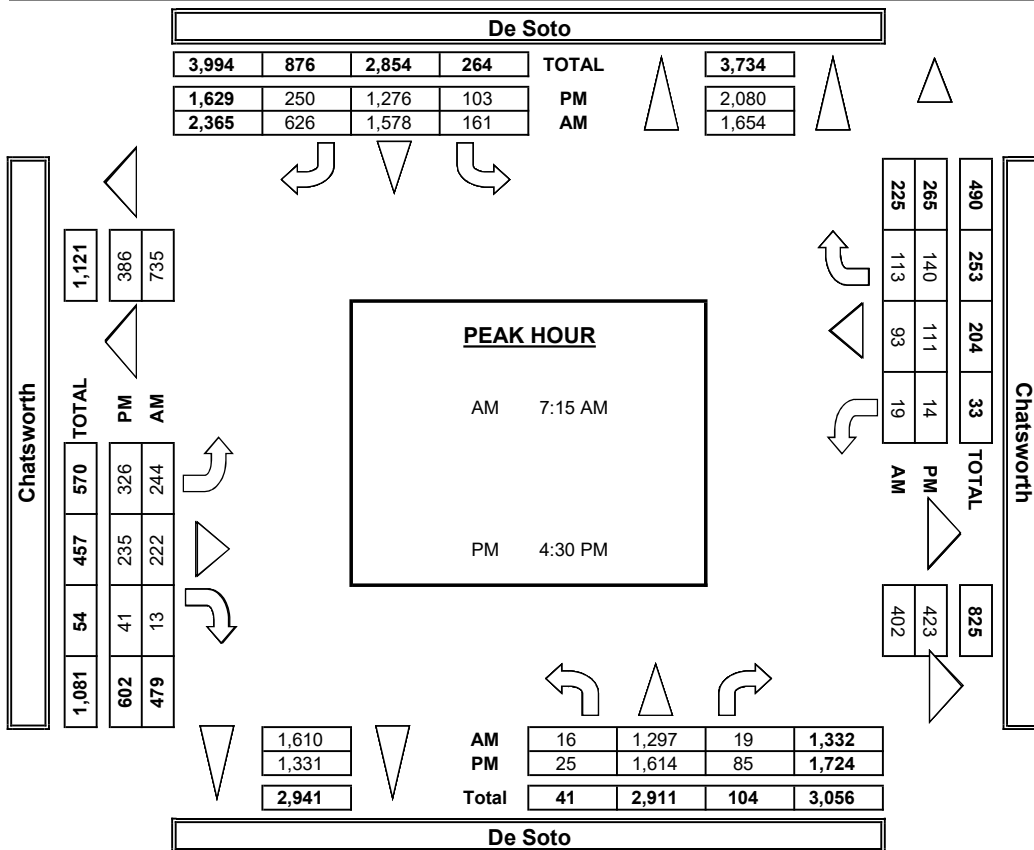
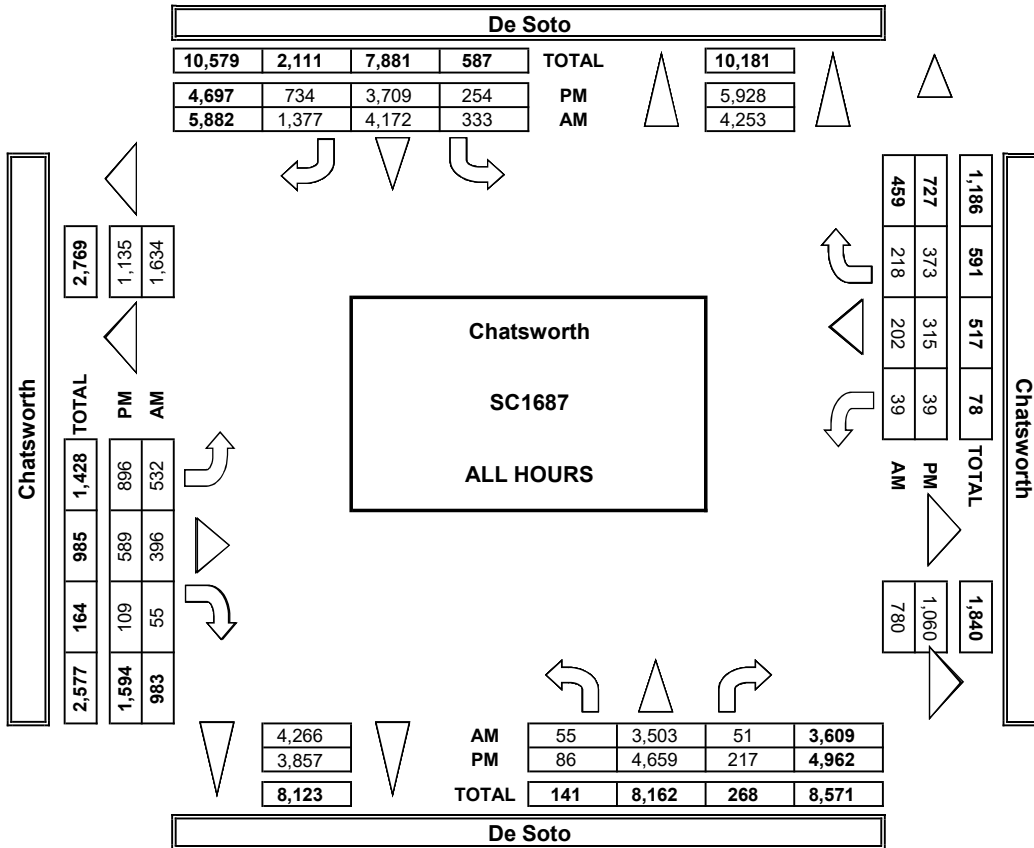
WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----------|------------|------------|-------------|
| 7-8 | 14 | 72 | 104 | 190 |
| 8-9 | 11 | 93 | 67 | 170 |
| 9-10 | 15 | 43 | 53 | 111 |
| 3-4 | 14 | 110 | 123 | 246 |
| 4-5 | 13 | 112 | 117 | 241 |
| 5-6 | 17 | 100 | 143 | 259 |
| TOTAL | 83 | 529 | 605 | 1216 |

TOTAL

| E-W | XING W/L | | XING E/L | |
|-------------|----------|----------|----------|----------|
| | Ped | Sch | Ped | Sch |
| 649 | 0 | 0 | 0 | 0 |
| 525 | 0 | 0 | 0 | 0 |
| 309 | 0 | 0 | 0 | 0 |
| 803 | 0 | 0 | 0 | 0 |
| 795 | 0 | 0 | 0 | 0 |
| 785 | 0 | 0 | 0 | 0 |
| 3864 | 0 | 0 | 0 | 0 |

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AmTD LLC, tel: 714 253 7888 cs@amtd.com

T1017

| | | | | |
|--------------------------|---|--------------------------------|---------------------------------------|------------------------|
| DATE: Wed, Apr 25, 18 | LOCATION: NORTH & SOUTH: EAST & WEST: | Chatsworth Mason Rinaldi | PROJECT #: LOCATION #: CONTROL: | SC1687 15 SIGNAL |
| NOTES: | | | | |
| | | | | |

Add U-Turns to Left Turns

| LANES: | NORTHBOUND Mason | | | SOUTHBOUND Mason | | | EASTBOUND Rinaldi | | | WESTBOUND Rinaldi | | | TOTAL | U-TURNS | | | | |
|----------------|---------------------|---------|---------|---------------------|---------|---------|----------------------|---------|---------|----------------------|---------|---------|-------|---------|---------|---------|---------|-----|
| | NL 1 | NT 2 | NR 1 | SL 1 | ST 2 | SR 1 | EL 1 | ET 3 | ER 0 | WL 2 | WT 2 | WR 0 | | NB X | SB X | EB X | WB X | TTL |
| 7:00 AM | 8 | 16 | 103 | 37 | 67 | 6 | 7 | 31 | 21 | 286 | 44 | 11 | 637 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 11 | 30 | 140 | 41 | 95 | 26 | 8 | 25 | 46 | 271 | 63 | 14 | 770 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 20 | 48 | 177 | 38 | 101 | 29 | 20 | 44 | 42 | 301 | 84 | 20 | 924 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 26 | 57 | 141 | 43 | 101 | 43 | 24 | 43 | 24 | 252 | 105 | 16 | 875 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 14 | 26 | 149 | 38 | 88 | 21 | 22 | 37 | 40 | 292 | 62 | 18 | 807 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 6 | 28 | 109 | 35 | 87 | 20 | 6 | 39 | 21 | 287 | 38 | 14 | 690 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 10 | 27 | 95 | 22 | 47 | 11 | 5 | 32 | 22 | 230 | 38 | 15 | 554 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 7 | 23 | 123 | 33 | 49 | 10 | 8 | 34 | 23 | 219 | 30 | 14 | 573 | 0 | 1 | 0 | 0 | 1 |
| 9:00 AM | 6 | 22 | 84 | 39 | 53 | 8 | 6 | 20 | 12 | 187 | 29 | 7 | 473 | 0 | 0 | 0 | 0 | 0 |
| 9:15 AM | 7 | 22 | 82 | 25 | 30 | 11 | 8 | 17 | 6 | 133 | 33 | 6 | 380 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 1 | 29 | 87 | 20 | 32 | 12 | 11 | 30 | 5 | 107 | 27 | 9 | 370 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 3 | 17 | 98 | 19 | 29 | 8 | 10 | 30 | 6 | 117 | 25 | 13 | 375 | 0 | 0 | 0 | 0 | 0 |
| VOLUMES | 119 | 345 | 1,388 | 390 | 779 | 205 | 135 | 382 | 268 | 2,682 | 578 | 157 | 7,428 | 0 | 1 | 0 | 0 | 1 |
| APPROACH % | 6% | 19% | 75% | 28% | 57% | 15% | 17% | 49% | 34% | 78% | 17% | 5% | | | | | | |
| APP/DEPART | 1,852 | / | 638 | 1,374 | / | 3,729 | 785 | / | 2,159 | 3,417 | / | 902 | 0 | | | | | |
| BEGIN PEAK HR | 71 | 161 | 607 | 160 | 385 | 119 | 74 | 149 | 152 | 1,116 | 314 | 68 | 3,376 | | | | | |
| VOLUMES | 71 | 161 | 607 | 160 | 385 | 119 | 74 | 149 | 152 | 1,116 | 314 | 68 | 3,376 | | | | | |
| APPROACH % | 8% | 19% | 72% | 24% | 58% | 18% | 20% | 40% | 41% | 74% | 21% | 5% | | | | | | |
| PEAK HR FACTOR | 0.856 | | | 0.888 | | | 0.884 | | | 0.925 | | | 0.913 | | | | | |
| APP/DEPART | 839 | / | 303 | 664 | / | 1,653 | 375 | / | 916 | 1,498 | / | 504 | 0 | | | | | |
| 0:00 PM | 22 | 51 | 202 | 29 | 46 | 22 | 24 | 67 | 19 | 135 | 49 | 23 | 689 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 28 | 39 | 209 | 28 | 44 | 22 | 23 | 62 | 12 | 111 | 42 | 26 | 646 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 21 | 35 | 255 | 30 | 49 | 16 | 15 | 38 | 11 | 141 | 61 | 19 | 691 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 30 | 65 | 268 | 22 | 53 | 9 | 10 | 54 | 8 | 128 | 37 | 28 | 712 | 0 | 0 | 0 | 1 | 1 |
| 4:00 PM | 45 | 84 | 294 | 17 | 24 | 9 | 12 | 89 | 5 | 132 | 44 | 35 | 790 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 23 | 84 | 300 | 24 | 25 | 15 | 14 | 106 | 8 | 113 | 43 | 26 | 781 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 30 | 63 | 279 | 24 | 36 | 14 | 20 | 91 | 11 | 127 | 45 | 27 | 767 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 23 | 74 | 263 | 23 | 38 | 13 | 15 | 86 | 9 | 119 | 36 | 26 | 745 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 31 | 69 | 269 | 18 | 37 | 9 | 12 | 73 | 8 | 129 | 49 | 23 | 727 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 50 | 75 | 266 | 18 | 36 | 8 | 15 | 81 | 14 | 146 | 41 | 23 | 773 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 30 | 74 | 248 | 16 | 36 | 7 | 16 | 62 | 6 | 127 | 26 | 32 | 680 | 0 | 1 | 0 | 0 | 1 |
| 5:45 PM | 21 | 68 | 204 | 12 | 45 | 9 | 22 | 44 | 11 | 136 | 42 | 30 | 644 | 0 | 0 | 0 | 0 | 0 |
| VOLUMES | 354 | 781 | 3,077 | 261 | 469 | 153 | 198 | 853 | 122 | 1,544 | 515 | 318 | 8,645 | 0 | 1 | 0 | 1 | 2 |
| APPROACH % | 8% | 19% | 73% | 30% | 53% | 17% | 17% | 73% | 10% | 65% | 22% | 13% | | | | | | |
| APP/DEPART | 4,212 | / | 1,298 | 883 | / | 2,134 | 1,173 | / | 4,191 | 2,377 | / | 1,022 | 0 | | | | | |
| BEGIN PEAK HR | 121 | 305 | 1,156 | 88 | 123 | 51 | 61 | 372 | 33 | 491 | 168 | 114 | 3,083 | | | | | |
| VOLUMES | 121 | 305 | 1,156 | 88 | 123 | 51 | 61 | 372 | 33 | 491 | 168 | 114 | 3,083 | | | | | |
| APPROACH % | 8% | 19% | 73% | 34% | 47% | 19% | 13% | 80% | 7% | 64% | 22% | 15% | | | | | | |
| PEAK HR FACTOR | 0.935 | | | 0.885 | | | 0.910 | | | 0.916 | | | 0.976 | | | | | |
| APP/DEPART | 1,582 | / | 480 | 262 | / | 647 | 466 | / | 1,616 | 773 | / | 340 | 0 | | | | | |



| LANES: | NORTHBOUND Mason | | | SOUTHBOUND Mason | | | EASTBOUND Rinaldi | | | WESTBOUND Rinaldi | | | TOTAL |
|---------|---------------------|---------|---------|---------------------|---------|---------|----------------------|---------|---------|----------------------|---------|---------|-------|
| | NL 1 | NT 2 | NR 1 | SL 1 | ST 2 | SR 1 | EL 1 | ET 3 | ER 0 | WL 2 | WT 2 | WR 0 | |
| 7:00 AM | 8 | 16 | 103 | 37 | 67 | 6 | 7 | 31 | 21 | 286 | 44 | 11 | 637 |
| 7:15 AM | 11 | 30 | 140 | 41 | 95 | 26 | 8 | 25 | 46 | 271 | 63 | 14 | 770 |
| 7:30 AM | 20 | 48 | 177 | 38 | 101 | 29 | 20 | 44 | 42 | 301 | 84 | 20 | 924 |
| 7:45 AM | 26 | 57 | 141 | 43 | 101 | 43 | 24 | 43 | 24 | 252 | 105 | 16 | 875 |
| 8:00 AM | 14 | 26 | 149 | 38 | 88 | 21 | 22 | 37 | 40 | 292 | 62 | 18 | 807 |
| 8:15 AM | 6 | 28 | 109 | 35 | 87 | 20 | 6 | 39 | 21 | 287 | 38 | 14 | 690 |
| 8:30 AM | 10 | 27 | 95 | 22 | 47 | 11 | 5 | 32 | 22 | 230 | 38 | 15 | 554 |
| 8:45 AM | 7 | 23 | 123 | 33 | 49 | 10 | 8 | 34 | 23 | 219 | 30 | 14 | 573 |
| 9:00 AM | 6 | 22 | 84 | 39 | 53 | 8 | 6 | 20 | 12 | 187 | 29 | 7 | 473 |
| 9:15 AM | 7 | 22 | 82 | 25 | 30 | 11 | 8 | 17 | 6 | 133 | 33 | 6 | 380 |
| 9:30 AM | 1 | 29 | 87 | 20 | 32 | 12 | 11 | 30 | 5 | 107 | 27 | 9 | 370 |
| 9:45 AM | 3 | 17 | 98 | 19 | 29 | 8 | 10 | 30 | 6 | 117 | 25 | 13 | 375 |
| TOTAL | 119 | 345 | 1,388 | 390 | 779 | 205 | 135 | 382 | 268 | 2,682 | 578 | 157 | 7,428 |

| LANES: | ALL PED AND BIKE | | | | TOTAL |
|---------|------------------|--------|--------|--------|-------|
| | N SIDE | S SIDE | E SIDE | W SIDE | |
| 7:00 AM | 1 | 0 | 0 | 1 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 3 | 0 | 4 | 7 |
| 7:45 AM | 1 | 0 | 0 | 1 | 2 |
| 8:00 AM | 1 | 0 | 0 | 1 | 2 |
| 8:15 AM | 0 | 1 | 0 | 1 | 2 |
| 8:30 AM | 2 | 1 | 0 | 3 | 6 |
| 8:45 AM | 1 | 1 | 0 | 2 | 4 |
| 9:00 AM | 4 | 0 | 2 | 6 | 12 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 1 | 1 | 2 | 4 |
| 9:45 AM | 1 | 0 | 0 | 1 | 2 |
| TOTAL | 11 | 7 | 3 | 8 | 29 |

| LANES: | PEDESTRIAN CROSSINGS | | | | TOTAL |
|---------|----------------------|--------|--------|--------|-------|
| | N SIDE | S SIDE | E SIDE | W SIDE | |
| 7:00 AM | 1 | 0 | 0 | 1 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 3 | 0 | 4 | 7 |
| 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 | 2 | 0 | 0 | 2 | 4 |
| 8:45 AM | 0 | 1 | 0 | 1 | 2 |
| 9:00 AM | 2 | 0 | 2 | 4 | 8 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 1 | 1 |
| 9:45 AM | 1 | 0 | 0 | 1 | 2 |
| TOTAL | 6 | 4 | 2 | 7 | 19 |

| LANES: | BICYCLE CROSSINGS | | | | TOTAL |
|---------|-------------------|----|----|----|-------|
| | NS | SS | ES | WS | |
| 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 | 1 | 0 | 0 | 1 | 2 |
| 8:00 AM | 1 | 0 | 0 | 1 | 2 |
| 8:15 AM | 0 | 1 | 0 | 1 | 2 |
| 8:30 AM | 1 | 0 | 0 | 1 | 2 |
| 8:45 AM | 1 | 0 | 0 | 1 | 2 |
| 9:00 AM | 2 | 0 | 0 | 2 | 4 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 1 | 1 | 2 | 4 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 5 | 3 | 1 | 10 | 19 |

| LANES: | SCHOOL AGE PED | | | | TOTAL |
|---------|----------------|----|----|----|-------|
| | NS | SS | ES | WS | |
| 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 | 1 | 0 | 0 | 1 | 2 |
| 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 | 1 | 0 | 0 | 1 | 2 |
| 9:00 AM | 2 | 0 | 0 | 2 | 4 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 1 | 1 | 2 | 4 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 3 | 1 | 0 | 4 | 8 |



City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

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

STREET: North / South Mason

East/West Rinaldi

Day: Wednesday, April 25, 2018 Weather Sunny

Hours:

School Day Yes District I/S CODE

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 265 | 100 | 82 | 302 |
| BIKES | 6 | 2 | 10 | 17 |
| BUSES | 19 | 3 | 2 | 22 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|--------------|------|------------|-----|------------|-----|------------|------|------------|
| AM PK 15 MIN | 245 | 7:30:00 AM | 187 | 7:45:00 AM | 106 | 7:30:00 AM | 405 | 7:30:00 AM |
| PM PK 15 MIN | 423 | 4:00:00 PM | 97 | ##### | 128 | 4:15:00 PM | 221 | 3:30:00 PM |
| AM PK HOUR | 839 | 7:15:00 AM | 664 | 7:15:00 AM | 375 | 7:15:00 AM | 1498 | 7:15:00 AM |
| PM PK HOUR | 1582 | 4:00:00 PM | 370 | 3:00:00 PM | 466 | 4:00:00 PM | 807 | 3:30:00 PM |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|------|-------|
| 7-8 | 65 | 151 | 561 | 777 |
| 8-9 | 37 | 104 | 476 | 617 |
| 9-10 | 17 | 90 | 351 | 458 |
| 3-4 | 101 | 190 | 934 | 1225 |
| 4-5 | 121 | 305 | 1156 | 1582 |
| 5-6 | 132 | 286 | 987 | 1405 |
| TOTAL | 473 | 1126 | 4465 | 6064 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|-----|-------|
| 7-8 | 159 | 364 | 104 | 627 |
| 8-9 | 128 | 271 | 62 | 461 |
| 9-10 | 103 | 144 | 39 | 286 |
| 3-4 | 109 | 192 | 69 | 370 |
| 4-5 | 88 | 123 | 51 | 262 |
| 5-6 | 64 | 154 | 33 | 251 |
| TOTAL | 651 | 1248 | 358 | 2257 |

TOTAL

| N-S | XING S/L | | XING N/L | |
|------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 1404 | 3 | 0 | 1 | 0 |
| 1078 | 1 | 0 | 2 | 0 |
| 744 | 0 | 0 | 3 | 0 |
| 1595 | 0 | 1 | 0 | 3 |
| 1844 | 0 | 0 | 1 | 0 |
| 1656 | 1 | 0 | 0 | 0 |
| 8321 | 5 | 1 | 7 | 3 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|-----|-------|
| 7-8 | 59 | 143 | 133 | 335 |
| 8-9 | 41 | 142 | 106 | 289 |
| 9-10 | 35 | 97 | 29 | 161 |
| 3-4 | 72 | 221 | 50 | 343 |
| 4-5 | 61 | 372 | 33 | 466 |
| 5-6 | 65 | 260 | 39 | 364 |
| TOTAL | 333 | 1235 | 390 | 1958 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|------|------|-----|-------|
| 7-8 | 1110 | 296 | 61 | 1467 |
| 8-9 | 1028 | 168 | 61 | 1257 |
| 9-10 | 544 | 114 | 35 | 693 |
| 3-4 | 515 | 189 | 96 | 800 |
| 4-5 | 491 | 168 | 114 | 773 |
| 5-6 | 538 | 158 | 108 | 804 |
| TOTAL | 4226 | 1093 | 475 | 5794 |

TOTAL

| E-W | XING W/L | | XING E/L | |
|------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 1802 | 4 | 0 | 0 | 0 |
| 1546 | 1 | 0 | 0 | 0 |
| 854 | 2 | 0 | 2 | 0 |
| 1143 | 0 | 0 | 0 | 0 |
| 1239 | 0 | 0 | 0 | 0 |
| 1168 | 1 | 0 | 0 | 0 |
| 7752 | 8 | 0 | 2 | 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 Mason
 East/West Rinaldi

Day: Wednesday, April 25, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 265 | 100 | 82 | 302 |
| BIKES | 0 | 0 | 0 | 0 |
| BUSES | 19 | 3 | 2 | 22 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|--------------|------|------------|-----|------------|-----|------------|------|------------|
| AM PK 15 MIN | 254 | 7:30:00 AM | 189 | 7:45:00 AM | 110 | 7:30:00 AM | 418 | 7:30:00 AM |
| PM PK 15 MIN | 431 | 4:00:00 PM | 101 | ##### | 132 | 4:15:00 PM | 229 | 5:15:00 PM |
| AM PK HOUR | 867 | 7:15:00 AM | 675 | 7:15:00 AM | 383 | 7:15:00 AM | 1537 | 7:15:00 AM |
| PM PK HOUR | 1614 | 4:00:00 PM | 383 | 3:00:00 PM | 478 | 4:00:00 PM | 829 | 3:30:00 PM |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|------|-------|
| 7-8 | 68 | 155 | 579 | 802 |
| 8-9 | 38 | 107 | 503 | 647 |
| 9-10 | 17 | 94 | 369 | 480 |
| 3-4 | 102 | 192 | 960 | 1253 |
| 4-5 | 124 | 307 | 1183 | 1614 |
| 5-6 | 135 | 287 | 1000 | 1421 |
| TOTAL | 482 | 1142 | 4592 | 6216 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|-----|-------|
| 7-8 | 162 | 368 | 106 | 635 |
| 8-9 | 131 | 275 | 63 | 468 |
| 9-10 | 108 | 149 | 43 | 299 |
| 3-4 | 115 | 197 | 71 | 383 |
| 4-5 | 91 | 129 | 52 | 272 |
| 5-6 | 65 | 155 | 34 | 254 |
| TOTAL | 671 | 1271 | 368 | 2310 |

TOTAL

| N-S | XING S/L | | XING N/L | |
|-------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 7-8 | 1437 | 0 | 0 | 0 |
| 8-9 | 1115 | 0 | 0 | 0 |
| 9-10 | 779 | 0 | 0 | 0 |
| 3-4 | 1636 | 0 | 0 | 0 |
| 4-5 | 1886 | 0 | 0 | 0 |
| 5-6 | 1675 | 0 | 0 | 0 |
| TOTAL | 8526 | 0 | 0 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|-----|-------|
| 7-8 | 62 | 146 | 136 | 343 |
| 8-9 | 43 | 144 | 107 | 293 |
| 9-10 | 38 | 102 | 30 | 169 |
| 3-4 | 74 | 227 | 51 | 351 |
| 4-5 | 61 | 382 | 35 | 478 |
| 5-6 | 66 | 263 | 39 | 368 |
| TOTAL | 343 | 1263 | 396 | 2001 |

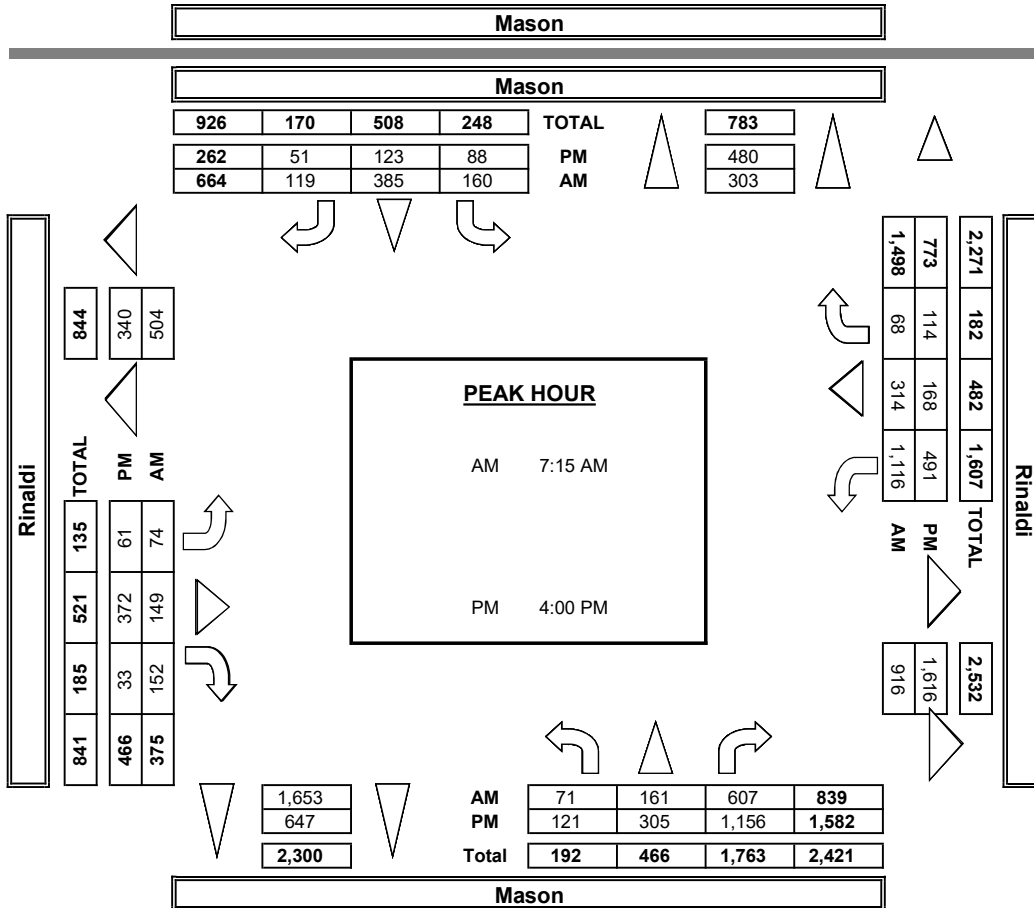
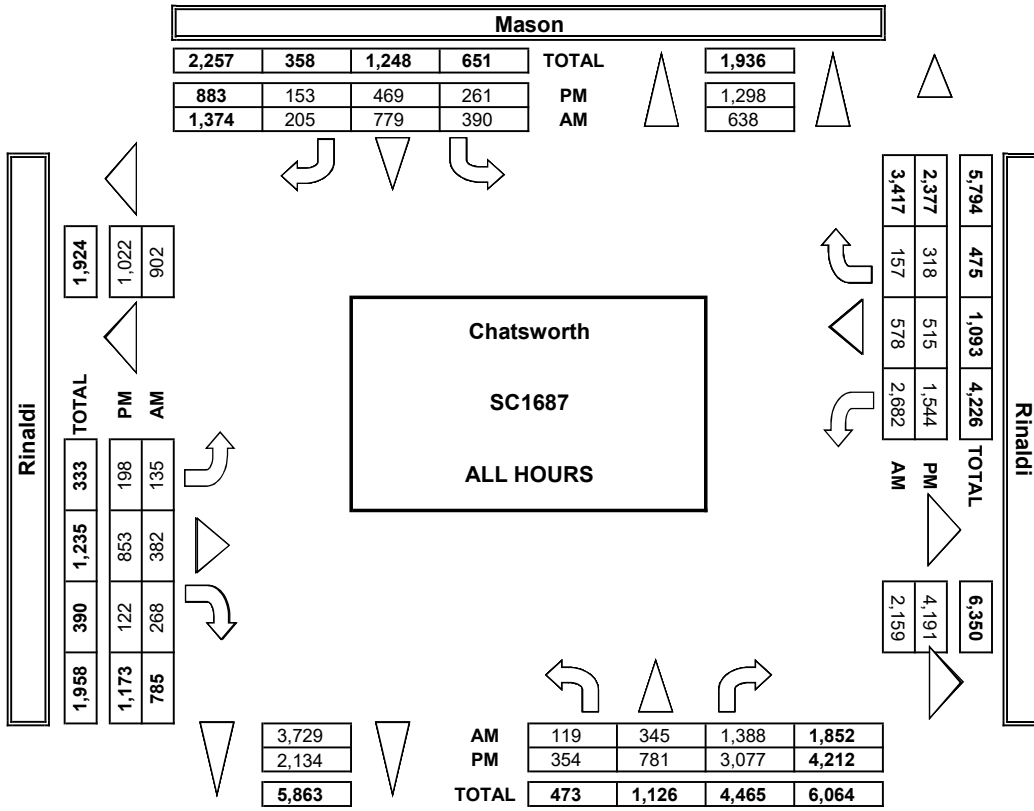
WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|------|------|-----|-------|
| 7-8 | 1141 | 303 | 66 | 1509 |
| 8-9 | 1056 | 171 | 65 | 1291 |
| 9-10 | 572 | 119 | 39 | 730 |
| 3-4 | 538 | 191 | 99 | 828 |
| 4-5 | 506 | 169 | 115 | 789 |
| 5-6 | 552 | 162 | 108 | 822 |
| TOTAL | 4363 | 1114 | 491 | 5967 |

TOTAL

| E-W | XING W/L | | XING E/L | |
|-------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 7-8 | 1852 | 0 | 0 | 0 |
| 8-9 | 1584 | 0 | 0 | 0 |
| 9-10 | 899 | 0 | 0 | 0 |
| 3-4 | 1179 | 0 | 0 | 0 |
| 4-5 | 1266 | 0 | 0 | 0 |
| 5-6 | 1189 | 0 | 0 | 0 |
| TOTAL | 7968 | 0 | 0 | 0 |

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

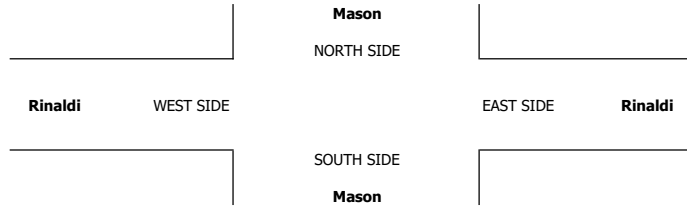
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

| | | | | |
|-------------------------------|---|--------------------------------|---------------------------------------|-----------------------|
| DATE: 4/25/18 WEDNESDAY | LOCATION: NORTH & SOUTH: EAST & WEST: | Chatsworth Mason Rinaldi | PROJECT #: LOCATION #: CONTROL: | SC1687 5 SIGNAL |
|-------------------------------|---|--------------------------------|---------------------------------------|-----------------------|

| | | | | | | | | | | | | | |
|-----------------|---------------|---|-----|---|---|---|---|--|--|--|----------------------------------|------------------|------------------|
| PCE Adjusted | NOTES: | | | | | | | | | | AM PM MD OTHER OTHER | ▲ N ▼ S | ◀ W ▶ E |
| | Class | 1 | 2 | 3 | 4 | 5 | 6 | | | | | | |
| | Factor | 1 | 1.5 | 2 | 3 | 2 | 2 | | | | | | |
| | | | | | | | | | | | | | |

| LANES: | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | U-TURNS | | | | | |
|--------|------------|---------|---------|------------|---------|---------|-----------|---------|---------|-----------|---------|---------|---------|----|----|----|----|-----|
| | Mason | | | Mason | | | Rinaldi | | | Rinaldi | | | TOTAL | NB | SB | EB | WB | TTL |
| | NL 1 | NT 2 | NR 1 | SL 1 | ST 2 | SR 1 | EL 1 | ET 3 | ER 0 | WL 2 | WT 2 | WR 0 | | | | | | |

| | | | | | | | | | | | | | | | | | | | | |
|----------------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|--|--|--|--|--|
| AM | 7:00 AM | 8 | 17 | 106 | 37 | 67 | 7 | 8 | 32 | 21 | 295 | 45 | 13 | 653 | | | | | | |
| | 7:15 AM | 11 | 31 | 146 | 43 | 97 | 27 | 9 | 26 | 47 | 278 | 63 | 16 | 791 | | | | | | |
| | 7:30 AM | 22 | 49 | 183 | 39 | 102 | 29 | 21 | 45 | 44 | 310 | 87 | 21 | 950 | | | | | | |
| | 7:45 AM | 27 | 59 | 146 | 44 | 102 | 43 | 25 | 44 | 24 | 258 | 108 | 17 | 895 | | | | | | |
| | 8:00 AM | 14 | 27 | 155 | 40 | 90 | 22 | 23 | 37 | 40 | 300 | 63 | 18 | 826 | | | | | | |
| | 8:15 AM | 6 | 29 | 119 | 35 | 88 | 20 | 6 | 40 | 21 | 293 | 39 | 16 | 710 | | | | | | |
| | 8:30 AM | 10 | 28 | 100 | 22 | 49 | 12 | 6 | 33 | 23 | 236 | 40 | 15 | 571 | | | | | | |
| | 8:45 AM | 8 | 23 | 130 | 34 | 49 | 10 | 9 | 34 | 23 | 228 | 31 | 16 | 593 | | | | | | |
| | 9:00 AM | 6 | 22 | 88 | 40 | 54 | 9 | 7 | 21 | 13 | 196 | 32 | 8 | 493 | | | | | | |
| | 9:15 AM | 7 | 24 | 87 | 26 | 30 | 12 | 9 | 18 | 6 | 141 | 35 | 7 | 401 | | | | | | |
| | 9:30 AM | 1 | 30 | 92 | 21 | 33 | 13 | 12 | 32 | 5 | 114 | 28 | 11 | 392 | | | | | | |
| | 9:45 AM | 3 | 18 | 103 | 21 | 32 | 9 | 11 | 31 | 6 | 122 | 25 | 14 | 393 | | | | | | |
| | VOLUMES | 122 | 356 | 1,451 | 400 | 791 | 211 | 143 | 391 | 272 | 2,768 | 593 | 169 | 7,664 | | | | | | |
| APPROACH % | 6% | 18% | 75% | 29% | 56% | 15% | 18% | 49% | 34% | 78% | 17% | 5% | | | | | | | | |
| APP/DEPART | 1,928 | / | 667 | 1,402 | / | 3,831 | 805 | / | 2,241 | 3,530 | / | 926 | 0 | | | | | | | |
| BEGIN PEAK HR | 7:15 AM | | | | | | | | | | | | | | | | | | | |
| VOLUMES | 74 | 166 | 628 | 165 | 390 | 121 | 77 | 151 | 155 | 1,145 | 321 | 71 | 3,461 | | | | | | | |
| APPROACH % | 8% | 19% | 72% | 24% | 58% | 18% | 20% | 39% | 40% | 75% | 21% | 5% | | | | | | | | |
| PEAK HR FACTOR | | 0.855 | | | 0.893 | | | 0.873 | | | 0.919 | | 0.911 | | | | | | | |
| APP/DEPART | 867 | / | 314 | 675 | / | 1,690 | 383 | / | 944 | 1,537 | / | 515 | 0 | | | | | | | |
| PM | 03:00 PM | 22 | 52 | 210 | 32 | 47 | 23 | 25 | 69 | 20 | 142 | 50 | 25 | 715 | | | | | | |
| | 3:15 PM | 29 | 40 | 217 | 29 | 45 | 22 | 23 | 64 | 12 | 115 | 42 | 26 | 662 | | | | | | |
| | 3:30 PM | 21 | 35 | 260 | 31 | 51 | 17 | 16 | 40 | 11 | 148 | 61 | 20 | 710 | | | | | | |
| | 3:45 PM | 30 | 65 | 274 | 24 | 54 | 10 | 10 | 55 | 8 | 134 | 38 | 29 | 729 | | | | | | |
| | 4:00 PM | 46 | 84 | 301 | 18 | 25 | 9 | 12 | 95 | 5 | 137 | 45 | 35 | 810 | | | | | | |
| | 4:15 PM | 24 | 85 | 308 | 25 | 26 | 15 | 14 | 110 | 9 | 116 | 43 | 26 | 799 | | | | | | |
| | 4:30 PM | 31 | 64 | 285 | 25 | 37 | 15 | 20 | 92 | 12 | 133 | 45 | 27 | 784 | | | | | | |
| | 4:45 PM | 24 | 75 | 289 | 24 | 42 | 14 | 15 | 86 | 10 | 121 | 36 | 27 | 759 | | | | | | |
| | 5:00 PM | 31 | 69 | 272 | 18 | 37 | 10 | 12 | 74 | 8 | 132 | 50 | 23 | 735 | | | | | | |
| | 5:15 PM | 53 | 76 | 270 | 19 | 36 | 8 | 16 | 82 | 14 | 152 | 43 | 23 | 790 | | | | | | |
| | 5:30 PM | 30 | 75 | 250 | 17 | 36 | 7 | 16 | 64 | 6 | 129 | 27 | 32 | 687 | | | | | | |
| | 5:45 PM | 21 | 68 | 208 | 12 | 46 | 9 | 22 | 44 | 11 | 139 | 43 | 30 | 653 | | | | | | |
| | VOLUMES | 360 | 786 | 3,142 | 271 | 481 | 157 | 200 | 872 | 124 | 1,595 | 521 | 322 | 8,830 | | | | | | |
| APPROACH % | 8% | 18% | 73% | 30% | 53% | 17% | 17% | 73% | 10% | 65% | 21% | 13% | | | | | | | | |
| APP/DEPART | 4,288 | / | 1,308 | 909 | / | 2,200 | 1,196 | / | 4,285 | 2,438 | / | 1,038 | 0 | | | | | | | |
| BEGIN PEAK HR | 4:00 PM | | | | | | | | | | | | | | | | | | | |
| VOLUMES | 124 | 307 | 1,183 | 91 | 129 | 52 | 61 | 382 | 35 | 506 | 169 | 115 | 3,152 | | | | | | | |
| APPROACH % | 8% | 19% | 73% | 33% | 47% | 19% | 13% | 80% | 7% | 64% | 21% | 15% | | | | | | | | |
| PEAK HR FACTOR | | 0.936 | | | 0.861 | | | 0.904 | | | 0.913 | | 0.973 | | | | | | | |
| APP/DEPART | 1,614 | / | 483 | 272 | / | 669 | 478 | / | 1,656 | 789 | / | 345 | 0 | | | | | | | |



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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AmTD LLC, tel: 714 253 7888 cs@amtd.com

T1017

DATE: Wed, Apr 25, 18
LOCATION: NORTH & SOUTH: EAST & WEST: Chatsworth, Porter Ranch, Rinaldi
PROJECT #: SC1687
LOCATION #: 6
CONTROL: SIGNAL

Main data table with columns for AM, PM, Northbound, Southbound, Eastbound, Westbound, and U-Turns. Includes sub-headers for PORTER RANCH, RINALDI, and TOTAL.

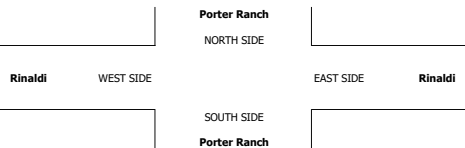


Table with 2 columns: AM/PM and 7 rows of time slots from 7:00 AM to 9:45 AM.

Table titled 'ALL PED AND BIKE' with columns N SIDE, S SIDE, E SIDE, W SIDE, TOTAL and 7 rows of time slots.

Table titled 'PEDESTRIAN CROSSINGS' with columns N SIDE, S SIDE, E SIDE, W SIDE, TOTAL and 7 rows of time slots.

Table titled 'BICYCLE CROSSINGS' with columns NS, SS, ES, WS, TOTAL and 7 rows of time slots.

Table titled 'SCHOOL AGE PED' with columns NS, SS, ES, WS, TOTAL and 7 rows of time slots.



City of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

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

STREET: North / South Porter Ranch

East/West Rinaldi

Day: Wednesday, April 25, 2018 Weather Sunny

Hours:

School Day Yes District I/S CODE

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 464 | 102 | 289 | 100 |
| BIKES | 0 | 0 | 5 | 9 |
| BUSES | 28 | 5 | 17 | 8 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|--------------|------|------------|-----|------------|------|------------|-----|------------|
| AM PK 15 MIN | 482 | 8:00:00 AM | 141 | 7:30:00 AM | 253 | 7:45:00 AM | 186 | 7:45:00 AM |
| PM PK 15 MIN | 294 | 3:15:00 PM | 123 | 3:30:00 PM | 423 | 4:15:00 PM | 209 | 4:00:00 PM |
| AM PK HOUR | 1853 | 7:15:00 AM | 476 | 7:00:00 AM | 938 | 7:15:00 AM | 685 | 7:45:00 AM |
| PM PK HOUR | 1070 | 3:15:00 PM | 372 | 3:00:00 PM | 1588 | 4:00:00 PM | 804 | 3:30:00 PM |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|------|------|------|-------|
| 7-8 | 972 | 214 | 572 | 1758 |
| 8-9 | 851 | 188 | 536 | 1575 |
| 9-10 | 415 | 188 | 432 | 1035 |
| 3-4 | 398 | 275 | 367 | 1040 |
| 4-5 | 389 | 283 | 389 | 1061 |
| 5-6 | 369 | 278 | 349 | 996 |
| TOTAL | 3394 | 1426 | 2645 | 7465 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|-----|-------|
| 7-8 | 37 | 363 | 76 | 476 |
| 8-9 | 31 | 300 | 65 | 396 |
| 9-10 | 38 | 256 | 29 | 323 |
| 3-4 | 57 | 258 | 57 | 372 |
| 4-5 | 57 | 192 | 37 | 286 |
| 5-6 | 48 | 161 | 24 | 233 |
| TOTAL | 268 | 1530 | 288 | 2086 |

TOTAL

| N-S | XING S/L | | XING N/L | |
|------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 2234 | 1 | 0 | 2 | 0 |
| 1971 | 1 | 0 | 2 | 0 |
| 1358 | 1 | 0 | 5 | 0 |
| 1412 | 0 | 0 | 4 | 0 |
| 1347 | 2 | 0 | 1 | 0 |
| 1229 | 1 | 0 | 2 | 0 |
| 9551 | 6 | 0 | 16 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|-----|------|------|-------|
| 7-8 | 32 | 279 | 566 | 877 |
| 8-9 | 40 | 305 | 436 | 781 |
| 9-10 | 25 | 227 | 327 | 579 |
| 3-4 | 66 | 600 | 569 | 1235 |
| 4-5 | 99 | 766 | 723 | 1588 |
| 5-6 | 76 | 702 | 619 | 1397 |
| TOTAL | 338 | 2879 | 3240 | 6457 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|------|------|-----|-------|
| 7-8 | 145 | 445 | 32 | 622 |
| 8-9 | 183 | 399 | 31 | 613 |
| 9-10 | 173 | 265 | 35 | 473 |
| 3-4 | 333 | 391 | 67 | 791 |
| 4-5 | 355 | 376 | 66 | 797 |
| 5-6 | 316 | 330 | 48 | 694 |
| TOTAL | 1505 | 2206 | 279 | 3990 |

TOTAL

| E-W | XING W/L | | XING E/L | |
|-------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 1499 | 2 | 0 | 2 | 0 |
| 1394 | 2 | 0 | 0 | 0 |
| 1052 | 0 | 0 | 2 | 0 |
| 2026 | 0 | 0 | 1 | 1 |
| 2385 | 1 | 0 | 1 | 1 |
| 2091 | 1 | 0 | 0 | 0 |
| 10447 | 6 | 0 | 6 | 2 |



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 Porter Ranch
 East/West Rinaldi

Day: Wednesday, April 25, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 464 | 102 | 289 | 100 |
| BIKES | 0 | 0 | 0 | 0 |
| BUSES | 28 | 5 | 17 | 8 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|--------------|------|------------|-----|------------|------|------------|-----|------------|
| AM PK 15 MIN | 500 | 8:00:00 AM | 143 | 7:30:00 AM | 259 | 7:45:00 AM | 190 | 7:45:00 AM |
| PM PK 15 MIN | 306 | 3:15:00 PM | 128 | 3:30:00 PM | 431 | 4:15:00 PM | 211 | 4:00:00 PM |
| AM PK HOUR | 1915 | 7:15:00 AM | 485 | 7:00:00 AM | 966 | 7:15:00 AM | 701 | 7:45:00 AM |
| PM PK HOUR | 1103 | 3:15:00 PM | 385 | 3:00:00 PM | 1621 | 4:00:00 PM | 811 | 3:30:00 PM |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-------------|-------------|-------------|-------------|
| 7-8 | 1006 | 229 | 585 | 1819 |
| 8-9 | 881 | 201 | 549 | 1631 |
| 9-10 | 448 | 200 | 446 | 1093 |
| 3-4 | 421 | 283 | 373 | 1076 |
| 4-5 | 405 | 288 | 396 | 1088 |
| 5-6 | 383 | 282 | 354 | 1019 |
| TOTAL | 3542 | 1483 | 2701 | 7725 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|-------------|------------|-------------|
| 7-8 | 37 | 372 | 76 | 485 |
| 8-9 | 32 | 305 | 67 | 404 |
| 9-10 | 39 | 267 | 31 | 337 |
| 3-4 | 58 | 268 | 60 | 385 |
| 4-5 | 57 | 199 | 39 | 294 |
| 5-6 | 49 | 165 | 25 | 238 |
| TOTAL | 271 | 1575 | 297 | 2142 |

TOTAL

| N-S | XING S/L | | XING N/L | |
|-------------|----------|----------|----------|----------|
| | Ped | Sch | Ped | Sch |
| 2304 | 0 | 0 | 0 | 0 |
| 2035 | 0 | 0 | 0 | 0 |
| 1430 | 0 | 0 | 0 | 0 |
| 1461 | 0 | 0 | 0 | 0 |
| 1382 | 0 | 0 | 0 | 0 |
| 1256 | 0 | 0 | 0 | 0 |
| 9867 | 0 | 0 | 0 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|-------------|-------------|-------------|
| 7-8 | 33 | 283 | 583 | 898 |
| 8-9 | 42 | 313 | 458 | 812 |
| 9-10 | 28 | 234 | 345 | 606 |
| 3-4 | 68 | 611 | 591 | 1269 |
| 4-5 | 100 | 778 | 744 | 1621 |
| 5-6 | 77 | 703 | 634 | 1413 |
| TOTAL | 346 | 2920 | 3353 | 6619 |

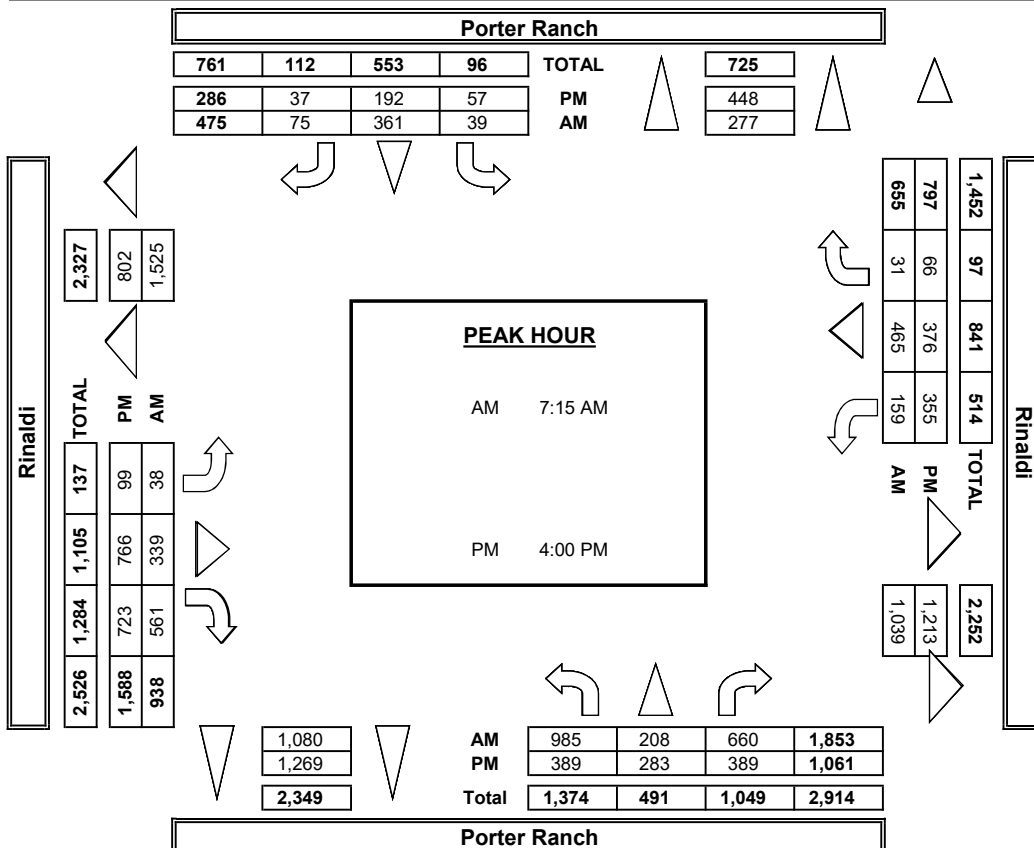
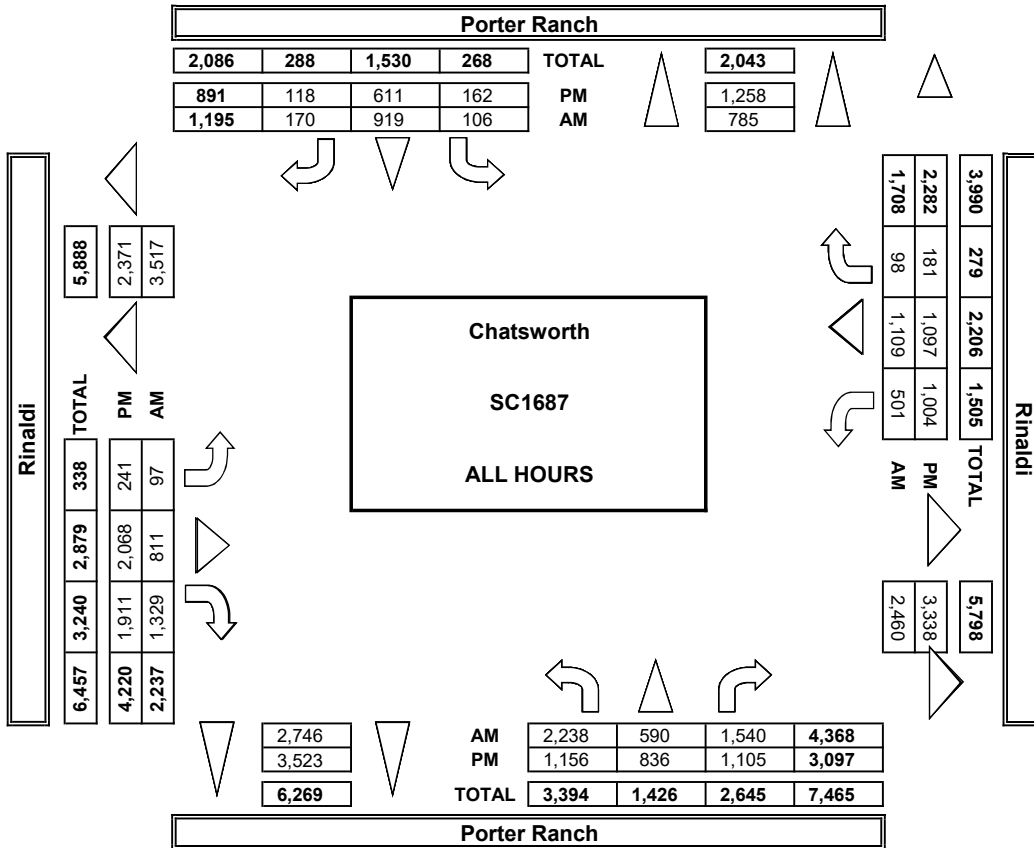
WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-------------|-------------|------------|-------------|
| 7-8 | 150 | 451 | 34 | 635 |
| 8-9 | 192 | 405 | 32 | 628 |
| 9-10 | 179 | 272 | 37 | 487 |
| 3-4 | 339 | 392 | 68 | 799 |
| 4-5 | 360 | 377 | 66 | 803 |
| 5-6 | 319 | 331 | 48 | 698 |
| TOTAL | 1538 | 2227 | 284 | 4048 |

TOTAL

| E-W | XING W/L | | XING E/L | |
|--------------|----------|----------|----------|----------|
| | Ped | Sch | Ped | Sch |
| 1532 | 0 | 0 | 0 | 0 |
| 1440 | 0 | 0 | 0 | 0 |
| 1093 | 0 | 0 | 0 | 0 |
| 2068 | 0 | 0 | 0 | 0 |
| 2424 | 0 | 0 | 0 | 0 |
| 2111 | 0 | 0 | 0 | 0 |
| 10667 | 0 | 0 | 0 | 0 |

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

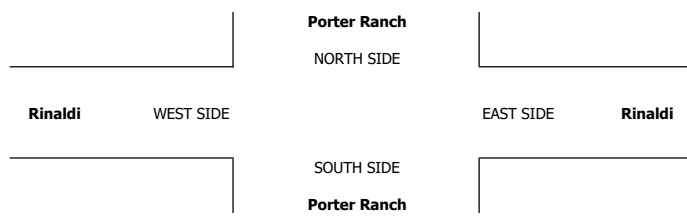
| | | | | |
|--------------------------------------|--|---------------------------------------|---|---------------------------------|
| DATE: 4/25/18 WEDNESDAY | LOCATION: NORTH & SOUTH: EAST & WEST: | Chatsworth Porter Ranch Rinaldi | PROJECT #: 6 CONTROL: | SC1687 LOCATION #: SIGNAL |
|--------------------------------------|--|---------------------------------------|---|---------------------------------|

| PCE Adjusted | NOTES: | | | | | | | | | | AM PM MD OTHER OTHER | ▲ N S ▼ | ◀ W E ▶ | |
|--------------|---------------|---|-----|---|---|---|---|--|--|--|----------------------------------|----------------------|----------------------|--|
| | <i>Class</i> | 1 | 2 | 3 | 4 | 5 | 6 | | | | | | | |
| | <i>Factor</i> | 1 | 1.5 | 2 | 3 | 2 | 2 | | | | | | | |

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | U-TURNS | | | | |
|--------|--------------|----|----|--------------|----|----|-----------|----|----|-----------|----|----|---------|----|----|----|-----|
| | Porter Ranch | | | Porter Ranch | | | Rinaldi | | | Rinaldi | | | NB | SB | EB | WB | TTL |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | | | | | |
| LANES: | 2 | 2 | 1 | 2 | 2 | 0 | 2 | 2 | 1 | 2 | 2 | 0 | | | | | |

| | | Porter Ranch | | | | | | | | | Rinaldi | | | TOTAL | |
|----------------|----------|--------------|-----|-------|-------|-----|-------|-------|-------|-------|---------|-------|-------|--------|-------|
| | | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | | |
| AM | 7:00 AM | 243 | 64 | 97 | 7 | 88 | 18 | 7 | 38 | 132 | 30 | 93 | 4 | 820 | |
| | 7:15 AM | 285 | 49 | 123 | 5 | 88 | 15 | 8 | 60 | 147 | 28 | 120 | 8 | 934 | |
| | 7:30 AM | 245 | 53 | 167 | 12 | 113 | 18 | 5 | 92 | 151 | 42 | 110 | 11 | 1,017 | |
| | 7:45 AM | 233 | 64 | 199 | 13 | 84 | 25 | 13 | 93 | 153 | 51 | 128 | 11 | 1,065 | |
| | 8:00 AM | 258 | 56 | 186 | 10 | 85 | 17 | 14 | 99 | 133 | 43 | 113 | 3 | 1,015 | |
| | 8:15 AM | 224 | 56 | 139 | 6 | 78 | 18 | 11 | 65 | 118 | 51 | 117 | 14 | 894 | |
| | 8:30 AM | 186 | 36 | 122 | 11 | 76 | 20 | 5 | 77 | 102 | 55 | 104 | 12 | 803 | |
| | 8:45 AM | 214 | 54 | 103 | 6 | 67 | 13 | 12 | 73 | 106 | 43 | 72 | 3 | 763 | |
| | 9:00 AM | 155 | 46 | 98 | 4 | 82 | 11 | 7 | 55 | 87 | 34 | 74 | 10 | 660 | |
| | 9:15 AM | 106 | 48 | 138 | 14 | 74 | 9 | 7 | 61 | 89 | 58 | 65 | 11 | 677 | |
| | 9:30 AM | 102 | 53 | 93 | 12 | 58 | 3 | 5 | 55 | 90 | 50 | 67 | 6 | 593 | |
| 9:45 AM | 85 | 54 | 117 | 10 | 54 | 9 | 10 | 64 | 79 | 37 | 67 | 10 | 594 | | |
| VOLUMES | | 2,334 | 630 | 1,579 | 108 | 944 | 174 | 102 | 829 | 1,385 | 520 | 1,128 | 102 | 9,834 | |
| APPROACH % | | 51% | 14% | 35% | 9% | 77% | 14% | 4% | 36% | 60% | 30% | 64% | 6% | | |
| APP/DEPART | | 4,543 | / | 834 | 1,226 | / | 2,848 | 2,316 | / | 2,516 | 1,750 | / | 3,636 | 0 | |
| BEGIN PEAK HR | | 7:15 AM | | | | | | | | | | | | | |
| VOLUMES | | 1,020 | 221 | 674 | 40 | 369 | 75 | 40 | 344 | 583 | 164 | 471 | 33 | 4,031 | |
| APPROACH % | | 53% | 12% | 35% | 8% | 76% | 16% | 4% | 36% | 60% | 25% | 71% | 5% | | |
| PEAK HR FACTOR | | 0.958 | | | | | | | | | | | | | 0.946 |
| APP/DEPART | | 1,915 | / | 294 | 483 | / | 1,115 | 966 | / | 1,057 | 667 | / | 1,566 | 0 | |
| PM | 03:00 PM | 103 | 63 | 74 | 16 | 78 | 15 | 17 | 128 | 156 | 90 | 95 | 19 | 852 | |
| | 3:15 PM | 115 | 95 | 97 | 8 | 59 | 15 | 13 | 166 | 138 | 85 | 96 | 14 | 899 | |
| | 3:30 PM | 91 | 64 | 101 | 18 | 88 | 23 | 23 | 151 | 145 | 82 | 110 | 18 | 910 | |
| | 3:45 PM | 113 | 62 | 102 | 16 | 44 | 7 | 15 | 166 | 153 | 83 | 92 | 17 | 869 | |
| | 4:00 PM | 103 | 65 | 99 | 16 | 61 | 11 | 32 | 184 | 193 | 93 | 102 | 16 | 972 | |
| | 4:15 PM | 101 | 74 | 104 | 12 | 44 | 6 | 19 | 204 | 208 | 87 | 93 | 19 | 971 | |
| | 4:30 PM | 102 | 72 | 96 | 17 | 47 | 14 | 25 | 186 | 169 | 97 | 97 | 13 | 932 | |
| | 4:45 PM | 100 | 77 | 98 | 12 | 48 | 8 | 24 | 204 | 175 | 84 | 85 | 18 | 931 | |
| | 5:00 PM | 97 | 74 | 92 | 15 | 44 | 6 | 22 | 186 | 160 | 80 | 81 | 15 | 870 | |
| | 5:15 PM | 101 | 67 | 97 | 12 | 40 | 8 | 20 | 175 | 162 | 82 | 89 | 12 | 862 | |
| | 5:30 PM | 91 | 72 | 86 | 12 | 40 | 6 | 19 | 179 | 157 | 77 | 83 | 10 | 830 | |
| 5:45 PM | 94 | 70 | 80 | 10 | 42 | 5 | 17 | 163 | 155 | 81 | 78 | 11 | 805 | | |
| VOLUMES | | 1,208 | 853 | 1,122 | 163 | 631 | 123 | 244 | 2,091 | 1,969 | 1,018 | 1,099 | 182 | 10,700 | |
| APPROACH % | | 38% | 27% | 35% | 18% | 69% | 13% | 6% | 49% | 46% | 44% | 48% | 8% | | |
| APP/DEPART | | 3,182 | / | 1,278 | 917 | / | 3,618 | 4,303 | / | 3,376 | 2,299 | / | 2,429 | 0 | |
| BEGIN PEAK HR | | 4:00 PM | | | | | | | | | | | | | |
| VOLUMES | | 405 | 288 | 396 | 57 | 199 | 39 | 100 | 778 | 744 | 360 | 377 | 66 | 3,805 | |
| APPROACH % | | 37% | 26% | 36% | 19% | 68% | 13% | 6% | 48% | 46% | 45% | 47% | 8% | | |
| PEAK HR FACTOR | | 0.976 | | | | | | | | | | | | | 0.979 |
| APP/DEPART | | 1,088 | / | 453 | 294 | / | 1,303 | 1,621 | / | 1,230 | 803 | / | 820 | 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 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |





City Of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

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

STREET: North / South Porter Ranch

East/West SR-118 WB Ramps

Day: Tuesday, October 23, 2018 Weather Sunny

Hours:

School Day Yes District I/S CODE

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 119 | 452 | 0 | 395 |
| BIKES | 2 | 0 | 0 | 0 |
| BUSES | 3 | 11 | 0 | 31 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|--------------|-----|------------|------|------------|-----|------|------|------------|
| AM PK 15 MIN | 91 | 7:30:00 AM | 304 | 7:30:00 AM | 0 | | 399 | |
| PM PK 15 MIN | 103 | 5:45:00 PM | 415 | 5:00:00 PM | 0 | | 341 | |
| AM PK HOUR | 312 | 7:00:00 AM | 1103 | 7:15:00 AM | 0 | | 1546 | 7:00:00 AM |
| PM PK HOUR | 380 | 5:00:00 PM | 1623 | 4:45:00 PM | 0 | | 1197 | 3:30:00 PM |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|------|----|-------|
| 7-8 | 5 | 307 | 0 | 312 |
| 8-9 | 6 | 221 | 0 | 227 |
| 9-10 | 17 | 199 | 0 | 216 |
| 3-4 | 20 | 208 | 0 | 228 |
| 4-5 | 27 | 277 | 0 | 304 |
| 5-6 | 21 | 359 | 0 | 380 |
| TOTAL | 96 | 1571 | 0 | 1667 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|------|------|-------|
| 7-8 | 0 | 886 | 194 | 1080 |
| 8-9 | 0 | 725 | 189 | 914 |
| 9-10 | 0 | 642 | 153 | 795 |
| 3-4 | 0 | 1076 | 283 | 1359 |
| 4-5 | 0 | 1115 | 332 | 1447 |
| 5-6 | 0 | 1150 | 417 | 1567 |
| TOTAL | 0 | 5594 | 1568 | 7162 |

TOTAL

| N-S | XING S/L | | XING N/L | |
|------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 1392 | 0 | 0 | 0 | 0 |
| 1141 | 0 | 0 | 0 | 0 |
| 1011 | 0 | 0 | 1 | 0 |
| 1587 | 0 | 0 | 0 | 0 |
| 1751 | 0 | 0 | 0 | 0 |
| 1947 | 0 | 0 | 0 | 0 |
| 8829 | 0 | 0 | 1 | 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 | 12 | 1 | 1533 | 1546 |
| 8-9 | 14 | 2 | 1310 | 1326 |
| 9-10 | 17 | 4 | 683 | 704 |
| 3-4 | 56 | 1 | 880 | 937 |
| 4-5 | 109 | 39 | 953 | 1101 |
| 5-6 | 116 | 38 | 658 | 812 |
| TOTAL | 324 | 85 | 6017 | 6426 |

TOTAL

| E-W | XING W/L | | XING E/L | |
|------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 1546 | 1 | 0 | 0 | 0 |
| 1326 | 1 | 0 | 1 | 0 |
| 704 | 1 | 0 | 0 | 0 |
| 937 | 0 | 0 | 0 | 0 |
| 1101 | 0 | 0 | 0 | 0 |
| 812 | 0 | 0 | 0 | 0 |
| 6426 | 3 | 0 | 1 | 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 Porter Ranch
 East/West SR-118 WB Ramps

Day: Tuesday, October 23, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 119 | 452 | 0 | 395 |
| BIKES | 0 | 0 | 0 | 0 |
| BUSES | 3 | 11 | 0 | 31 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|--------------|-----|------------|------|------------|-----|------|------|------------|
| AM PK 15 MIN | 95 | 7:30:00 AM | 315 | 7:30:00 AM | 0 | | 412 | |
| PM PK 15 MIN | 105 | 5:45:00 PM | 425 | 5:00:00 PM | 0 | | 348 | |
| AM PK HOUR | 327 | 7:00:00 AM | 1136 | 7:15:00 AM | 0 | | 1587 | 7:00:00 AM |
| PM PK HOUR | 388 | 5:00:00 PM | 1662 | 4:45:00 PM | 0 | | 1238 | 3:30:00 PM |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|-------------|----------|-------------|
| 7-8 | 6 | 321 | 0 | 327 |
| 8-9 | 7 | 228 | 0 | 235 |
| 9-10 | 20 | 212 | 0 | 232 |
| 3-4 | 22 | 213 | 0 | 235 |
| 4-5 | 28 | 286 | 0 | 314 |
| 5-6 | 23 | 366 | 0 | 388 |
| TOTAL | 105 | 1625 | 0 | 1730 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----------|-------------|-------------|-------------|
| 7-8 | 0 | 906 | 203 | 1109 |
| 8-9 | 0 | 758 | 195 | 953 |
| 9-10 | 0 | 670 | 161 | 831 |
| 3-4 | 0 | 1132 | 292 | 1424 |
| 4-5 | 0 | 1143 | 339 | 1482 |
| 5-6 | 0 | 1173 | 429 | 1602 |
| TOTAL | 0 | 5781 | 1618 | 7399 |

TOTAL

XING S/L

XING N/L

| N-S | Ped | Sch | Ped | Sch |
|-------------|----------|----------|----------|----------|
| 1436 | 0 | 0 | 0 | 0 |
| 1188 | 0 | 0 | 0 | 0 |
| 1062 | 0 | 0 | 0 | 0 |
| 1658 | 0 | 0 | 0 | 0 |
| 1796 | 0 | 0 | 0 | 0 |
| 1990 | 0 | 0 | 0 | 0 |
| 9129 | 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 | 14 | 1 | 1572 | 1587 |
| 8-9 | 15 | 3 | 1349 | 1366 |
| 9-10 | 19 | 4 | 723 | 745 |
| 3-4 | 59 | 2 | 916 | 977 |
| 4-5 | 112 | 40 | 981 | 1132 |
| 5-6 | 122 | 39 | 689 | 849 |
| TOTAL | 339 | 88 | 6229 | 6655 |

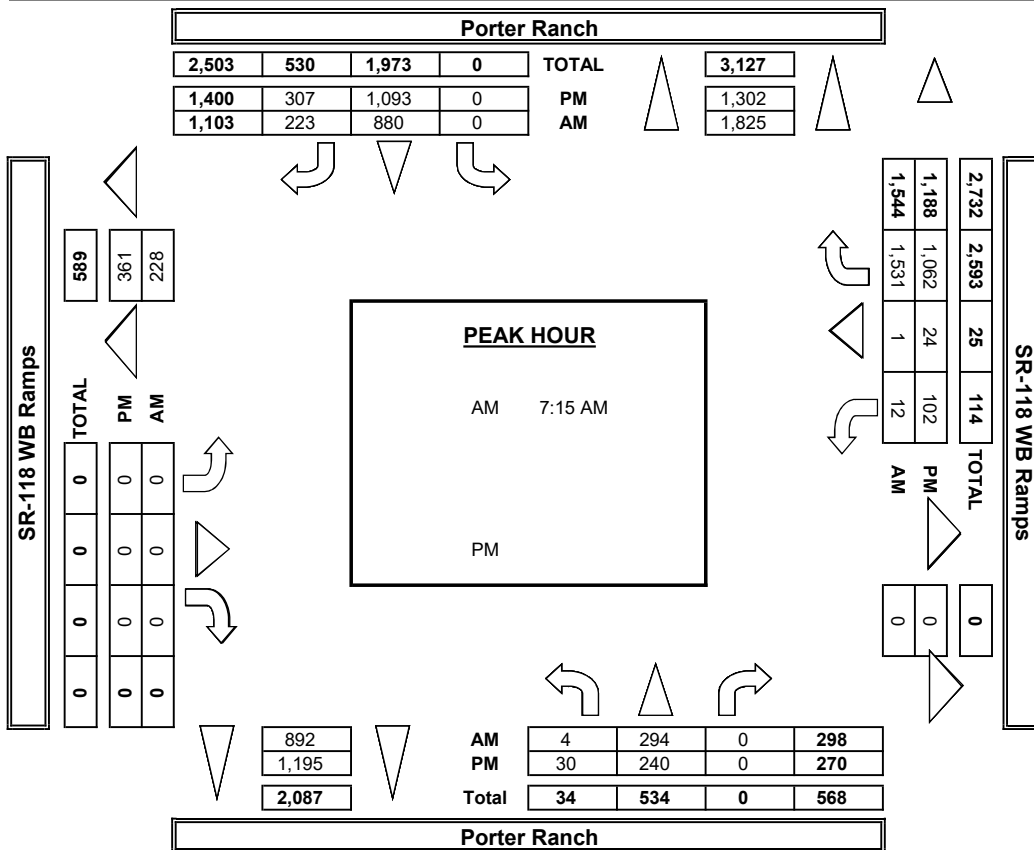
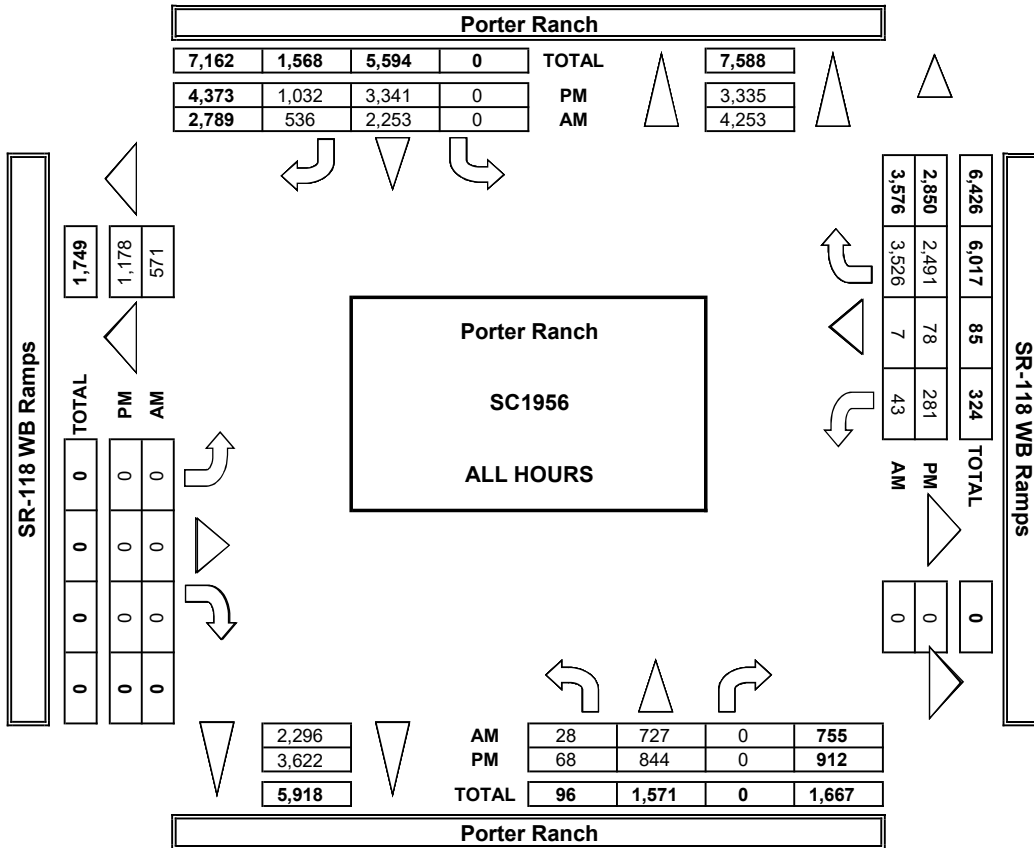
TOTAL

XING W/L

XING E/L

| E-W | Ped | Sch | Ped | Sch |
|-------------|----------|----------|----------|----------|
| 1587 | 0 | 0 | 0 | 0 |
| 1366 | 0 | 0 | 0 | 0 |
| 745 | 0 | 0 | 0 | 0 |
| 977 | 0 | 0 | 0 | 0 |
| 1132 | 0 | 0 | 0 | 0 |
| 849 | 0 | 0 | 0 | 0 |
| 6655 | 0 | 0 | 0 | 0 |

AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AmTD LLC, tel: 714 253 7888 cs@amtd.com

T1017

DATE: Tue, Oct 23, 18
LOCATION: Porter Ranch
PROJECT #: SCI956
CONTROL: 2 SIGNAL

Table with columns: NORTHBOUND, SOUTHBOUND, EASTBOUND, WESTBOUND, TOTAL. Includes lane details like NL, NT, NR, SL, ST, SR, EL, ET, ER, WL, WT, WR.



Main data table with columns for AM and PM periods, listing times from 7:00 AM to 5:45 PM and various traffic metrics like VOLUMES, APPROACH %, and PEAK HR FACTOR.

U-TURNS table with columns: NB, SB, EB, WB, TTL.

U-TURNS table with columns: NB, SB, EB, WB, TTL.

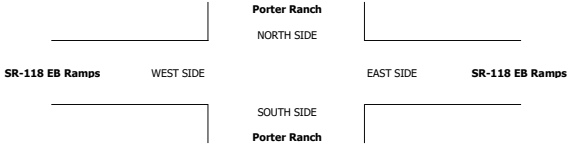


Table with columns for AM and PM periods, listing times from 7:00 AM to 5:45 PM.

ALL PED AND BIKE table with columns: N SIDE, S SIDE, E SIDE, W SIDE, TOTAL.

PEDESTRIAN CROSSINGS table with columns: N SIDE, S SIDE, E SIDE, W SIDE, TOTAL.

BICYCLE CROSSINGS table with columns: NS, SS, ES, WS, TOTAL.

SCHOOL AGE PED table with columns: NS, SS, ES, WS, TOTAL.



City of Los Angeles
 Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

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

STREET: North / South Porter Ranch
 East/West SR-118 EB Ramps

Day: Tuesday, October 23, 2018 Weather Sunny

Hours:

School Day Yes District I/S CODE

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 41 | 388 | 98 | 0 |
| BIKES | 1 | 0 | 0 | 0 |
| BUSES | 0 | 7 | 3 | 0 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|--------------|-----|------------|------|------------|-----|------------|-----|------------|
| AM PK 15 MIN | 11 | 9:15:00 AM | 246 | 7:30:00 AM | 93 | 7:30:00 AM | 0 | 9:45:00 AM |
| PM PK 15 MIN | 43 | 5:30:00 PM | 344 | 4:45:00 PM | 81 | 5:45:00 PM | 0 | 5:45:00 PM |
| AM PK HOUR | 34 | 8:45:00 AM | 898 | 7:00:00 AM | 315 | 7:00:00 AM | 0 | |
| PM PK HOUR | 155 | 4:45:00 PM | 1330 | 4:45:00 PM | 277 | 5:00:00 PM | 0 | |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|----|-----|-----|-------|
| 7-8 | 0 | 13 | 14 | 27 |
| 8-9 | 0 | 16 | 14 | 30 |
| 9-10 | 0 | 14 | 16 | 30 |
| 3-4 | 0 | 53 | 13 | 66 |
| 4-5 | 0 | 97 | 24 | 121 |
| 5-6 | 0 | 122 | 28 | 150 |
| TOTAL | 0 | 315 | 109 | 424 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|------|-----|----|-------|
| 7-8 | 880 | 18 | 0 | 898 |
| 8-9 | 714 | 20 | 0 | 734 |
| 9-10 | 639 | 20 | 0 | 659 |
| 3-4 | 1084 | 48 | 0 | 1132 |
| 4-5 | 1113 | 111 | 0 | 1224 |
| 5-6 | 1145 | 118 | 0 | 1263 |
| TOTAL | 5575 | 335 | 0 | 5910 |

TOTAL

| N-S | XING S/L | | XING N/L | |
|------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 925 | 0 | 0 | 0 | 0 |
| 764 | 1 | 0 | 0 | 0 |
| 689 | 0 | 0 | 0 | 0 |
| 1198 | 0 | 0 | 0 | 0 |
| 1345 | 0 | 0 | 0 | 0 |
| 1413 | 0 | 0 | 0 | 0 |
| 6334 | 1 | 0 | 0 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|-------|------|----|----|-------|
| 7-8 | 297 | 7 | 11 | 315 |
| 8-9 | 210 | 2 | 10 | 222 |
| 9-10 | 200 | 8 | 4 | 212 |
| 3-4 | 175 | 4 | 7 | 186 |
| 4-5 | 205 | 9 | 17 | 231 |
| 5-6 | 257 | 8 | 12 | 277 |
| TOTAL | 1344 | 38 | 61 | 1443 |

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

| E-W | XING W/L | | XING E/L | |
|------|----------|-----|----------|-----|
| | Ped | Sch | Ped | Sch |
| 315 | 1 | 0 | 0 | 0 |
| 222 | 2 | 0 | 1 | 0 |
| 212 | 0 | 0 | 0 | 0 |
| 186 | 0 | 0 | 0 | 0 |
| 231 | 0 | 0 | 0 | 0 |
| 277 | 0 | 0 | 1 | 0 |
| 1443 | 3 | 0 | 2 | 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 Porter Ranch
 East/West SR-118 EB Ramps

Day: Tuesday, October 23, 2018 Weather Sunny

Hours:

School Day: Yes District I/S CODE

| | N/B | S/B | E/B | W/B |
|--------------|-----|-----|-----|-----|
| DUAL-WHEELED | 41 | 388 | 98 | 0 |
| BIKES | 0 | 0 | 0 | 0 |
| BUSES | 0 | 7 | 3 | 0 |

| | N/B | TIME | S/B | TIME | E/B | TIME | W/B | TIME |
|--------------|-----|------------|------|------------|-----|------------|-----|------------|
| AM PK 15 MIN | 14 | 7:00:00 AM | 253 | 7:30:00 AM | 97 | 7:30:00 AM | 0 | 9:45:00 AM |
| PM PK 15 MIN | 44 | 5:30:00 PM | 353 | 4:45:00 PM | 82 | 5:45:00 PM | 0 | 5:45:00 PM |
| AM PK HOUR | 37 | 8:45:00 AM | 919 | 7:00:00 AM | 328 | 7:00:00 AM | 0 | |
| PM PK HOUR | 162 | 4:45:00 PM | 1362 | 4:45:00 PM | 282 | 5:00:00 PM | 0 | |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----------|------------|------------|------------|
| 7-8 | 0 | 16 | 16 | 31 |
| 8-9 | 0 | 18 | 15 | 32 |
| 9-10 | 0 | 15 | 18 | 32 |
| 3-4 | 0 | 56 | 13 | 69 |
| 4-5 | 0 | 101 | 26 | 127 |
| 5-6 | 0 | 125 | 30 | 155 |
| TOTAL | 0 | 329 | 116 | 445 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-------------|------------|----------|-------------|
| 7-8 | 900 | 19 | 0 | 919 |
| 8-9 | 747 | 21 | 0 | 768 |
| 9-10 | 666 | 23 | 0 | 689 |
| 3-4 | 1141 | 50 | 0 | 1191 |
| 4-5 | 1140 | 115 | 0 | 1254 |
| 5-6 | 1170 | 122 | 0 | 1292 |
| TOTAL | 5763 | 349 | 0 | 6111 |

TOTAL

| N-S | XING S/L | | XING N/L | |
|--------------|-------------|----------|----------|----------|
| | Ped | Sch | Ped | Sch |
| 7-8 | 950 | 0 | 0 | 0 |
| 8-9 | 800 | 0 | 0 | 0 |
| 9-10 | 721 | 0 | 0 | 0 |
| 3-4 | 1259 | 0 | 0 | 0 |
| 4-5 | 1381 | 0 | 0 | 0 |
| 5-6 | 1446 | 0 | 0 | 0 |
| TOTAL | 6556 | 0 | 0 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-------------|-----------|-----------|-------------|
| 7-8 | 309 | 8 | 12 | 328 |
| 8-9 | 216 | 2 | 10 | 228 |
| 9-10 | 215 | 9 | 5 | 228 |
| 3-4 | 179 | 4 | 7 | 190 |
| 4-5 | 212 | 10 | 18 | 239 |
| 5-6 | 262 | 8 | 12 | 282 |
| TOTAL | 1393 | 40 | 63 | 1495 |

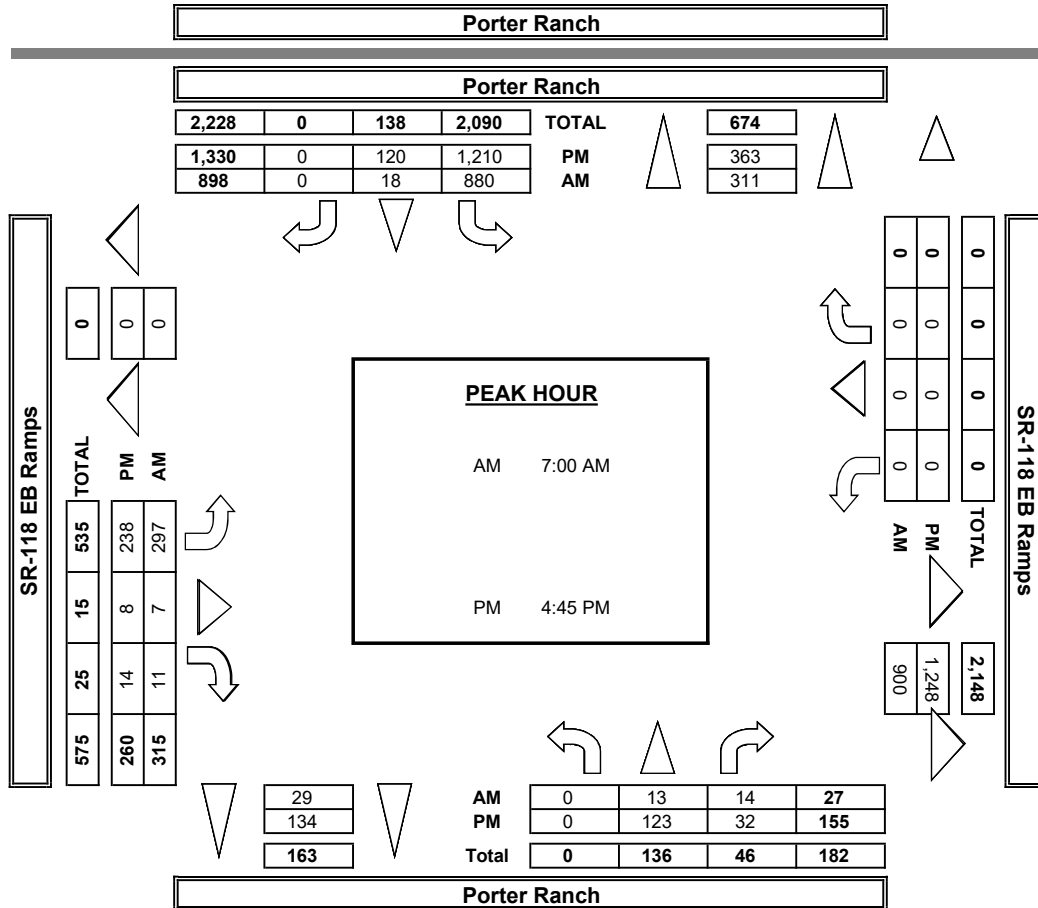
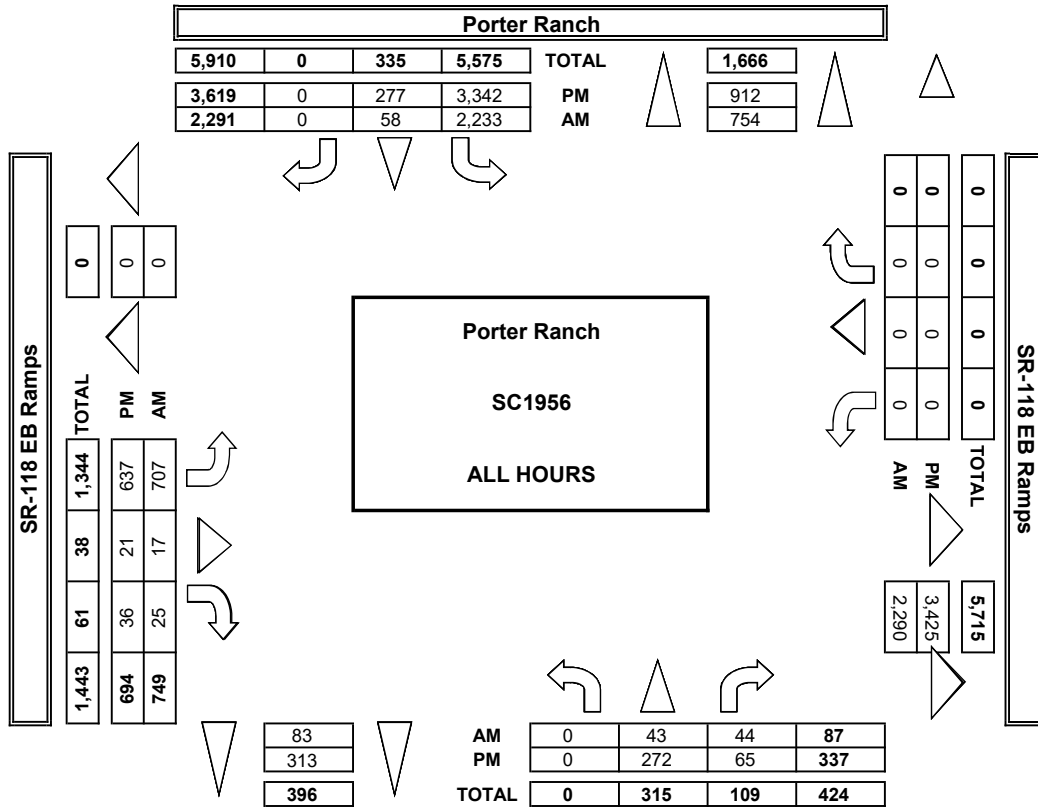
WESTBOUND Approach

| 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

| E-W | XING W/L | | XING E/L | |
|--------------|-------------|----------|----------|----------|
| | Ped | Sch | Ped | Sch |
| 7-8 | 328 | 0 | 0 | 0 |
| 8-9 | 228 | 0 | 0 | 0 |
| 9-10 | 228 | 0 | 0 | 0 |
| 3-4 | 190 | 0 | 0 | 0 |
| 4-5 | 239 | 0 | 0 | 0 |
| 5-6 | 282 | 0 | 0 | 0 |
| TOTAL | 1495 | 0 | 0 | 0 |

AimTD LLC
TURNING MOVEMENT COUNTS



- CMA Worksheets

Level of Service Worksheet (Circular 212 Method)



| | | | | | | | | | | | | | | | | | | | | | |
|--|---------------------|---------------------------|--------------|------------------|------------------------------|-------------------|----------------------|-------------------------------------|--------------|-------------------|-------------|------------------------------------|--------------|----------------------------|-------------|--|--------------|-------------------|-------------|--------------|--|
| I/S #: 3 | North-South Street: | De Soto Avenue | | Year of Count: | 2018 | | Ambient Growth: (%): | 0.54 | | Conducted by: | | | Date: | 10/14/2019 | | | | | | | |
| | East-West Street: | Rinaldi Street | | Projection Year: | 2023 | | Peak Hour: | AM | | Reviewed by: | | | Project: | LADWP De Soto Tanks | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | No. of Phases | | 4 | | 4 | | 4 | | 4 | | 4 | | 4 | | 4 | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 3 | SB-- 0 | NB-- 3 | SB-- 0 | NB-- 3 | SB-- 0 | NB-- 3 | SB-- 0 | NB-- 3 | SB-- 0 | NB-- 3 | SB-- 0 | NB-- 3 | SB-- 0 | NB-- 3 | SB-- 0 | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | EB-- 0 | WB-- 3 | EB-- 0 | WB-- 3 | EB-- 0 | WB-- 3 | EB-- 0 | WB-- 3 | EB-- 0 | WB-- 3 | EB-- 0 | WB-- 3 | EB-- 0 | WB-- 3 | EB-- 0 | WB-- 3 | | | | |
| Override Capacity | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | | | | |
| 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 | ↔ | 9 | 1 | 9 | 9 9 | | | 9 1 9 | | | | 9 1 9 | | | | 9 1 9 | | | | | |
| | ↔ | Left-Through | 0 | | | | | 0 0 | | | | 0 0 | | | | 0 0 | | | | | |
| | ↔ | Through | 1,596 | 2 | 798 | 16 | 1612 | 806 | 69 | 1709 | 2 | 855 | 16 | 1725 | 2 | 863 | 1725 | | 2 | 863 | |
| | ↔ | Through-Right | 0 | | | | | | 0 0 | | | | 0 0 | | | | 0 0 | | | | |
| | ↔ | Right | 190 | 1 | 42 | 190 42 | | | 20 215 1 36 | | | | 215 1 36 | | | | 215 1 36 | | | | |
| SOUTHBOUND | ↔ | Left | 159 | 1 | 159 | 6 | 165 | 165 | 163 1 163 | | 6 169 1 169 | | 169 1 169 | | | | | | | | |
| | ↔ | Left-Through | 0 | | | | | | 0 0 | | | | 0 0 | | | | | | | | |
| | ↔ | Through | 2,232 | 2 | 1116 | 0 | 2232 | 1116 | 77 | 2370 | 2 | 1185 | 0 | 2370 | 2 | 1185 | 2370 | | 2 | 1185 | |
| | ↔ | Through-Right | 0 | | | | | | 0 0 | | | | 0 0 | | | | 0 0 | | | | |
| | ↔ | Right | 27 | 1 | 21 | 27 21 | | | 28 1 22 | | | | 28 1 22 | | | | 28 1 22 | | | | |
| EASTBOUND | ↔ | Left | 13 | 1 | 13 | 13 13 | | | 13 1 13 | | | | 13 1 13 | | | | 13 1 13 | | | | |
| | ↔ | Left-Through | 0 | | | | | | 0 0 | | | | 0 0 | | | | 0 0 | | | | |
| | ↔ | Through | 35 | 0 | 45 | 35 45 | | | 11 | 47 | 0 | 57 | 47 0 57 | | 47 0 57 | | 47 0 57 | | 47 0 57 | | |
| | ↔ | Through-Right | 1 | | | | | | 1 1 | | | | 1 1 | | | | 1 1 | | | | |
| | ↔ | Right | 10 | 0 | 0 | 10 0 | | | 10 0 0 | | | | 10 0 0 | | | | 10 0 0 | | | | |
| WESTBOUND | ↔ | Left | 260 | 1 | 148 | 0 | 260 | 148 | 31 | 298 | 1 | 179 | 0 | 298 | 1 | 179 | 298 1 179 | | 298 1 179 | | |
| | ↔ | Left-Through | 1 | | | | | | 1 1 | | | | 1 1 | | | | 1 1 | | | | |
| | ↔ | Through | 36 | 0 | 148 | 36 148 | | | 22 | 59 | 0 | 179 | 59 0 179 | | 59 0 179 | | 59 0 179 | | 59 0 179 | | |
| | ↔ | Through-Right | 0 | | | | | | 0 0 | | | | 0 0 | | | | 0 0 | | | | |
| | ↔ | Right | 164 | 1 | 5 | 164 0 | | | 168 1 5 | | | | 168 1 0 | | | | 168 1 0 | | | | |
| CRITICAL VOLUMES | | North-South: 1125 | | 1125 | | North-South: 1125 | | 1125 | | North-South: 1194 | | 1194 | | North-South: 1194 | | 1194 | | North-South: 1194 | | 1194 | |
| | | East-West: 193 | | 193 | | East-West: 193 | | 193 | | East-West: 236 | | 236 | | East-West: 236 | | 236 | | East-West: 236 | | 236 | |
| | | SUM: 1318 | | 1318 | | SUM: 1318 | | 1318 | | SUM: 1430 | | 1430 | | SUM: 1430 | | 1430 | | SUM: 1430 | | 1430 | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | 0.959 | | 0.959 | | | | 1.040 | | 1.040 | | | | 1.040 | | 1.040 | | 1.040 | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | | 0.859 | | 0.859 | | | | 0.940 | | 0.940 | | | | 0.940 | | 0.940 | | 0.940 | |
| LEVEL OF SERVICE (LOS): | | | | D | | D | | | | E | | E | | | | E | | E | | E | |

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 #: | North-South Street: | De Soto Avenue | Year of Count: | 2018 | Ambient Growth: (%): | 0.54 | Conducted by: | 0 | Date: | 10/14/2019 | | | | | | | | | |
| 3 | East-West Street: | Rinaldi Street | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | LADWP De Soto Tanks | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | No. of Phases | 4 | | 4 | | 4 | | 4 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 3 SB-- 0 | NB-- 3 SB-- 0 | | NB-- 3 SB-- 0 | | NB-- 3 SB-- 0 | | NB-- 3 SB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | EB-- 0 WB-- 3 | EB-- 0 WB-- 3 | | EB-- 0 WB-- 3 | | EB-- 0 WB-- 3 | | EB-- 0 WB-- 3 | | | | | | | | | | |
| Override Capacity | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| | | 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 | 7 | 1 | 7 | | 7 | 7 | | 7 | 1 | 7 | | 7 | 1 | 7 | | 7 | 1 | 7 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 1930 | 2 | 965 | 0 | 1930 | 965 | 65 | 2048 | 2 | 1024 | 0 | 2048 | 2 | 1024 | | 2048 | 2 | 1024 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 278 | 1 | 203 | | 278 | 195 | 90 | 376 | 1 | 269 | | 376 | 1 | 261 | | 376 | 1 | 261 |
| Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| SOUTHBOUND | Left | 66 | 1 | 66 | 0 | 66 | 66 | | 68 | 1 | 68 | 0 | 68 | 1 | 68 | | 68 | 1 | 68 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 1553 | 2 | 777 | 0 | 1553 | 777 | 66 | 1661 | 2 | 831 | 0 | 1661 | 2 | 831 | | 1661 | 2 | 831 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 11 | 1 | 0 | | 11 | 0 | | 11 | 1 | 0 | | 11 | 1 | 0 | | 11 | 1 | 0 |
| Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| EASTBOUND | Left | 25 | 1 | 25 | | 25 | 25 | | 26 | 1 | 26 | | 26 | 1 | 26 | | 26 | 1 | 26 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 17 | 0 | 23 | | 17 | 23 | 25 | 42 | 0 | 48 | | 42 | 0 | 48 | | 42 | 0 | 48 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | |
| | Right | 6 | 0 | 0 | | 6 | 0 | | 6 | 0 | 0 | | 6 | 0 | 0 | | 6 | 0 | 0 |
| Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| WESTBOUND | Left | 145 | 1 | 75 | 16 | 161 | 83 | 41 | 190 | 1 | 107 | 16 | 206 | 1 | 115 | | 206 | 1 | 115 |
| | Left-Through | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | |
| | Through | 5 | 0 | 75 | | 5 | 83 | 18 | 23 | 0 | 107 | | 23 | 0 | 115 | | 23 | 0 | 115 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 155 | 1 | 89 | | 155 | 89 | | 159 | 1 | 91 | | 159 | 1 | 91 | | 159 | 1 | 91 |
| Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | | North-South: 1031 East-West: 114 SUM: 1145 | North-South: 1031 East-West: 114 SUM: 1145 | | North-South: 1092 East-West: 155 SUM: 1247 | | North-South: 1092 East-West: 163 SUM: 1255 | | | | North-South: 1092 East-West: 163 SUM: 1255 | | | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.833 | | 0.833 | | 0.907 | | | | 0.913 | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.733 | | 0.733 | | 0.807 | | | | 0.813 | | | | | | | | | |
| LEVEL OF SERVICE (LOS): | | C | | C | | D | | | | D | | | | | | | | | |

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.006 | Δv/c after mitigation: | 0.006 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet (Circular 212 Method)



| I/S #: | North-South Street: | De Soto Avenue | Year of Count: | 2018 | Ambient Growth: (%): | 0.54 | Conducted by: | | Date: | 10/14/2019 | | | | | | | | |
|--|---------------------|-------------------|------------------|-----------------------|----------------------|---------------|------------------------------|---------------|--------------|---------------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|
| 4 | East-West Street: | Chatsworth Street | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | LADWP De Soto Tanks | | | | | | | | |
| 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-- 3 | | NB-- 0 SB-- 3 | | NB-- 0 SB-- 3 | | NB-- 0 SB-- 3 | | NB-- 0 SB-- 3 | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | EB-- 0 WB-- 3 | | EB-- 0 WB-- 3 | | EB-- 0 WB-- 3 | | EB-- 0 WB-- 3 | | EB-- 0 WB-- 3 | | | | | | | | |
| Override Capacity | | 2 | | 2 | | 2 | | 2 | | 2 | | | | | | | | |
| | | 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 | 1 | 18 | | 18 | 18 | 1 | 19 | 1 | 19 | | 19 | 1 | 19 | | 19 | 1 | 19 |
| | Left-Through | 0 | | | | | 0 | | 0 | | | | 0 | | | | 0 | |
| | Through | 2 | 460 | 8 | 1368 | 462 | 86 | 1483 | 2 | 501 | 8 | 1491 | 2 | 504 | | 1491 | 2 | 504 |
| | Through-Right | 1 | | | | | 1 | | 1 | | | | 1 | | | | 1 | |
| | Right | 0 | 19 | | 19 | 19 | | 20 | 0 | 20 | | 20 | 0 | 20 | | 20 | 0 | 20 |
| Left-Through-Right | 0 | | | | | 0 | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | 0 | | | | | 0 | | 0 | | | | 0 | | | | 0 | | |
| SOUTHBOUND | Left | 1 | 164 | 0 | 164 | 164 | 1 | 169 | 1 | 169 | 0 | 169 | 1 | 169 | | 169 | 1 | 169 |
| | Left-Through | 0 | | | | | 0 | | 0 | | | | 0 | | | | 0 | |
| | Through | 2 | 806 | 0 | 1612 | 806 | 106 | 1762 | 2 | 881 | 0 | 1762 | 2 | 881 | | 1762 | 2 | 881 |
| | Through-Right | 0 | | | | | 0 | | 0 | | | | 0 | | | | 0 | |
| | Right | 1 | 508 | 0 | 644 | 505 | 1 | 663 | 1 | 522 | 0 | 663 | 1 | 519 | | 663 | 1 | 519 |
| Left-Through-Right | 0 | | | | | 0 | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | 0 | | | | | 0 | | 0 | | | | 0 | | | | 0 | | |
| EASTBOUND | Left | 2 | 136 | 4 | 252 | 139 | 2 | 257 | 2 | 141 | 4 | 261 | 2 | 144 | | 261 | 2 | 144 |
| | Left-Through | 0 | | | | | 0 | | 0 | | | | 0 | | | | 0 | |
| | Through | 2 | 115 | | 230 | 115 | | 236 | 2 | 118 | | 236 | 2 | 118 | | 236 | 2 | 118 |
| | Through-Right | 0 | | | | | 0 | | 0 | | | | 0 | | | | 0 | |
| | Right | 1 | 4 | | 13 | 4 | | 13 | 1 | 4 | | 13 | 1 | 4 | | 13 | 1 | 4 |
| Left-Through-Right | 0 | | | | | 0 | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | 0 | | | | | 0 | | 0 | | | | 0 | | | | 0 | | |
| WESTBOUND | Left | 1 | 19 | | 19 | 19 | | 20 | 1 | 20 | | 20 | 1 | 20 | | 20 | 1 | 20 |
| | Left-Through | 0 | | | | | 0 | | 0 | | | | 0 | | | | 0 | |
| | Through | 1 | 97 | | 97 | 97 | | 100 | 1 | 100 | | 100 | 1 | 100 | | 100 | 1 | 100 |
| | Through-Right | 0 | | | | | 0 | | 0 | | | | 0 | | | | 0 | |
| | Right | 1 | 0 | 4 | 119 | 0 | 2 | 120 | 1 | 0 | 4 | 124 | 1 | 0 | | 124 | 1 | 0 |
| Left-Through-Right | 0 | | | | | 0 | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | 0 | | | | | 0 | | 0 | | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | | North-South: | 824 | North-South: | 824 | 900 | North-South: | 900 | North-South: | 900 | North-South: | 900 | North-South: | 900 | North-South: | 900 | North-South: | 900 |
| | | East-West: | 233 | East-West: | 236 | 241 | East-West: | 244 | East-West: | 244 | East-West: | 244 | East-West: | 244 | East-West: | 244 | East-West: | 244 |
| | | SUM: | 1057 | SUM: | 1060 | 1141 | SUM: | 1144 | SUM: | 1144 | SUM: | 1144 | SUM: | 1144 | SUM: | 1144 | SUM: | 1144 |
| VOLUME/CAPACITY (V/C) RATIO: | | | 0.769 | | 0.771 | 0.830 | | 0.832 | | 0.832 | | 0.832 | | 0.832 | | 0.832 | | 0.832 |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.669 | | 0.671 | 0.730 | | 0.732 | | 0.732 | | 0.732 | | 0.732 | | 0.732 | | 0.732 |
| LEVEL OF SERVICE (LOS): | | | B | | B | C | | C | | C | | C | | C | | C | | C |

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 Worksheet (Circular 212 Method)



| I/S #: | North-South Street: | De Soto Avenue | Year of Count: | 2018 | Ambient Growth: (%): | 0.54 | Conducted by: | 0 | Date: | 10/14/2019 | | | | | | | | | | | |
|--|---------------------|--|------------------|-----------------------|--|------------------|------------------------------|---|------------------|---------------------|---|--------------|--------------|---|---------------------------------|--------------|---|-------------|-----|----|------|
| 4 | East-West Street: | Chatsworth Street | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | LADWP De Soto Tanks | | | | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 4 | | | 4 | | | 4 | | | | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 3 | NB-- 0 SB-- 3 | NB-- 0 SB-- 3 | NB-- 0 SB-- 3 | NB-- 0 SB-- 3 | NB-- 0 SB-- 3 | NB-- 0 SB-- 3 | NB-- 0 SB-- 3 | NB-- 0 SB-- 3 | | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | EB-- 0 WB-- 3 | EB-- 0 WB-- 3 | EB-- 0 WB-- 3 | EB-- 0 WB-- 3 | EB-- 0 WB-- 3 | EB-- 0 WB-- 3 | EB-- 0 WB-- 3 | EB-- 0 WB-- 3 | EB-- 0 WB-- 3 | | | | | | | | | | | |
| Override Capacity | | 2 | | | 2 | | | 2 | | | | | | | | | | | | | |
| | | 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 | | | 1 | 28 | 1 | 28 | | | 1 | 28 | | | 1 | 28 | | | |
| | Left-Through | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | 0 | | | 0 | 0 | | | |
| | Through | 1658 | 2 | 581 | 0 | 1658 | 581 | 124 | 1827 | 2 | 638 | 0 | 1827 | 2 | 638 | 0 | 1827 | 2 | 638 | | |
| | Through-Right | 1 | 1 | 1 | | | 1 | | | 1 | | | 1 | | | 1 | | | 1 | | |
| | Right | 86 | 0 | 86 | | | 86 | | | 88 | 88 | | | 88 | 0 | 88 | | | 88 | 0 | 88 |
| SOUTHBOUND | Left | 106 | 1 | 106 | 4 | 110 | 110 | 5 | 114 | 1 | 114 | 4 | 118 | 1 | 118 | | | 1 | 118 | | |
| | Left-Through | 0 | 0 | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| | Through | 1321 | 2 | 661 | 8 | 1329 | 665 | 97 | 1454 | 2 | 727 | 8 | 1462 | 2 | 731 | 8 | 1462 | 2 | 731 | 8 | 1462 |
| | Through-Right | 0 | 0 | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| | Right | 255 | 1 | 75 | 4 | 259 | 79 | 5 | 267 | 1 | 73 | 4 | 271 | 1 | 77 | 4 | 271 | 1 | 77 | 4 | 271 |
| EASTBOUND | Left | 328 | 2 | 180 | 0 | 328 | 180 | 15 | 352 | 2 | 194 | 0 | 352 | 2 | 194 | | | 2 | 194 | | |
| | Left-Through | 0 | 0 | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| | Through | 240 | 2 | 120 | | | 120 | | | 247 | 124 | | | 247 | 2 | 124 | | | 247 | 2 | 124 |
| | Through-Right | 0 | 0 | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| | Right | 42 | 1 | 29 | | | 29 | | | 44 | 30 | | | 44 | 1 | 30 | | | 44 | 1 | 30 |
| WESTBOUND | Left | 16 | 1 | 16 | | | 16 | | | 16 | | | 16 | 1 | 16 | | | 16 | 1 | 16 | |
| | Left-Through | 0 | 0 | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| | Through | 113 | 1 | 113 | | | 113 | | | 116 | 116 | | | 116 | 1 | 116 | | | 116 | 1 | 116 |
| | Through-Right | 0 | 0 | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | |
| | Right | 143 | 1 | 37 | 0 | 143 | 33 | 15 | 162 | 1 | 48 | 0 | 162 | 1 | 44 | 0 | 162 | 1 | 44 | 0 | 162 |
| CRITICAL VOLUMES | | North-South: 687 East-West: 293 SUM: 980 | | | North-South: 691 East-West: 293 SUM: 984 | | | North-South: 755 East-West: 310 SUM: 1065 | | | North-South: 759 East-West: 310 SUM: 1069 | | | North-South: 759 East-West: 310 SUM: 1069 | | | North-South: 759 East-West: 310 SUM: 1069 | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | 0.713 | | | 0.716 | | | 0.775 | | | 0.777 | | | 0.777 | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | | 0.613 | | | 0.616 | | | 0.675 | | | 0.677 | | | 0.677 | | | | | |
| 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 Worksheet (Circular 212 Method)



| | | | | | | | | | | | | | | | | | | | | |
|--|---------------------|--------------------|--------------|-------------|-----------------------|--------------|----------------------|------------------------------|--------------|---------------|-------------|-----------------------------|--------------|--------------|---------------------|---------------------------------|--------------|--------------|-------------|--|
| I/S #: | North-South Street: | Mason Street | | | Year of Count: | 2018 | Ambient Growth: (%): | 0.54 | | Conducted by: | | | | Date: | 10/14/2019 | | | | | |
| 5 | East-West Street: | Rinaldi Street | | | Projection Year: | 2023 | Peak Hour: | AM | | Reviewed by: | | | | Project: | LADWP De Soto Tanks | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | | | | | | | | | | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 3 | SB-- 0 | EB-- 0 | WB-- 0 | NB-- 3 | SB-- 0 | EB-- 0 | WB-- 0 | NB-- 3 | SB-- 0 | EB-- 0 | WB-- 0 | NB-- 3 | SB-- 0 | EB-- 0 | WB-- 0 | NB-- 3 | SB-- 0 | |
| ATSAC-1 or ATSAC+ATCS-2? | | | | | | | | | | | | | | | | | | | | |
| Override Capacity | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 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 | 74 | 1 | 74 | | 74 | 74 | | 76 | 1 | 76 | | 76 | 1 | 76 | | 76 | 1 | 76 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 166 | 2 | 83 | | 166 | 83 | 9 | 180 | 2 | 90 | | 180 | 2 | 90 | | 180 | 2 | 90 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 628 | 1 | 0 | | 628 | 0 | 17 | 662 | 1 | 6 | | 662 | 1 | 6 | | 662 | 1 | 6 | |
| Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| SOUTHBOUND | Left | 165 | 1 | 165 | | 165 | 165 | 4 | 174 | 1 | 174 | | 174 | 1 | 174 | | 174 | 1 | 174 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 390 | 2 | 195 | | 390 | 195 | 33 | 434 | 2 | 217 | | 434 | 2 | 217 | | 434 | 2 | 217 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 121 | 1 | 83 | | 121 | 83 | 46 | 170 | 1 | 121 | | 170 | 1 | 121 | | 170 | 1 | 121 | |
| Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| EASTBOUND | Left | 77 | 1 | 77 | | 77 | 77 | 19 | 98 | 1 | 98 | | 98 | 1 | 98 | | 98 | 1 | 98 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 151 | 2 | 76 | 0 | 151 | 76 | 12 | 167 | 2 | 84 | 0 | 167 | 2 | 84 | | 167 | 2 | 84 | |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | | |
| | Right | 155 | 0 | 118 | | 155 | 118 | | 159 | 0 | 121 | | 159 | 0 | 121 | | 159 | 0 | 121 | |
| Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| WESTBOUND | Left | 1,145 | 2 | 630 | | 1145 | 630 | 17 | 1193 | 2 | 656 | | 1193 | 2 | 656 | | 1193 | 2 | 656 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 321 | 1 | 196 | 63 | 384 | 228 | 7 | 337 | 1 | 206 | 63 | 400 | 1 | 237 | | 400 | 1 | 237 | |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | | |
| | Right | 71 | 0 | 71 | | 71 | 71 | 1 | 74 | 0 | 74 | | 74 | 0 | 74 | | 74 | 0 | 74 | |
| Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | | |
| CRITICAL VOLUMES | | North-South: 269 | | | North-South: 269 | | | North-South: 293 | | | | North-South: 293 | | | | North-South: 293 | | | | |
| | | East-West: 748 | | | East-West: 748 | | | East-West: 777 | | | | East-West: 777 | | | | East-West: 777 | | | | |
| | | SUM: 1017 | | | SUM: 1017 | | | SUM: 1070 | | | | SUM: 1070 | | | | SUM: 1070 | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.714 | | | 0.714 | | | 0.751 | | | | 0.751 | | | | 0.751 | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.614 | | | 0.614 | | | 0.651 | | | | 0.651 | | | | 0.651 | | | | |
| 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 #: | North-South Street: | Mason Street | Year of Count: | 2018 | Ambient Growth: (%): | 0.54 | Conducted by: | 0 | Date: | 10/14/2019 | | | | | | | | | | |
| 5 | East-West Street: | Rinaldi Street | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | LADWP De Soto Tanks | | | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity | | | NB-- 3 SB-- 0 EB-- 0 WB-- 0 | NB-- 3 SB-- 0 EB-- 0 WB-- 0 | NB-- 3 SB-- 0 EB-- 0 WB-- 0 | NB-- 3 SB-- 0 EB-- 0 WB-- 0 | NB-- 3 SB-- 0 EB-- 0 WB-- 0 | NB-- 3 SB-- 0 EB-- 0 WB-- 0 | NB-- 3 SB-- 0 EB-- 0 WB-- 0 | NB-- 3 SB-- 0 EB-- 0 WB-- 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 | 124 | 1 | 124 | | 124 | 124 | | 127 | 1 | 127 | | 127 | 1 | 127 | | 127 | 1 | 127 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 307 | 2 | 154 | | 307 | 154 | 32 | 347 | 2 | 174 | | 347 | 2 | 174 | | 347 | 2 | 174 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 1183 | 1 | 905 | | 1183 | 905 | 56 | 1271 | 1 | 970 | | 1271 | 1 | 970 | | 1271 | 1 | 970 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| SOUTHBOUND | Left | 91 | 1 | 91 | | 91 | 91 | 1 | 94 | 1 | 94 | | 94 | 1 | 94 | | 94 | 1 | 94 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 129 | 2 | 65 | | 129 | 65 | 24 | 157 | 2 | 79 | | 157 | 2 | 79 | | 157 | 2 | 79 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 52 | 1 | 22 | | 52 | 22 | 32 | 85 | 1 | 29 | | 85 | 1 | 29 | | 85 | 1 | 29 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| EASTBOUND | Left | 61 | 1 | 61 | | 61 | 61 | 50 | 113 | 1 | 113 | | 113 | 1 | 113 | | 113 | 1 | 113 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 382 | 2 | 139 | 2 | 384 | 140 | 65 | 457 | 2 | 164 | 2 | 459 | 2 | 165 | 2 | 459 | 2 | 165 | |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | | |
| | Right | 35 | 0 | 35 | | 35 | 35 | | 36 | 0 | 36 | | 36 | 0 | 36 | | 36 | 0 | 36 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| WESTBOUND | Left | 506 | 2 | 278 | | 506 | 278 | 27 | 547 | 2 | 301 | | 547 | 2 | 301 | | 547 | 2 | 301 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 169 | 1 | 142 | 45 | 214 | 165 | 27 | 201 | 1 | 162 | 45 | 246 | 1 | 184 | 45 | 246 | 1 | 184 | |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | | |
| | Right | 115 | 0 | 115 | | 115 | 115 | 4 | 122 | 0 | 122 | | 122 | 0 | 122 | | 122 | 0 | 122 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | | North-South: 996 East-West: 417 SUM: 1413 | North-South: 996 East-West: 418 SUM: 1414 | North-South: 1064 East-West: 465 SUM: 1529 | North-South: 1064 East-West: 466 SUM: 1530 | North-South: 1064 East-West: 466 SUM: 1530 | | | | | | | | | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.992 | | 0.992 | | 1.073 | | 1.074 | | 1.074 | | 1.074 | | 1.074 | | 1.074 | | 1.074 | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.892 | | 0.892 | | 0.973 | | 0.974 | | 0.974 | | 0.974 | | 0.974 | | 0.974 | | 0.974 | | |
| LEVEL OF SERVICE (LOS): | | D | | D | | E | | E | | E | | E | | E | | E | | E | | |

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: | Porter Ranch Drive | Year of Count: | 2018 | Ambient Growth: (%): | 0.54 | Conducted by: | | Date: | 10/14/2019 | | | | | | | | |
|--|---------------------|---|--------------------------------|-----------------------|---|--------------------------------|------------------------------|---|------------------------------|---------------------|-----------------------------|--------------|---|-------------|---------------------------------|--------------|--------------|---|
| 6 | East-West Street: | Rinaldi Street | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | LADWP De Soto Tanks | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 4 | | | 4 | | | 4 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 3 SB-- 0 EB-- 3 WB-- 0 | NB-- 3 SB-- 0 EB-- 3 WB-- 0 | | NB-- 3 SB-- 0 EB-- 3 WB-- 0 | NB-- 3 SB-- 0 EB-- 3 WB-- 0 | | NB-- 3 SB-- 0 EB-- 3 WB-- 0 | NB-- 3 SB-- 0 DS 3 WB-- 0 | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2 Override Capacity | | 2 0 | | | 2 0 | | | 2 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 | 1,020 | 2 | 561 | 61 | 1081 | 595 | 6 | 1054 | 2 | 580 | 61 | 1115 | 2 | 613 | 1115 | 2 | 613 |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through | 221 | 2 | 111 | 0 | 221 | 111 | 100 | 327 | 2 | 164 | 0 | 327 | 2 | 164 | 327 | 2 | 164 |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Right | 674 | 1 | 584 | 0 | 674 | 584 | 9 | 701 | 1 | 600 | 9 | 701 | 1 | 600 | 701 | 1 | 600 |
| SOUTHBOUND | Left | 40 | 2 | 22 | 0 | 40 | 22 | 43 | 84 | 2 | 46 | 0 | 84 | 2 | 46 | 84 | 2 | 46 |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through | 369 | 2 | 185 | 0 | 369 | 185 | 292 | 671 | 2 | 336 | 0 | 671 | 2 | 336 | 671 | 2 | 336 |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Right | 75 | 1 | 64 | 0 | 75 | 64 | 14 | 91 | 1 | 77 | 14 | 91 | 1 | 77 | 91 | 1 | 77 |
| EASTBOUND | Left | 40 | 2 | 22 | 0 | 40 | 22 | 12 | 53 | 2 | 29 | 0 | 53 | 2 | 29 | 53 | 2 | 29 |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through | 344 | 2 | 172 | 0 | 344 | 172 | 12 | 365 | 2 | 183 | 0 | 365 | 2 | 183 | 365 | 2 | 183 |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Right | 583 | 1 | 22 | 0 | 583 | 0 | 4 | 603 | 1 | 23 | 4 | 603 | 1 | 0 | 603 | 1 | 0 |
| WESTBOUND | Left | 164 | 2 | 90 | 0 | 164 | 90 | 16 | 184 | 2 | 101 | 0 | 184 | 2 | 101 | 184 | 2 | 101 |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through | 471 | 1 | 252 | 2 | 473 | 253 | 8 | 492 | 1 | 270 | 2 | 494 | 1 | 271 | 494 | 1 | 271 |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Right | 33 | 0 | 33 | 0 | 33 | 33 | 14 | 48 | 0 | 48 | 14 | 48 | 0 | 48 | 48 | 0 | 48 |
| CRITICAL VOLUMES | | North-South: 746 East-West: 274 SUM: 1020 | | | North-South: 780 East-West: 275 SUM: 1055 | | | North-South: 916 East-West: 299 SUM: 1215 | | | | | North-South: 949 East-West: 300 SUM: 1249 | | | | | North-South: 949 East-West: 300 SUM: 1249 |
| VOLUME/CAPACITY (V/C) RATIO: | | | | 0.742 | | | 0.767 | | | | | 0.908 | | | | | 0.908 | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | | 0.642 | | | 0.667 | | | | | 0.808 | | | | | 0.808 | |
| LEVEL OF SERVICE (LOS): | | | | B | | | B | | | | | D | | | | | D | |

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.024 | Δv/c after mitigation: | 0.024 |
| Significant impacted? | YES | Fully mitigated? | NO |

Level of Service Worksheet (Circular 212 Method)



| I/S #: | North-South Street: | Porter Ranch Drive | Year of Count: | 2018 | Ambient Growth: (%): | 0.54 | Conducted by: | 0 | Date: | 10/14/2019 | | | | | | | | | |
|--|---------------------|--------------------|------------------|-----------------------|----------------------|--------------|------------------------------|--------------|--------------|---------------------|-----------------------------|--------------|--------------|--------------|---------------------------------|--------------|--------------|--------------|------|
| 6 | East-West Street: | Rinaldi Street | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | LADWP De Soto Tanks | | | | | | | | | |
| 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-- 3 | SB-- 0 | NB-- 3 | SB-- 0 | NB-- 3 | SB-- 0 | NB-- 3 | SB-- 0 | NB-- 3 | SB-- 0 | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | EB-- 3 | WB-- 0 | EB-- 3 | WB-- 0 | EB-- 3 | WB-- 0 | EB-- 3 | WB-- 0 | EB-- 3 | WB-- 0 | | | | | | | | |
| Override Capacity | | 2 | | 2 | | 2 | | 2 | | 2 | | | | | | | | | |
| | | 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 | 405 | 2 | 223 | 405 | 223 | 61 | 477 | 2 | 262 | 477 | 2 | 262 | 477 | 2 | 262 | 477 | 2 | 262 |
| | Left-Through | | 0 | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| | Through | 288 | 2 | 144 | 288 | 144 | 356 | 652 | 2 | 326 | 652 | 2 | 326 | 652 | 2 | 326 | 652 | 2 | 326 |
| | Through-Right | | 0 | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| | Right | 396 | 1 | 198 | 396 | 198 | 18 | 425 | 1 | 214 | 425 | 1 | 214 | 425 | 1 | 214 | 425 | 1 | 214 |
| Left-Through-Right | | 0 | | | | | | 0 | | | 0 | | | 0 | | | 0 | | |
| Left-Right | | 0 | | | | | | 0 | | | 0 | | | 0 | | | 0 | | |
| SOUTHBOUND | Left | 57 | 2 | 31 | 57 | 31 | 26 | 85 | 2 | 47 | 85 | 2 | 47 | 85 | 2 | 47 | 85 | 2 | 47 |
| | Left-Through | | 0 | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| | Through | 199 | 2 | 100 | 199 | 100 | 202 | 406 | 2 | 203 | 406 | 2 | 203 | 406 | 2 | 203 | 406 | 2 | 203 |
| | Through-Right | | 0 | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| | Right | 39 | 1 | 12 | 39 | 12 | 11 | 51 | 1 | 20 | 51 | 1 | 20 | 51 | 1 | 20 | 51 | 1 | 20 |
| Left-Through-Right | | 0 | | | | | | 0 | | | 0 | | | 0 | | | 0 | | |
| Left-Right | | 0 | | | | | | 0 | | | 0 | | | 0 | | | 0 | | |
| EASTBOUND | Left | 100 | 2 | 55 | 100 | 55 | 10 | 113 | 2 | 62 | 113 | 2 | 62 | 113 | 2 | 62 | 113 | 2 | 62 |
| | Left-Through | | 0 | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| | Through | 778 | 2 | 389 | 2 | 780 | 390 | 20 | 819 | 2 | 410 | 2 | 821 | 411 | 2 | 821 | 411 | 2 | 411 |
| | Through-Right | | 0 | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| | Right | 744 | 1 | 521 | 744 | 521 | 21 | 785 | 1 | 523 | 785 | 1 | 523 | 785 | 1 | 523 | 785 | 1 | 523 |
| Left-Through-Right | | 0 | | | | | | 0 | | | 0 | | | 0 | | | 0 | | |
| Left-Right | | 0 | | | | | | 0 | | | 0 | | | 0 | | | 0 | | |
| WESTBOUND | Left | 360 | 2 | 198 | 360 | 198 | 14 | 384 | 2 | 211 | 384 | 2 | 211 | 384 | 2 | 211 | 384 | 2 | 211 |
| | Left-Through | | 0 | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| | Through | 377 | 1 | 222 | 0 | 377 | 222 | 56 | 443 | 1 | 279 | 0 | 443 | 1 | 279 | 443 | 1 | 279 | 443 |
| | Through-Right | | 1 | | | | | | 1 | | | 1 | | | 1 | | | 1 | |
| | Right | 66 | 0 | 66 | 66 | 66 | 47 | 115 | 0 | 115 | 115 | 0 | 115 | 115 | 0 | 115 | 115 | 0 | 115 |
| Left-Through-Right | | 0 | | | | | | 0 | | | 0 | | | 0 | | | 0 | | |
| Left-Right | | 0 | | | | | | 0 | | | 0 | | | 0 | | | 0 | | |
| CRITICAL VOLUMES | | North-South: | 323 | North-South: | 323 | North-South: | 465 | North-South: | 465 | North-South: | 465 | North-South: | 465 | North-South: | 465 | North-South: | 465 | North-South: | 465 |
| | | East-West: | 719 | East-West: | 719 | East-West: | 734 | East-West: | 734 | East-West: | 734 | East-West: | 734 | East-West: | 734 | East-West: | 734 | East-West: | 734 |
| | | SUM: | 1042 | SUM: | 1042 | SUM: | 1199 | SUM: | 1199 | SUM: | 1199 | SUM: | 1199 | SUM: | 1199 | SUM: | 1199 | SUM: | 1199 |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.758 | | 0.758 | | 0.872 | | 0.872 | | 0.872 | | 0.872 | | 0.872 | | 0.872 | | 0.872 | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.658 | | 0.658 | | 0.772 | | 0.772 | | 0.772 | | 0.772 | | 0.772 | | 0.772 | | 0.772 | |
| LEVEL OF SERVICE (LOS): | | B | | B | | C | | C | | C | | C | | C | | C | | C | |

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 |

- **Synchro Worksheets**

- Existing Conditions

HCM 6th AWSC
1: De Soto Ave & SR-118 WB Ramps

Ex AM
Timing Plan: AM

| Intersection | |
|---------------------------|-------|
| Intersection Delay, s/veh | 252.3 |
| Intersection LOS | F |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | ↗↗ | ↗ | ↑ | ↗↗ | | ↖↖ |
| Traffic Vol, veh/h | 1559 | 3 | 13 | 593 | 3 | 19 |
| Future Vol, veh/h | 1559 | 3 | 13 | 593 | 3 | 19 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles, % | 5 | 67 | 85 | 5 | 67 | 63 |
| Mvmt Flow | 1676 | 3 | 14 | 638 | 3 | 20 |
| Number of Lanes | 2 | 1 | 1 | 2 | 0 | 2 |

| Approach | WB | NB | SB |
|----------------------------|-------|------|------|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 3 |
| Conflicting Approach Left | NB | | WB |
| Conflicting Lanes Left | 3 | 0 | 3 |
| Conflicting Approach Right | SB | WB | |
| Conflicting Lanes Right | 2 | 3 | 0 |
| HCM Control Delay | 347.4 | 15.8 | 13.3 |
| HCM LOS | F | C | B |

| Lane | NBLn1 | NBLn2 | NBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|--------|--------|
| Vol Left, % | 0% | 0% | 0% | 100% | 100% | 0% | 32% | 0% |
| Vol Thru, % | 100% | 0% | 0% | 0% | 0% | 0% | 68% | 100% |
| Vol Right, % | 0% | 100% | 100% | 0% | 0% | 100% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 13 | 297 | 297 | 780 | 780 | 3 | 9 | 13 |
| LT Vol | 0 | 0 | 0 | 780 | 780 | 0 | 3 | 0 |
| Through Vol | 13 | 0 | 0 | 0 | 0 | 0 | 6 | 13 |
| RT Vol | 0 | 297 | 297 | 0 | 0 | 3 | 0 | 0 |
| Lane Flow Rate | 14 | 319 | 319 | 838 | 838 | 3 | 10 | 14 |
| Geometry Grp | 8 | 8 | 8 | 7 | 7 | 7 | 8 | 8 |
| Degree of Util (X) | 0.034 | 0.597 | 0.439 | 1.591 | 1.836 | 0.003 | 0.028 | 0.037 |
| Departure Headway (Hd) | 9.153 | 7.081 | 5.286 | 6.833 | 7.887 | 3.847 | 10.417 | 10.185 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 393 | 513 | 685 | 536 | 469 | 935 | 346 | 354 |
| Service Time | 6.853 | 4.781 | 2.986 | 4.535 | 5.59 | 1.549 | 8.117 | 7.885 |
| HCM Lane V/C Ratio | 0.036 | 0.622 | 0.466 | 1.563 | 1.787 | 0.003 | 0.029 | 0.04 |
| HCM Control Delay | 12.2 | 19.7 | 12.1 | 292.8 | 403.4 | 6.6 | 13.4 | 13.3 |
| HCM Lane LOS | B | C | B | F | F | A | B | B |
| HCM 95th-tile Q | 0.1 | 3.9 | 2.2 | 45.8 | 53.5 | 0 | 0.1 | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|-------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | | | | ↕↗ | ↗ | ↗ | ↕↕ | |
| Traffic Vol, veh/h | 2 | 0 | 820 | 0 | 0 | 0 | 0 | 607 | 1107 | 8 | 1567 | 0 |
| Future Vol, veh/h | 2 | 0 | 820 | 0 | 0 | 0 | 0 | 607 | 1107 | 8 | 1567 | 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 | - | - | Free | - | - | None | - | - | Free | - | - | None |
| Storage Length | - | - | 0 | - | - | - | - | - | 250 | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 16979 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 100 | 0 | 2 | 0 | 0 | 0 | 0 | 7 | 7 | 25 | 6 | 0 |
| Mvmt Flow | 2 | 0 | 872 | 0 | 0 | 0 | 0 | 646 | 1178 | 9 | 1667 | 0 |

| Major/Minor | Minor2 | | Major1 | | | Major2 | | | |
|----------------------|--------|------|--------|---|---|--------|------|---|---|
| Conflicting Flow All | 2008 | 2331 | - | - | 0 | - | 646 | 0 | 0 |
| Stage 1 | 1685 | 1685 | - | - | - | - | - | - | - |
| Stage 2 | 323 | 646 | - | - | - | - | - | - | - |
| Critical Hdwy | 8.8 | 6.5 | - | - | - | - | 4.6 | - | - |
| Critical Hdwy Stg 1 | 7.8 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 7.8 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 4.5 | 4 | - | - | - | - | 2.45 | - | - |
| Pot Cap-1 Maneuver | 16 | 37 | 0 | - | 0 | - | 795 | - | 0 |
| Stage 1 | 50 | 152 | 0 | - | 0 | - | - | - | 0 |
| Stage 2 | 483 | 470 | 0 | - | 0 | - | - | - | 0 |
| Platoon blocked, % | | | | | | | | | |
| Mov Cap-1 Maneuver | 16 | 0 | - | - | - | - | 795 | - | - |
| Mov Cap-2 Maneuver | 16 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 50 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 478 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-------|----|----|
| HCM Control Delay, s | 261.9 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBL | SBT |
|-----------------------|-----|-------|-------|-------|-----|
| Capacity (veh/h) | - | 16 | - | 795 | - |
| HCM Lane V/C Ratio | - | 0.133 | - | 0.011 | - |
| HCM Control Delay (s) | - | 261.9 | 0 | 9.6 | - |
| HCM Lane LOS | - | F | A | A | - |
| HCM 95th %tile Q(veh) | - | 0.4 | - | 0 | - |

HCM 6th Signalized Intersection Summary
7: Porter Ranch Dr & SR-118 WB Ramps

Ex AM
Timing Plan: AM



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | ↔ | ↗ | ↖ | ↑↑ | | | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 12 | 1 | 1531 | 4 | 294 | 0 | 0 | 880 | 223 |
| Future Volume (veh/h) | 0 | 0 | 0 | 12 | 1 | 1531 | 4 | 294 | 0 | 0 | 880 | 223 |
| 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 | | No | | No |
| Adj Sat Flow, veh/h/ln | | | | 1841 | 1900 | 1841 | 1900 | 1826 | 0 | 0 | 1826 | 1767 |
| Adj Flow Rate, veh/h | | | | 0 | 0 | 1627 | 4 | 309 | 0 | 0 | 926 | 235 |
| Peak Hour Factor | | | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | | | | 4 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 9 |
| Cap, veh/h | | | | 0 | 1040 | 1707 | 179 | 1224 | 0 | 0 | 1288 | 528 |
| Arrive On Green | | | | 0.00 | 0.00 | 0.55 | 0.71 | 0.71 | 0.00 | 0.00 | 0.71 | 0.71 |
| Sat Flow, veh/h | | | | 0 | 1900 | 3120 | 491 | 3561 | 0 | 0 | 3652 | 1497 |
| Grp Volume(v), veh/h | | | | 0 | 0 | 1627 | 4 | 309 | 0 | 0 | 926 | 235 |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1900 | 1560 | 491 | 1735 | 0 | 0 | 1826 | 1497 |
| Q Serve(g_s), s | | | | 0.0 | 0.0 | 44.4 | 0.4 | 2.9 | 0.0 | 0.0 | 13.6 | 6.1 |
| Cycle Q Clear(g_c), s | | | | 0.0 | 0.0 | 44.4 | 14.1 | 2.9 | 0.0 | 0.0 | 13.6 | 6.1 |
| Prop In Lane | | | | 0.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 0 | 1040 | 1707 | 179 | 1224 | 0 | 0 | 1288 | 528 |
| V/C Ratio(X) | | | | 0.00 | 0.00 | 0.95 | 0.02 | 0.25 | 0.00 | 0.00 | 0.72 | 0.45 |
| Avail Cap(c_a), veh/h | | | | 0 | 1066 | 1751 | 179 | 1224 | 0 | 0 | 1288 | 528 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Upstream Filter(l) | | | | 0.00 | 0.00 | 1.00 | 0.78 | 0.78 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 0.0 | 0.0 | 19.3 | 14.8 | 9.0 | 0.0 | 0.0 | 10.6 | 9.5 |
| Incr Delay (d2), s/veh | | | | 0.0 | 0.0 | 12.1 | 0.2 | 0.4 | 0.0 | 0.0 | 3.5 | 2.7 |
| 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 | | | | 0.0 | 0.0 | 17.2 | 0.0 | 1.0 | 0.0 | 0.0 | 3.8 | 1.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 0.0 | 0.0 | 31.3 | 15.0 | 9.4 | 0.0 | 0.0 | 14.1 | 12.2 |
| LnGrp LOS | | | | A | A | C | B | A | A | A | B | B |
| Approach Vol, veh/h | | | | 1627 | | | 313 | | | 1161 | | |
| Approach Delay, s/veh | | | | 31.3 | | | 9.5 | | | 13.7 | | |
| Approach LOS | | | | C | | | A | | | B | | |
| Timer - Assigned Phs | | 2 | | | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 36.2 | | | | 36.2 | | 53.8 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 30.5 | | | | 30.5 | | 50.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 16.1 | | | | 15.6 | | 46.4 | | | | |
| Green Ext Time (p_c), s | | 1.7 | | | | 6.5 | | 2.9 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | | | 22.5 | | | | | | |
| HCM 6th LOS | | | | | | C | | | | | | |
| Notes | | | | | | | | | | | | |
| User approved volume balancing among the lanes for turning movement. | | | | | | | | | | | | |

HCM 6th Signalized Intersection Summary
 8: SR-118 EB Ramps & Porter Ranch Dr

Ex AM
 Timing Plan: AM



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--|------|------|------|------|-----|-----|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 297 | 7 | 11 | 0 | 0 | 0 | 0 | 13 | 14 | 880 | 18 | 0 |
| Future Volume (veh/h) | 297 | 7 | 11 | 0 | 0 | 0 | 0 | 13 | 14 | 880 | 18 | 0 |
| 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 | 1693 | 1781 | | | | 0 | 1337 | 1337 | 1826 | 1737 | 0 |
| Adj Flow Rate, veh/h | 347 | 0 | 0 | | | | 0 | 14 | 16 | 992 | 0 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 8 | 14 | 8 | | | | 0 | 38 | 38 | 5 | 11 | 0 |
| Cap, veh/h | 440 | 219 | 0 | | | | 0 | 358 | 319 | 1526 | 762 | 0 |
| Arrive On Green | 0.13 | 0.00 | 0.00 | | | | 0.00 | 0.28 | 0.28 | 0.44 | 0.00 | 0.00 |
| Sat Flow, veh/h | 3393 | 1693 | 0 | | | | 0 | 1337 | 1133 | 3478 | 1737 | 0 |
| Grp Volume(v), veh/h | 347 | 0 | 0 | | | | 0 | 14 | 16 | 992 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1697 | 1693 | 0 | | | | 0 | 1270 | 1133 | 1739 | 1737 | 0 |
| Q Serve(g_s), s | 8.9 | 0.0 | 0.0 | | | | 0.0 | 0.7 | 0.9 | 20.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 8.9 | 0.0 | 0.0 | | | | 0.0 | 0.7 | 0.9 | 20.2 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 440 | 219 | 0 | | | | 0 | 358 | 319 | 1526 | 762 | 0 |
| V/C Ratio(X) | 0.79 | 0.00 | 0.00 | | | | 0.00 | 0.04 | 0.05 | 0.65 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 679 | 339 | 0 | | | | 0 | 358 | 319 | 1526 | 762 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 0.00 | 0.00 | | | | 0.00 | 1.00 | 1.00 | 0.59 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 38.0 | 0.0 | 0.0 | | | | 0.0 | 23.5 | 23.6 | 19.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 3.5 | 0.0 | 0.0 | | | | 0.0 | 0.2 | 0.3 | 1.3 | 0.0 | 0.0 |
| 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/lr | 3.9 | 0.0 | 0.0 | | | | 0.0 | 0.2 | 0.3 | 8.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 41.4 | 0.0 | 0.0 | | | | 0.0 | 23.7 | 23.9 | 21.1 | 0.0 | 0.0 |
| LnGrp LOS | D | A | A | | | | A | C | C | C | A | A |
| Approach Vol, veh/h | | 347 | | | | | | 30 | | | 992 | |
| Approach Delay, s/veh | | 41.4 | | | | | | 23.8 | | | 21.1 | |
| Approach LOS | | D | | | | | | C | | | C | |
| Timer - Assigned Phs | | 2 | | 4 | | | 6 | | | | | |
| Phs Duration (G+Y+Rc), s | | 29.8 | | 16.2 | | | 44.0 | | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | | 4.5 | | | | | |
| Max Green Setting (Gmax), s | | 19.0 | | 18.0 | | | 39.5 | | | | | |
| Max Q Clear Time (g_c+I1), s | | 2.9 | | 10.9 | | | 22.2 | | | | | |
| Green Ext Time (p_c), s | | 0.1 | | 0.7 | | | 3.9 | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 26.3 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| User approved volume balancing among the lanes for turning movement. | | | | | | | | | | | | |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 56.8 |
| Intersection LOS | F |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | ↗↗ | ↗ | ↕ | ↗↗ | | ↖↖ |
| Traffic Vol, veh/h | 991 | 11 | 5 | 838 | 2 | 18 |
| Future Vol, veh/h | 991 | 11 | 5 | 838 | 2 | 18 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles, % | 6 | 27 | 60 | 3 | 50 | 72 |
| Mvmt Flow | 1032 | 11 | 5 | 873 | 2 | 19 |
| Number of Lanes | 2 | 1 | 1 | 2 | 0 | 2 |

| Approach | WB | NB | SB |
|----------------------------|------|------|------|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 3 |
| Conflicting Approach Left | NB | | WB |
| Conflicting Lanes Left | 3 | 0 | 3 |
| Conflicting Approach Right | SB | WB | |
| Conflicting Lanes Right | 2 | 3 | 0 |
| HCM Control Delay | 85.7 | 23.4 | 13.4 |
| HCM LOS | F | C | B |

| Lane | NBLn1 | NBLn2 | NBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|--------|--------|
| Vol Left, % | 0% | 0% | 0% | 100% | 100% | 0% | 25% | 0% |
| Vol Thru, % | 100% | 0% | 0% | 0% | 0% | 0% | 75% | 100% |
| Vol Right, % | 0% | 100% | 100% | 0% | 0% | 100% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 5 | 419 | 419 | 496 | 496 | 11 | 8 | 12 |
| LT Vol | 0 | 0 | 0 | 496 | 496 | 0 | 2 | 0 |
| Through Vol | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 12 |
| RT Vol | 0 | 419 | 419 | 0 | 0 | 11 | 0 | 0 |
| Lane Flow Rate | 5 | 436 | 436 | 516 | 516 | 11 | 8 | 12 |
| Geometry Grp | 8 | 8 | 8 | 7 | 7 | 7 | 8 | 8 |
| Degree of Util (X) | 0.012 | 0.807 | 0.592 | 1.04 | 1.091 | 0.014 | 0.023 | 0.035 |
| Departure Headway (Hd) | 8.523 | 6.836 | 5.067 | 7.254 | 7.611 | 4.251 | 10.278 | 10.536 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 422 | 532 | 716 | 506 | 480 | 847 | 350 | 342 |
| Service Time | 6.223 | 4.536 | 2.767 | 4.954 | 5.311 | 1.951 | 7.978 | 8.236 |
| HCM Lane V/C Ratio | 0.012 | 0.82 | 0.609 | 1.02 | 1.075 | 0.013 | 0.023 | 0.035 |
| HCM Control Delay | 11.3 | 32.2 | 14.8 | 77.9 | 95.3 | 7 | 13.2 | 13.6 |
| HCM Lane LOS | B | D | B | F | F | A | B | B |
| HCM 95th-tile Q | 0 | 7.8 | 3.9 | 15.2 | 16.9 | 0 | 0.1 | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|-------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | | | | ↕↗ | ↗ | ↗ | ↕↕ | |
| Traffic Vol, veh/h | 4 | 0 | 600 | 0 | 0 | 0 | 0 | 846 | 1222 | 19 | 991 | 0 |
| Future Vol, veh/h | 4 | 0 | 600 | 0 | 0 | 0 | 0 | 846 | 1222 | 19 | 991 | 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 | - | - | Free | - | - | None | - | - | Free | - | - | None |
| Storage Length | - | - | 0 | - | - | - | - | - | 250 | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 16979 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 5 | 74 | 5 | 0 |
| Mvmt Flow | 4 | 0 | 632 | 0 | 0 | 0 | 0 | 891 | 1286 | 20 | 1043 | 0 |

| Major/Minor | Minor2 | | Major1 | | | Major2 | | | |
|----------------------|--------|------|--------|---|---|--------|------|---|---|
| Conflicting Flow All | 1529 | 1974 | - | - | 0 | - | 891 | 0 | 0 |
| Stage 1 | 1083 | 1083 | - | - | - | - | - | - | - |
| Stage 2 | 446 | 891 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.5 | - | - | - | - | 5.58 | - | - |
| Critical Hdwy Stg 1 | 5.8 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | - | - | - | - | 2.94 | - | - |
| Pot Cap-1 Maneuver | 110 | 63 | 0 | - | 0 | - | 433 | - | 0 |
| Stage 1 | 291 | 296 | 0 | - | 0 | - | - | - | 0 |
| Stage 2 | 618 | 363 | 0 | - | 0 | - | - | - | 0 |
| Platoon blocked, % | | | | | | | | | |
| Mov Cap-1 Maneuver | 105 | 0 | - | - | - | - | 433 | - | - |
| Mov Cap-2 Maneuver | 105 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 291 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 590 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 40.7 | 0 | 0.3 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBL | SBT |
|-----------------------|-----|-------|-------|-------|-----|
| Capacity (veh/h) | - | 105 | - | 433 | - |
| HCM Lane V/C Ratio | - | 0.04 | - | 0.046 | - |
| HCM Control Delay (s) | - | 40.7 | 0 | 13.7 | - |
| HCM Lane LOS | - | E | A | B | - |
| HCM 95th %tile Q(veh) | - | 0.1 | - | 0.1 | - |

HCM 6th Signalized Intersection Summary
 7: Porter Ranch Dr & SR-118 WB Ramps

Ex PM
 Timing Plan: PM



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | ↔ | ↗ | ↖ | ↑↑ | | | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 102 | 24 | 1062 | 30 | 240 | 0 | 0 | 1093 | 307 |
| Future Volume (veh/h) | 0 | 0 | 0 | 102 | 24 | 1062 | 30 | 240 | 0 | 0 | 1093 | 307 |
| 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 | | | | 1811 | 1781 | 1811 | 1856 | 1811 | 0 | 0 | 1826 | 1826 |
| Adj Flow Rate, veh/h | | | | 0 | 0 | 1224 | 31 | 247 | 0 | 0 | 1127 | 316 |
| Peak Hour Factor | | | | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | | | | 6 | 8 | 6 | 3 | 6 | 0 | 0 | 5 | 5 |
| Cap, veh/h | | | | 0 | 762 | 1314 | 237 | 1625 | 0 | 0 | 1724 | 731 |
| Arrive On Green | | | | 0.00 | 0.00 | 0.43 | 0.94 | 0.94 | 0.00 | 0.00 | 0.94 | 0.94 |
| Sat Flow, veh/h | | | | 0 | 1781 | 3070 | 367 | 3532 | 0 | 0 | 3652 | 1547 |
| Grp Volume(v), veh/h | | | | 0 | 0 | 1224 | 31 | 247 | 0 | 0 | 1127 | 316 |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1781 | 1535 | 367 | 1721 | 0 | 0 | 1826 | 1547 |
| Q Serve(g_s), s | | | | 0.0 | 0.0 | 34.1 | 1.3 | 0.4 | 0.0 | 0.0 | 4.0 | 1.7 |
| Cycle Q Clear(g_c), s | | | | 0.0 | 0.0 | 34.1 | 5.4 | 0.4 | 0.0 | 0.0 | 4.0 | 1.7 |
| Prop In Lane | | | | 0.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 0 | 762 | 1314 | 237 | 1625 | 0 | 0 | 1724 | 731 |
| V/C Ratio(X) | | | | 0.00 | 0.00 | 0.93 | 0.13 | 0.15 | 0.00 | 0.00 | 0.65 | 0.43 |
| Avail Cap(c_a), veh/h | | | | 0 | 802 | 1381 | 237 | 1625 | 0 | 0 | 1724 | 731 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Upstream Filter(l) | | | | 0.00 | 0.00 | 1.00 | 0.93 | 0.93 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 0.0 | 0.0 | 24.5 | 1.8 | 1.3 | 0.0 | 0.0 | 1.4 | 1.4 |
| Incr Delay (d2), s/veh | | | | 0.0 | 0.0 | 11.3 | 1.1 | 0.2 | 0.0 | 0.0 | 1.9 | 1.9 |
| 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 | | | | 0.0 | 0.0 | 13.7 | 0.1 | 0.2 | 0.0 | 0.0 | 1.1 | 0.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 0.0 | 0.0 | 35.8 | 2.9 | 1.5 | 0.0 | 0.0 | 3.4 | 3.2 |
| LnGrp LOS | | | | A | A | D | A | A | A | A | A | A |
| Approach Vol, veh/h | | | | | 1224 | | | 278 | | | 1443 | |
| Approach Delay, s/veh | | | | | 35.8 | | | 1.7 | | | 3.4 | |
| Approach LOS | | | | | D | | | A | | | A | |
| Timer - Assigned Phs | | 2 | | | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 47.0 | | | | 47.0 | | 43.0 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 40.5 | | | | 40.5 | | 40.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 7.4 | | | | 6.0 | | 36.1 | | | | |
| Green Ext Time (p_c), s | | 2.4 | | | | 12.3 | | 2.4 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 16.7 |
| HCM 6th LOS | B |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
8: SR-118 EB Ramps & Porter Ranch Dr

Ex PM
Timing Plan: PM



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--|------|------|------|------|-----|-----|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 238 | 8 | 14 | 0 | 0 | 0 | 0 | 123 | 32 | 1210 | 120 | 0 |
| Future Volume (veh/h) | 238 | 8 | 14 | 0 | 0 | 0 | 0 | 123 | 32 | 1210 | 120 | 0 |
| 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 | 1737 | 1900 | 1737 | | | | 0 | 1811 | 1811 | 1826 | 1796 | 0 |
| Adj Flow Rate, veh/h | 262 | 0 | 0 | | | | 0 | 126 | 33 | 1322 | 0 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | | | | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 11 | 0 | 11 | | | | 0 | 6 | 6 | 5 | 7 | 0 |
| Cap, veh/h | 350 | 201 | 0 | | | | 0 | 800 | 203 | 1565 | 808 | 0 |
| Arrive On Green | 0.11 | 0.00 | 0.00 | | | | 0.00 | 0.29 | 0.29 | 0.15 | 0.00 | 0.00 |
| Sat Flow, veh/h | 3309 | 1900 | 0 | | | | 0 | 2808 | 690 | 3478 | 1796 | 0 |
| Grp Volume(v), veh/h | 262 | 0 | 0 | | | | 0 | 78 | 81 | 1322 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1654 | 1900 | 0 | | | | 0 | 1721 | 1687 | 1739 | 1796 | 0 |
| Q Serve(g_s), s | 6.9 | 0.0 | 0.0 | | | | 0.0 | 3.0 | 3.2 | 33.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 6.9 | 0.0 | 0.0 | | | | 0.0 | 3.0 | 3.2 | 33.3 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | | | | 0.00 | | 0.41 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 350 | 201 | 0 | | | | 0 | 506 | 496 | 1565 | 808 | 0 |
| V/C Ratio(X) | 0.75 | 0.00 | 0.00 | | | | 0.00 | 0.15 | 0.16 | 0.84 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 662 | 380 | 0 | | | | 0 | 506 | 496 | 1565 | 808 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | | | | 0.00 | 1.00 | 1.00 | 0.70 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 39.1 | 0.0 | 0.0 | | | | 0.0 | 23.5 | 23.5 | 35.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 3.2 | 0.0 | 0.0 | | | | 0.0 | 0.6 | 0.7 | 4.1 | 0.0 | 0.0 |
| 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 | 2.9 | 0.0 | 0.0 | | | | 0.0 | 1.3 | 1.3 | 16.3 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 42.3 | 0.0 | 0.0 | | | | 0.0 | 24.1 | 24.2 | 39.4 | 0.0 | 0.0 |
| LnGrp LOS | D | A | A | | | | A | C | C | D | A | A |
| Approach Vol, veh/h | | 262 | | | | | | 159 | | | 1322 | |
| Approach Delay, s/veh | | 42.3 | | | | | | 24.2 | | | 39.4 | |
| Approach LOS | | D | | | | | | C | | | D | |
| Timer - Assigned Phs | | 2 | | 4 | | | 6 | | | | | |
| Phs Duration (G+Y+Rc), s | | 31.0 | | 14.0 | | | 45.0 | | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | | 4.5 | | | | | |
| Max Green Setting (Gmax), s | | 18.0 | | 18.0 | | | 40.5 | | | | | |
| Max Q Clear Time (g_c+I1), s | | 5.2 | | 8.9 | | | 35.3 | | | | | |
| Green Ext Time (p_c), s | | 0.6 | | 0.6 | | | 2.7 | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 38.4 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| User approved volume balancing among the lanes for turning movement. | | | | | | | | | | | | |

- Existing plus Project Conditions

| Intersection | |
|---------------------------|-------|
| Intersection Delay, s/veh | 252.3 |
| Intersection LOS | F |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | ↗↗ | ↗ | ↑ | ↗↗ | | ↖↖ |
| Traffic Vol, veh/h | 1559 | 3 | 13 | 593 | 3 | 19 |
| Future Vol, veh/h | 1559 | 3 | 13 | 593 | 3 | 19 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles, % | 5 | 67 | 85 | 5 | 67 | 63 |
| Mvmt Flow | 1676 | 3 | 14 | 638 | 3 | 20 |
| Number of Lanes | 2 | 1 | 1 | 2 | 0 | 2 |

| Approach | WB | NB | SB |
|----------------------------|-------|------|------|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 3 |
| Conflicting Approach Left | NB | | WB |
| Conflicting Lanes Left | 3 | 0 | 3 |
| Conflicting Approach Right | SB | WB | |
| Conflicting Lanes Right | 2 | 3 | 0 |
| HCM Control Delay | 347.4 | 15.8 | 13.3 |
| HCM LOS | F | C | B |

| Lane | NBLn1 | NBLn2 | NBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|--------|--------|
| Vol Left, % | 0% | 0% | 0% | 100% | 100% | 0% | 32% | 0% |
| Vol Thru, % | 100% | 0% | 0% | 0% | 0% | 0% | 68% | 100% |
| Vol Right, % | 0% | 100% | 100% | 0% | 0% | 100% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 13 | 297 | 297 | 780 | 780 | 3 | 9 | 13 |
| LT Vol | 0 | 0 | 0 | 780 | 780 | 0 | 3 | 0 |
| Through Vol | 13 | 0 | 0 | 0 | 0 | 0 | 6 | 13 |
| RT Vol | 0 | 297 | 297 | 0 | 0 | 3 | 0 | 0 |
| Lane Flow Rate | 14 | 319 | 319 | 838 | 838 | 3 | 10 | 14 |
| Geometry Grp | 8 | 8 | 8 | 7 | 7 | 7 | 8 | 8 |
| Degree of Util (X) | 0.034 | 0.597 | 0.439 | 1.591 | 1.836 | 0.003 | 0.028 | 0.037 |
| Departure Headway (Hd) | 9.153 | 7.081 | 5.286 | 6.833 | 7.887 | 3.847 | 10.417 | 10.185 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 393 | 513 | 685 | 536 | 469 | 935 | 346 | 354 |
| Service Time | 6.853 | 4.781 | 2.986 | 4.535 | 5.59 | 1.549 | 8.117 | 7.885 |
| HCM Lane V/C Ratio | 0.036 | 0.622 | 0.466 | 1.563 | 1.787 | 0.003 | 0.029 | 0.04 |
| HCM Control Delay | 12.2 | 19.7 | 12.1 | 292.8 | 403.4 | 6.6 | 13.4 | 13.3 |
| HCM Lane LOS | B | C | B | F | F | A | B | B |
| HCM 95th-tile Q | 0.1 | 3.9 | 2.2 | 45.8 | 53.5 | 0 | 0.1 | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|-------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | | | | ↕↔ | ↗ | ↗ | ↕↔ | |
| Traffic Vol, veh/h | 2 | 0 | 826 | 0 | 0 | 0 | 0 | 607 | 1122 | 8 | 1567 | 0 |
| Future Vol, veh/h | 2 | 0 | 826 | 0 | 0 | 0 | 0 | 607 | 1122 | 8 | 1567 | 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 | - | - | Free | - | - | None | - | - | Free | - | - | None |
| Storage Length | - | - | 0 | - | - | - | - | - | 250 | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 16979 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 100 | 0 | 2 | 0 | 0 | 0 | 0 | 7 | 7 | 25 | 6 | 0 |
| Mvmt Flow | 2 | 0 | 879 | 0 | 0 | 0 | 0 | 646 | 1194 | 9 | 1667 | 0 |

| Major/Minor | Minor2 | | Major1 | | | Major2 | | | |
|----------------------|--------|------|--------|---|---|--------|------|---|---|
| Conflicting Flow All | 2008 | 2331 | - | - | 0 | - | 646 | 0 | 0 |
| Stage 1 | 1685 | 1685 | - | - | - | - | - | - | - |
| Stage 2 | 323 | 646 | - | - | - | - | - | - | - |
| Critical Hdwy | 8.8 | 6.5 | - | - | - | - | 4.6 | - | - |
| Critical Hdwy Stg 1 | 7.8 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 7.8 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 4.5 | 4 | - | - | - | - | 2.45 | - | - |
| Pot Cap-1 Maneuver | 16 | 37 | 0 | - | 0 | - | 795 | - | 0 |
| Stage 1 | 50 | 152 | 0 | - | 0 | - | - | - | 0 |
| Stage 2 | 483 | 470 | 0 | - | 0 | - | - | - | 0 |
| Platoon blocked, % | | | | | | | | | |
| Mov Cap-1 Maneuver | 16 | 0 | - | - | - | - | 795 | - | - |
| Mov Cap-2 Maneuver | 16 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 50 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 478 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-------|----|----|
| HCM Control Delay, s | 261.9 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBL | SBT |
|-----------------------|-----|-------|-------|-------|-----|
| Capacity (veh/h) | - | 16 | - | 795 | - |
| HCM Lane V/C Ratio | - | 0.133 | - | 0.011 | - |
| HCM Control Delay (s) | - | 261.9 | 0 | 9.6 | - |
| HCM Lane LOS | - | F | A | A | - |
| HCM 95th %tile Q(veh) | - | 0.4 | - | 0 | - |

HCM 6th Signalized Intersection Summary
 7: Porter Ranch Dr & SR-118 WB Ramps

Ex+Project AM
 Timing Plan: AM



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | ↔ | ↗ | ↖ | ↑↑ | | | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 12 | 1 | 1563 | 4 | 294 | 0 | 0 | 880 | 223 |
| Future Volume (veh/h) | 0 | 0 | 0 | 12 | 1 | 1563 | 4 | 294 | 0 | 0 | 880 | 223 |
| 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 | | | | 1841 | 1900 | 1841 | 1900 | 1826 | 0 | 0 | 1826 | 1767 |
| Adj Flow Rate, veh/h | | | | 0 | 0 | 1660 | 4 | 309 | 0 | 0 | 926 | 235 |
| Peak Hour Factor | | | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | | | | 4 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 9 |
| Cap, veh/h | | | | 0 | 1051 | 1725 | 173 | 1204 | 0 | 0 | 1267 | 519 |
| Arrive On Green | | | | 0.00 | 0.00 | 0.55 | 0.35 | 0.35 | 0.00 | 0.00 | 0.69 | 0.69 |
| Sat Flow, veh/h | | | | 0 | 1900 | 3120 | 491 | 3561 | 0 | 0 | 3652 | 1497 |
| Grp Volume(v), veh/h | | | | 0 | 0 | 1660 | 4 | 309 | 0 | 0 | 926 | 235 |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1900 | 1560 | 491 | 1735 | 0 | 0 | 1826 | 1497 |
| Q Serve(g_s), s | | | | 0.0 | 0.0 | 45.7 | 0.6 | 5.7 | 0.0 | 0.0 | 14.2 | 6.3 |
| Cycle Q Clear(g_c), s | | | | 0.0 | 0.0 | 45.7 | 14.8 | 5.7 | 0.0 | 0.0 | 14.2 | 6.3 |
| Prop In Lane | | | | 0.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 0 | 1051 | 1725 | 173 | 1204 | 0 | 0 | 1267 | 519 |
| V/C Ratio(X) | | | | 0.00 | 0.00 | 0.96 | 0.02 | 0.26 | 0.00 | 0.00 | 0.73 | 0.45 |
| Avail Cap(c_a), veh/h | | | | 0 | 1066 | 1751 | 173 | 1204 | 0 | 0 | 1267 | 519 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Upstream Filter(l) | | | | 0.00 | 0.00 | 1.00 | 0.78 | 0.78 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 0.0 | 0.0 | 19.2 | 29.8 | 21.1 | 0.0 | 0.0 | 11.2 | 10.0 |
| Incr Delay (d2), s/veh | | | | 0.0 | 0.0 | 13.5 | 0.2 | 0.4 | 0.0 | 0.0 | 3.7 | 2.8 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 0.0 | 0.0 | 18.0 | 0.1 | 2.3 | 0.0 | 0.0 | 4.0 | 2.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 0.0 | 0.0 | 32.8 | 30.0 | 21.5 | 0.0 | 0.0 | 14.9 | 12.8 |
| LnGrp LOS | | | | A | A | C | C | C | A | A | B | B |
| Approach Vol, veh/h | | | | 1660 | | | | 313 | | | 1161 | |
| Approach Delay, s/veh | | | | 32.8 | | | | 21.6 | | | 14.5 | |
| Approach LOS | | | | C | | | | C | | | B | |
| Timer - Assigned Phs | | 2 | | | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 35.7 | | | | 35.7 | | 54.3 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 30.5 | | | | 30.5 | | 50.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 16.8 | | | | 16.2 | | 47.7 | | | | |
| Green Ext Time (p_c), s | | 1.6 | | | | 6.4 | | 2.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 24.9 |
| HCM 6th LOS | C |

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 8: SR-118 EB Ramps & Porter Ranch Dr

Ex+Project AM
 Timing Plan: AM



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--|------|------|------|------|-----|-----|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 297 | 7 | 11 | 0 | 0 | 0 | 0 | 13 | 14 | 880 | 18 | 0 |
| Future Volume (veh/h) | 297 | 7 | 11 | 0 | 0 | 0 | 0 | 13 | 14 | 880 | 18 | 0 |
| 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 | 1693 | 1781 | | | | 0 | 1337 | 1337 | 1826 | 1737 | 0 |
| Adj Flow Rate, veh/h | 347 | 0 | 0 | | | | 0 | 14 | 16 | 992 | 0 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 8 | 14 | 8 | | | | 0 | 38 | 38 | 5 | 11 | 0 |
| Cap, veh/h | 440 | 219 | 0 | | | | 0 | 358 | 319 | 1526 | 762 | 0 |
| Arrive On Green | 0.13 | 0.00 | 0.00 | | | | 0.00 | 0.28 | 0.28 | 0.44 | 0.00 | 0.00 |
| Sat Flow, veh/h | 3393 | 1693 | 0 | | | | 0 | 1337 | 1133 | 3478 | 1737 | 0 |
| Grp Volume(v), veh/h | 347 | 0 | 0 | | | | 0 | 14 | 16 | 992 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1697 | 1693 | 0 | | | | 0 | 1270 | 1133 | 1739 | 1737 | 0 |
| Q Serve(g_s), s | 8.9 | 0.0 | 0.0 | | | | 0.0 | 0.7 | 0.9 | 20.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 8.9 | 0.0 | 0.0 | | | | 0.0 | 0.7 | 0.9 | 20.2 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | | | | 0.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 440 | 219 | 0 | | | | 0 | 358 | 319 | 1526 | 762 | 0 |
| V/C Ratio(X) | 0.79 | 0.00 | 0.00 | | | | 0.00 | 0.04 | 0.05 | 0.65 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 679 | 339 | 0 | | | | 0 | 358 | 319 | 1526 | 762 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | | | | 0.00 | 1.00 | 1.00 | 0.57 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 38.0 | 0.0 | 0.0 | | | | 0.0 | 23.5 | 23.6 | 19.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 3.5 | 0.0 | 0.0 | | | | 0.0 | 0.2 | 0.3 | 1.2 | 0.0 | 0.0 |
| 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 | 3.9 | 0.0 | 0.0 | | | | 0.0 | 0.2 | 0.3 | 8.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 41.4 | 0.0 | 0.0 | | | | 0.0 | 23.7 | 23.9 | 21.1 | 0.0 | 0.0 |
| LnGrp LOS | D | A | A | | | | A | C | C | C | A | A |
| Approach Vol, veh/h | | 347 | | | | | | 30 | | | 992 | |
| Approach Delay, s/veh | | 41.4 | | | | | | 23.8 | | | 21.1 | |
| Approach LOS | | D | | | | | | C | | | C | |
| Timer - Assigned Phs | | 2 | | 4 | | | 6 | | | | | |
| Phs Duration (G+Y+Rc), s | | 29.8 | | 16.2 | | | 44.0 | | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | | 4.5 | | | | | |
| Max Green Setting (Gmax), s | | 19.0 | | 18.0 | | | 39.5 | | | | | |
| Max Q Clear Time (g_c+I1), s | | 2.9 | | 10.9 | | | 22.2 | | | | | |
| Green Ext Time (p_c), s | | 0.1 | | 0.7 | | | 3.9 | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 26.3 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| User approved volume balancing among the lanes for turning movement. | | | | | | | | | | | | |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 57.2 |
| Intersection LOS | F |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | ↗↗ | ↗ | ↑ | ↗↗ | | ↖↖ |
| Traffic Vol, veh/h | 991 | 11 | 5 | 844 | 2 | 18 |
| Future Vol, veh/h | 991 | 11 | 5 | 844 | 2 | 18 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles, % | 6 | 27 | 60 | 3 | 50 | 72 |
| Mvmt Flow | 1032 | 11 | 5 | 879 | 2 | 19 |
| Number of Lanes | 2 | 1 | 1 | 2 | 0 | 2 |

| Approach | WB | NB | SB |
|----------------------------|------|------|------|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 3 |
| Conflicting Approach Left | NB | | WB |
| Conflicting Lanes Left | 3 | 0 | 3 |
| Conflicting Approach Right | SB | WB | |
| Conflicting Lanes Right | 2 | 3 | 0 |
| HCM Control Delay | 86.4 | 23.8 | 13.4 |
| HCM LOS | F | C | B |

| Lane | NBLn1 | NBLn2 | NBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|--------|--------|
| Vol Left, % | 0% | 0% | 0% | 100% | 100% | 0% | 25% | 0% |
| Vol Thru, % | 100% | 0% | 0% | 0% | 0% | 0% | 75% | 100% |
| Vol Right, % | 0% | 100% | 100% | 0% | 0% | 100% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 5 | 422 | 422 | 496 | 496 | 11 | 8 | 12 |
| LT Vol | 0 | 0 | 0 | 496 | 496 | 0 | 2 | 0 |
| Through Vol | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 12 |
| RT Vol | 0 | 422 | 422 | 0 | 0 | 11 | 0 | 0 |
| Lane Flow Rate | 5 | 440 | 440 | 516 | 516 | 11 | 8 | 12 |
| Geometry Grp | 8 | 8 | 8 | 7 | 7 | 7 | 8 | 8 |
| Degree of Util (X) | 0.012 | 0.813 | 0.597 | 1.042 | 1.093 | 0.014 | 0.023 | 0.035 |
| Departure Headway (Hd) | 8.526 | 6.839 | 5.069 | 7.266 | 7.623 | 4.263 | 10.294 | 10.551 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 422 | 532 | 717 | 501 | 480 | 845 | 350 | 341 |
| Service Time | 6.226 | 4.539 | 2.769 | 4.966 | 5.323 | 1.963 | 7.994 | 8.251 |
| HCM Lane V/C Ratio | 0.012 | 0.827 | 0.614 | 1.03 | 1.075 | 0.013 | 0.023 | 0.035 |
| HCM Control Delay | 11.3 | 32.8 | 15 | 78.5 | 96 | 7 | 13.2 | 13.6 |
| HCM Lane LOS | B | D | B | F | F | A | B | B |
| HCM 95th-tile Q | 0 | 7.9 | 4 | 15.3 | 16.9 | 0 | 0.1 | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|-------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | | | | ↕↗ | ↗ | ↗ | ↕↕ | |
| Traffic Vol, veh/h | 4 | 0 | 600 | 0 | 0 | 0 | 0 | 852 | 1253 | 19 | 991 | 0 |
| Future Vol, veh/h | 4 | 0 | 600 | 0 | 0 | 0 | 0 | 852 | 1253 | 19 | 991 | 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 | - | - | Free | - | - | None | - | - | Free | - | - | None |
| Storage Length | - | - | 0 | - | - | - | - | - | 250 | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 16979 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 5 | 74 | 5 | 0 |
| Mvmt Flow | 4 | 0 | 632 | 0 | 0 | 0 | 0 | 897 | 1319 | 20 | 1043 | 0 |

| Major/Minor | Minor2 | | Major1 | | | Major2 | | | |
|----------------------|--------|------|--------|---|---|--------|------|---|---|
| Conflicting Flow All | 1532 | 1980 | - | - | 0 | - | 897 | 0 | 0 |
| Stage 1 | 1083 | 1083 | - | - | - | - | - | - | - |
| Stage 2 | 449 | 897 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.5 | - | - | - | - | 5.58 | - | - |
| Critical Hdwy Stg 1 | 5.8 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | - | - | - | - | 2.94 | - | - |
| Pot Cap-1 Maneuver | 110 | 62 | 0 | - | 0 | - | 430 | - | 0 |
| Stage 1 | 291 | 296 | 0 | - | 0 | - | - | - | 0 |
| Stage 2 | 616 | 361 | 0 | - | 0 | - | - | - | 0 |
| Platoon blocked, % | | | | | | | | | |
| Mov Cap-1 Maneuver | 105 | 0 | - | - | - | - | 430 | - | - |
| Mov Cap-2 Maneuver | 105 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 291 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 587 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 40.7 | 0 | 0.3 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBL | SBT |
|-----------------------|-----|-------|-------|-------|-----|
| Capacity (veh/h) | - | 105 | - | 430 | - |
| HCM Lane V/C Ratio | - | 0.04 | - | 0.047 | - |
| HCM Control Delay (s) | - | 40.7 | 0 | 13.8 | - |
| HCM Lane LOS | - | E | A | B | - |
| HCM 95th %tile Q(veh) | - | 0.1 | - | 0.1 | - |

HCM 6th Signalized Intersection Summary
7: Porter Ranch Dr & SR-118 WB Ramps

Ex+Project PM
Timing Plan: PM



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | ↔ | ↗ | ↖ | ↑↑ | | | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 102 | 24 | 1078 | 30 | 240 | 0 | 0 | 1093 | 307 |
| Future Volume (veh/h) | 0 | 0 | 0 | 102 | 24 | 1078 | 30 | 240 | 0 | 0 | 1093 | 307 |
| 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 | | | | 1811 | 1781 | 1811 | 1856 | 1811 | 0 | 0 | 1826 | 1826 |
| Adj Flow Rate, veh/h | | | | 0 | 0 | 1240 | 31 | 247 | 0 | 0 | 1127 | 316 |
| Peak Hour Factor | | | | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | | | | 6 | 8 | 6 | 3 | 6 | 0 | 0 | 5 | 5 |
| Cap, veh/h | | | | 0 | 769 | 1324 | 233 | 1612 | 0 | 0 | 1711 | 725 |
| Arrive On Green | | | | 0.00 | 0.00 | 0.43 | 0.94 | 0.94 | 0.00 | 0.00 | 0.94 | 0.94 |
| Sat Flow, veh/h | | | | 0 | 1781 | 3070 | 367 | 3532 | 0 | 0 | 3652 | 1547 |
| Grp Volume(v), veh/h | | | | 0 | 0 | 1240 | 31 | 247 | 0 | 0 | 1127 | 316 |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1781 | 1535 | 367 | 1721 | 0 | 0 | 1826 | 1547 |
| Q Serve(g_s), s | | | | 0.0 | 0.0 | 34.7 | 1.5 | 0.5 | 0.0 | 0.0 | 4.6 | 2.0 |
| Cycle Q Clear(g_c), s | | | | 0.0 | 0.0 | 34.7 | 6.1 | 0.5 | 0.0 | 0.0 | 4.6 | 2.0 |
| Prop In Lane | | | | 0.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 0 | 769 | 1324 | 233 | 1612 | 0 | 0 | 1711 | 725 |
| V/C Ratio(X) | | | | 0.00 | 0.00 | 0.94 | 0.13 | 0.15 | 0.00 | 0.00 | 0.66 | 0.44 |
| Avail Cap(c_a), veh/h | | | | 0 | 802 | 1381 | 233 | 1612 | 0 | 0 | 1711 | 725 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Upstream Filter(l) | | | | 0.00 | 0.00 | 1.00 | 0.93 | 0.93 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 0.0 | 0.0 | 24.4 | 2.1 | 1.5 | 0.0 | 0.0 | 1.6 | 1.6 |
| Incr Delay (d2), s/veh | | | | 0.0 | 0.0 | 11.9 | 1.1 | 0.2 | 0.0 | 0.0 | 2.0 | 1.9 |
| 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 | | | | 0.0 | 0.0 | 14.0 | 0.1 | 0.2 | 0.0 | 0.0 | 1.2 | 0.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 0.0 | 0.0 | 36.3 | 3.2 | 1.7 | 0.0 | 0.0 | 3.7 | 3.5 |
| LnGrp LOS | | | | A | A | D | A | A | A | A | A | A |
| Approach Vol, veh/h | | | | | 1240 | | | 278 | | | 1443 | |
| Approach Delay, s/veh | | | | | 36.3 | | | 1.9 | | | 3.6 | |
| Approach LOS | | | | | D | | | A | | | A | |
| Timer - Assigned Phs | | 2 | | | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 46.7 | | | | 46.7 | | 43.3 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 40.5 | | | | 40.5 | | 40.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 8.1 | | | | 6.6 | | 36.7 | | | | |
| Green Ext Time (p_c), s | | 2.4 | | | | 12.2 | | 2.1 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 17.1 |
| HCM 6th LOS | B |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 8: SR-118 EB Ramps & Porter Ranch Dr

Ex+Project PM
 Timing Plan: PM



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|-----|-----|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 238 | 8 | 14 | 0 | 0 | 0 | 0 | 123 | 32 | 1210 | 120 | 0 |
| Future Volume (veh/h) | 238 | 8 | 14 | 0 | 0 | 0 | 0 | 123 | 32 | 1210 | 120 | 0 |
| 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 | 1737 | 1900 | 1737 | | | | 0 | 1811 | 1811 | 1826 | 1796 | 0 |
| Adj Flow Rate, veh/h | 262 | 0 | 0 | | | | 0 | 126 | 33 | 1322 | 0 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | | | | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 11 | 0 | 11 | | | | 0 | 6 | 6 | 5 | 7 | 0 |
| Cap, veh/h | 350 | 201 | 0 | | | | 0 | 800 | 203 | 1565 | 808 | 0 |
| Arrive On Green | 0.11 | 0.00 | 0.00 | | | | 0.00 | 0.29 | 0.29 | 0.15 | 0.00 | 0.00 |
| Sat Flow, veh/h | 3309 | 1900 | 0 | | | | 0 | 2808 | 690 | 3478 | 1796 | 0 |
| Grp Volume(v), veh/h | 262 | 0 | 0 | | | | 0 | 78 | 81 | 1322 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1654 | 1900 | 0 | | | | 0 | 1721 | 1687 | 1739 | 1796 | 0 |
| Q Serve(g_s), s | 6.9 | 0.0 | 0.0 | | | | 0.0 | 3.0 | 3.2 | 33.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 6.9 | 0.0 | 0.0 | | | | 0.0 | 3.0 | 3.2 | 33.3 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | | | | 0.00 | | 0.41 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 350 | 201 | 0 | | | | 0 | 506 | 496 | 1565 | 808 | 0 |
| V/C Ratio(X) | 0.75 | 0.00 | 0.00 | | | | 0.00 | 0.15 | 0.16 | 0.84 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 662 | 380 | 0 | | | | 0 | 506 | 496 | 1565 | 808 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | | | | 0.00 | 1.00 | 1.00 | 0.69 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 39.1 | 0.0 | 0.0 | | | | 0.0 | 23.5 | 23.5 | 35.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 3.2 | 0.0 | 0.0 | | | | 0.0 | 0.6 | 0.7 | 4.1 | 0.0 | 0.0 |
| 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 | 2.9 | 0.0 | 0.0 | | | | 0.0 | 1.3 | 1.3 | 16.3 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 42.3 | 0.0 | 0.0 | | | | 0.0 | 24.1 | 24.2 | 39.3 | 0.0 | 0.0 |
| LnGrp LOS | D | A | A | | | | A | C | C | D | A | A |
| Approach Vol, veh/h | | 262 | | | | | | 159 | | | 1322 | |
| Approach Delay, s/veh | | 42.3 | | | | | | 24.2 | | | 39.3 | |
| Approach LOS | | D | | | | | | C | | | D | |
| Timer - Assigned Phs | | 2 | | 4 | | | 6 | | | | | |
| Phs Duration (G+Y+Rc), s | | 31.0 | | 14.0 | | | 45.0 | | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | | 4.5 | | | | | |
| Max Green Setting (Gmax), s | | 18.0 | | 18.0 | | | 40.5 | | | | | |
| Max Q Clear Time (g_c+I1), s | | 5.2 | | 8.9 | | | 35.3 | | | | | |
| Green Ext Time (p_c), s | | 0.6 | | 0.6 | | | 2.7 | | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 38.4 |
| HCM 6th LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.

- Peak Construction Year Conditions

| Intersection | |
|---------------------------|-------|
| Intersection Delay, s/veh | 286.3 |
| Intersection LOS | F |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | ↗↗ | ↗ | ↑ | ↗↗ | | ↖↖ |
| Traffic Vol, veh/h | 1658 | 3 | 13 | 628 | 3 | 20 |
| Future Vol, veh/h | 1658 | 3 | 13 | 628 | 3 | 20 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles, % | 5 | 67 | 85 | 5 | 67 | 63 |
| Mvmt Flow | 1783 | 3 | 14 | 675 | 3 | 22 |
| Number of Lanes | 2 | 1 | 1 | 2 | 0 | 2 |

| Approach | WB | NB | SB |
|----------------------------|-------|------|------|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 3 |
| Conflicting Approach Left | NB | | WB |
| Conflicting Lanes Left | 3 | 0 | 3 |
| Conflicting Approach Right | SB | WB | |
| Conflicting Lanes Right | 2 | 3 | 0 |
| HCM Control Delay | 394.2 | 16.6 | 13.3 |
| HCM LOS | F | C | B |

| Lane | NBLn1 | NBLn2 | NBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|--------|--------|
| Vol Left, % | 0% | 0% | 0% | 100% | 100% | 0% | 31% | 0% |
| Vol Thru, % | 100% | 0% | 0% | 0% | 0% | 0% | 69% | 100% |
| Vol Right, % | 0% | 100% | 100% | 0% | 0% | 100% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 13 | 314 | 314 | 829 | 829 | 3 | 10 | 13 |
| LT Vol | 0 | 0 | 0 | 829 | 829 | 0 | 3 | 0 |
| Through Vol | 13 | 0 | 0 | 0 | 0 | 0 | 7 | 13 |
| RT Vol | 0 | 314 | 314 | 0 | 0 | 3 | 0 | 0 |
| Lane Flow Rate | 14 | 338 | 338 | 891 | 891 | 3 | 10 | 14 |
| Geometry Grp | 8 | 8 | 8 | 7 | 7 | 7 | 8 | 8 |
| Degree of Util (X) | 0.034 | 0.633 | 0.466 | 1.689 | 1.95 | 0.003 | 0.029 | 0.039 |
| Departure Headway (Hd) | 9.073 | 7.005 | 5.212 | 6.82 | 7.874 | 3.834 | 10.427 | 10.201 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 397 | 520 | 696 | 535 | 464 | 916 | 345 | 353 |
| Service Time | 6.773 | 4.705 | 2.912 | 4.617 | 5.671 | 1.63 | 8.127 | 7.901 |
| HCM Lane V/C Ratio | 0.035 | 0.65 | 0.486 | 1.665 | 1.92 | 0.003 | 0.029 | 0.04 |
| HCM Control Delay | 12.1 | 21 | 12.4 | 335.8 | 454 | 6.6 | 13.4 | 13.3 |
| HCM Lane LOS | B | C | B | F | F | A | B | B |
| HCM 95th-tile Q | 0.1 | 4.4 | 2.5 | 51.3 | 59.2 | 0 | 0.1 | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|-------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | | | | ↕↔ | ↗ | ↗ | ↕↕ | |
| Traffic Vol, veh/h | 2 | 0 | 863 | 0 | 0 | 0 | 0 | 643 | 1187 | 8 | 1666 | 0 |
| Future Vol, veh/h | 2 | 0 | 863 | 0 | 0 | 0 | 0 | 643 | 1187 | 8 | 1666 | 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 | - | - | Free | - | - | None | - | - | Free | - | - | None |
| Storage Length | - | - | 0 | - | - | - | - | - | 250 | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 16979 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 100 | 0 | 2 | 0 | 0 | 0 | 0 | 7 | 7 | 25 | 6 | 0 |
| Mvmt Flow | 2 | 0 | 918 | 0 | 0 | 0 | 0 | 684 | 1263 | 9 | 1772 | 0 |

| Major/Minor | Minor2 | | Major1 | | | Major2 | | | | |
|----------------------|--------|------|--------|---|---|--------|------|-----|---|---|
| Conflicting Flow All | 2132 | 2474 | - | - | 0 | - | 684 | 0 | 0 | |
| Stage 1 | 1790 | 1790 | - | - | - | - | - | - | - | |
| Stage 2 | 342 | 684 | - | - | - | - | - | - | - | |
| Critical Hdwy | 8.8 | 6.5 | - | - | - | - | 4.6 | - | - | |
| Critical Hdwy Stg 1 | 7.8 | 5.5 | - | - | - | - | - | - | - | |
| Critical Hdwy Stg 2 | 7.8 | 5.5 | - | - | - | - | - | - | - | |
| Follow-up Hdwy | 4.5 | 4 | - | - | - | - | 2.45 | - | - | |
| Pot Cap-1 Maneuver | 12 | 30 | 0 | - | 0 | - | 0 | 767 | - | 0 |
| Stage 1 | 41 | 135 | 0 | - | 0 | - | 0 | - | - | 0 |
| Stage 2 | 469 | 452 | 0 | - | 0 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | | | | | | | |
| Mov Cap-1 Maneuver | 12 | 0 | - | - | - | - | 767 | - | - | |
| Mov Cap-2 Maneuver | 12 | 0 | - | - | - | - | - | - | - | |
| Stage 1 | 41 | 0 | - | - | - | - | - | - | - | |
| Stage 2 | 463 | 0 | - | - | - | - | - | - | - | |

| Approach | EB | NB | SB |
|----------------------|-------|----|----|
| HCM Control Delay, s | 361.1 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBL | SBT |
|-----------------------|-----|-------|-------|-------|-----|
| Capacity (veh/h) | - | 12 | - | 767 | - |
| HCM Lane V/C Ratio | - | 0.177 | - | 0.011 | - |
| HCM Control Delay (s) | - | 361.1 | 0 | 9.7 | - |
| HCM Lane LOS | - | F | A | A | - |
| HCM 95th %tile Q(veh) | - | 0.5 | - | 0 | - |

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

HCM 6th Signalized Intersection Summary
 7: Porter Ranch Dr & SR-118 WB Ramps

Cumu 2023 AM
 Timing Plan: AM



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | ↔ | ↗ | ↖ | ↑↑ | | | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 12 | 1 | 1646 | 4 | 343 | 0 | 0 | 1154 | 291 |
| Future Volume (veh/h) | 0 | 0 | 0 | 12 | 1 | 1646 | 4 | 343 | 0 | 0 | 1154 | 291 |
| 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 | | No | | No |
| Adj Sat Flow, veh/h/ln | | | | 1841 | 1900 | 1841 | 1900 | 1826 | 0 | 0 | 1826 | 1767 |
| Adj Flow Rate, veh/h | | | | 0 | 0 | 1748 | 4 | 361 | 0 | 0 | 1215 | 306 |
| Peak Hour Factor | | | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | | | | 4 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 9 |
| Cap, veh/h | | | | 0 | 961 | 1577 | 144 | 1368 | 0 | 0 | 1440 | 591 |
| Arrive On Green | | | | 0.00 | 0.00 | 0.51 | 0.79 | 0.79 | 0.00 | 0.00 | 0.79 | 0.79 |
| Sat Flow, veh/h | | | | 0 | 1900 | 3120 | 348 | 3561 | 0 | 0 | 3652 | 1497 |
| Grp Volume(v), veh/h | | | | 0 | 0 | 1748 | 4 | 361 | 0 | 0 | 1215 | 306 |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1900 | 1560 | 348 | 1735 | 0 | 0 | 1826 | 1497 |
| Q Serve(g_s), s | | | | 0.0 | 0.0 | 45.5 | 0.7 | 2.5 | 0.0 | 0.0 | 18.9 | 6.6 |
| Cycle Q Clear(g_c), s | | | | 0.0 | 0.0 | 45.5 | 19.6 | 2.5 | 0.0 | 0.0 | 18.9 | 6.6 |
| Prop In Lane | | | | 0.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 0 | 961 | 1577 | 144 | 1368 | 0 | 0 | 1440 | 591 |
| V/C Ratio(X) | | | | 0.00 | 0.00 | 1.11 | 0.03 | 0.26 | 0.00 | 0.00 | 0.84 | 0.52 |
| Avail Cap(c_a), veh/h | | | | 0 | 961 | 1577 | 144 | 1368 | 0 | 0 | 1440 | 591 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Upstream Filter(l) | | | | 0.00 | 0.00 | 1.00 | 0.77 | 0.77 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 0.0 | 0.0 | 22.2 | 13.9 | 6.0 | 0.0 | 0.0 | 7.7 | 6.4 |
| Incr Delay (d2), s/veh | | | | 0.0 | 0.0 | 58.4 | 0.3 | 0.4 | 0.0 | 0.0 | 6.2 | 3.2 |
| 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 | | | | 0.0 | 0.0 | 27.9 | 0.1 | 0.9 | 0.0 | 0.0 | 4.2 | 1.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 0.0 | 0.0 | 80.7 | 14.2 | 6.4 | 0.0 | 0.0 | 13.9 | 9.7 |
| LnGrp LOS | | | | A | A | F | B | A | A | A | B | A |
| Approach Vol, veh/h | | | | | 1748 | | | 365 | | | 1521 | |
| Approach Delay, s/veh | | | | | 80.7 | | | 6.5 | | | 13.1 | |
| Approach LOS | | | | | F | | | A | | | B | |
| Timer - Assigned Phs | | 2 | | | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 40.0 | | | | 40.0 | | 50.0 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 35.5 | | | | 35.5 | | 45.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 21.6 | | | | 20.9 | | 47.5 | | | | |
| Green Ext Time (p_c), s | | 2.0 | | | | 8.6 | | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | | | 44.9 | | | | | | |
| HCM 6th LOS | | | | | | D | | | | | | |
| Notes | | | | | | | | | | | | |
| User approved volume balancing among the lanes for turning movement. | | | | | | | | | | | | |

HCM 6th Signalized Intersection Summary
 8: SR-118 EB Ramps & Porter Ranch Dr

Cumu 2023 AM
 Timing Plan: AM



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--|------|------|------|------|-----|-----|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 330 | 7 | 11 | 0 | 0 | 0 | 0 | 29 | 14 | 1113 | 59 | 0 |
| Future Volume (veh/h) | 330 | 7 | 11 | 0 | 0 | 0 | 0 | 29 | 14 | 1113 | 59 | 0 |
| 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 | 1693 | 1781 | | | | 0 | 1337 | 1337 | 1826 | 1737 | 0 |
| Adj Flow Rate, veh/h | 384 | 0 | 0 | | | | 0 | 32 | 16 | 1284 | 0 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 8 | 14 | 8 | | | | 0 | 38 | 38 | 5 | 11 | 0 |
| Cap, veh/h | 476 | 238 | 0 | | | | 0 | 437 | 203 | 1565 | 782 | 0 |
| Arrive On Green | 0.14 | 0.00 | 0.00 | | | | 0.00 | 0.26 | 0.26 | 0.45 | 0.00 | 0.00 |
| Sat Flow, veh/h | 3393 | 1693 | 0 | | | | 0 | 1751 | 782 | 3478 | 1737 | 0 |
| Grp Volume(v), veh/h | 384 | 0 | 0 | | | | 0 | 24 | 24 | 1284 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1697 | 1693 | 0 | | | | 0 | 1270 | 1196 | 1739 | 1737 | 0 |
| Q Serve(g_s), s | 9.9 | 0.0 | 0.0 | | | | 0.0 | 1.3 | 1.4 | 29.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 9.9 | 0.0 | 0.0 | | | | 0.0 | 1.3 | 1.4 | 29.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | | | | 0.00 | | 0.65 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 476 | 238 | 0 | | | | 0 | 330 | 311 | 1565 | 782 | 0 |
| V/C Ratio(X) | 0.81 | 0.00 | 0.00 | | | | 0.00 | 0.07 | 0.08 | 0.82 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 679 | 339 | 0 | | | | 0 | 330 | 311 | 1565 | 782 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | | | | 0.00 | 1.00 | 1.00 | 0.19 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 37.5 | 0.0 | 0.0 | | | | 0.0 | 25.1 | 25.2 | 21.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 4.8 | 0.0 | 0.0 | | | | 0.0 | 0.4 | 0.5 | 1.0 | 0.0 | 0.0 |
| 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 | 4.3 | 0.0 | 0.0 | | | | 0.0 | 0.4 | 0.4 | 11.3 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 42.3 | 0.0 | 0.0 | | | | 0.0 | 25.6 | 25.7 | 22.6 | 0.0 | 0.0 |
| LnGrp LOS | D | A | A | | | | A | C | C | C | A | A |
| Approach Vol, veh/h | | 384 | | | | | | 48 | | | 1284 | |
| Approach Delay, s/veh | | 42.3 | | | | | | 25.6 | | | 22.6 | |
| Approach LOS | | D | | | | | | C | | | C | |
| Timer - Assigned Phs | | 2 | | 4 | | | 6 | | | | | |
| Phs Duration (G+Y+Rc), s | | 27.9 | | 17.1 | | | 45.0 | | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | | 4.5 | | | | | |
| Max Green Setting (Gmax), s | | 18.0 | | 18.0 | | | 40.5 | | | | | |
| Max Q Clear Time (g_c+I1), s | | 3.4 | | 11.9 | | | 31.0 | | | | | |
| Green Ext Time (p_c), s | | 0.1 | | 0.8 | | | 4.0 | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | | | | | | | | 27.1 | |
| HCM 6th LOS | | | | | | | | | | | C | |
| Notes | | | | | | | | | | | | |
| User approved volume balancing among the lanes for turning movement. | | | | | | | | | | | | |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 75.5 |
| Intersection LOS | F |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | ↗↗ | ↗ | ↑ | ↗↗ | | ↖↖ |
| Traffic Vol, veh/h | 1066 | 11 | 5 | 878 | 2 | 18 |
| Future Vol, veh/h | 1066 | 11 | 5 | 878 | 2 | 18 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles, % | 6 | 27 | 60 | 3 | 50 | 72 |
| Mvmt Flow | 1110 | 11 | 5 | 915 | 2 | 19 |
| Number of Lanes | 2 | 1 | 1 | 2 | 0 | 2 |

| Approach | WB | NB | SB |
|----------------------------|-------|------|------|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 3 |
| Conflicting Approach Left | NB | | WB |
| Conflicting Lanes Left | 3 | 0 | 3 |
| Conflicting Approach Right | SB | WB | |
| Conflicting Lanes Right | 2 | 3 | 0 |
| HCM Control Delay | 116.9 | 26.5 | 13.6 |
| HCM LOS | F | D | B |

| Lane | NBLn1 | NBLn2 | NBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|--------|--------|
| Vol Left, % | 0% | 0% | 0% | 100% | 100% | 0% | 25% | 0% |
| Vol Thru, % | 100% | 0% | 0% | 0% | 0% | 0% | 75% | 100% |
| Vol Right, % | 0% | 100% | 100% | 0% | 0% | 100% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 5 | 439 | 439 | 533 | 533 | 11 | 8 | 12 |
| LT Vol | 0 | 0 | 0 | 533 | 533 | 0 | 2 | 0 |
| Through Vol | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 12 |
| RT Vol | 0 | 439 | 439 | 0 | 0 | 11 | 0 | 0 |
| Lane Flow Rate | 5 | 457 | 457 | 555 | 555 | 11 | 8 | 12 |
| Geometry Grp | 8 | 8 | 8 | 7 | 7 | 7 | 8 | 8 |
| Degree of Util (X) | 0.012 | 0.847 | 0.626 | 1.131 | 1.186 | 0.014 | 0.023 | 0.036 |
| Departure Headway (Hd) | 8.624 | 6.938 | 5.168 | 7.333 | 7.69 | 4.33 | 10.482 | 10.739 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 417 | 526 | 704 | 500 | 477 | 831 | 344 | 335 |
| Service Time | 6.324 | 4.638 | 2.868 | 5.034 | 5.391 | 2.031 | 8.182 | 8.439 |
| HCM Lane V/C Ratio | 0.012 | 0.869 | 0.649 | 1.11 | 1.164 | 0.013 | 0.023 | 0.036 |
| HCM Control Delay | 11.4 | 37.1 | 16.1 | 107.3 | 128.8 | 7.1 | 13.4 | 13.8 |
| HCM Lane LOS | B | E | C | F | F | A | B | B |
| HCM 95th-tile Q | 0 | 8.8 | 4.4 | 19 | 20.9 | 0 | 0.1 | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|-------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | | | | ↕↔ | ↗ | ↗ | ↕↕ | |
| Traffic Vol, veh/h | 4 | 0 | 634 | 0 | 0 | 0 | 0 | 886 | 1303 | 20 | 1066 | 0 |
| Future Vol, veh/h | 4 | 0 | 634 | 0 | 0 | 0 | 0 | 886 | 1303 | 20 | 1066 | 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 | - | - | Free | - | - | None | - | - | Free | - | - | None |
| Storage Length | - | - | 0 | - | - | - | - | - | 250 | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 16979 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 5 | 74 | 5 | 0 |
| Mvmt Flow | 4 | 0 | 667 | 0 | 0 | 0 | 0 | 933 | 1372 | 21 | 1122 | 0 |

| Major/Minor | Minor2 | | Major1 | | | Major2 | | | |
|----------------------|--------|------|--------|---|---|--------|------|---|---|
| Conflicting Flow All | 1631 | 2097 | - | - | 0 | - | 933 | 0 | 0 |
| Stage 1 | 1164 | 1164 | - | - | - | - | - | - | - |
| Stage 2 | 467 | 933 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.5 | - | - | - | - | 5.58 | - | - |
| Critical Hdwy Stg 1 | 5.8 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | - | - | - | - | 2.94 | - | - |
| Pot Cap-1 Maneuver | 94 | 53 | 0 | - | 0 | - | 412 | - | 0 |
| Stage 1 | 263 | 271 | 0 | - | 0 | - | - | - | 0 |
| Stage 2 | 603 | 348 | 0 | - | 0 | - | - | - | 0 |
| Platoon blocked, % | | | | | | | | | |
| Mov Cap-1 Maneuver | 89 | 0 | - | - | - | - | 412 | - | - |
| Mov Cap-2 Maneuver | 89 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 263 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 572 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 47.4 | 0 | 0.3 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBL | SBT |
|-----------------------|-----|-------|-------|-------|-----|
| Capacity (veh/h) | - | 89 | - | 412 | - |
| HCM Lane V/C Ratio | - | 0.047 | - | 0.051 | - |
| HCM Control Delay (s) | - | 47.4 | 0 | 14.2 | - |
| HCM Lane LOS | - | E | A | B | - |
| HCM 95th %tile Q(veh) | - | 0.1 | - | 0.2 | - |

HCM 6th Signalized Intersection Summary
7: Porter Ranch Dr & SR-118 WB Ramps

Cumu 2023 PM
Timing Plan: PM



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | ↔ | ↗ | ↖ | ↑↑ | | | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 105 | 25 | 1368 | 31 | 404 | 0 | 0 | 1310 | 364 |
| Future Volume (veh/h) | 0 | 0 | 0 | 105 | 25 | 1368 | 31 | 404 | 0 | 0 | 1310 | 364 |
| 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 | | | | 1811 | 1781 | 1811 | 1856 | 1811 | 0 | 0 | 1826 | 1826 |
| Adj Flow Rate, veh/h | | | | 0 | 0 | 1543 | 32 | 416 | 0 | 0 | 1351 | 375 |
| Peak Hour Factor | | | | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | | | | 6 | 8 | 6 | 3 | 6 | 0 | 0 | 5 | 5 |
| Cap, veh/h | | | | 0 | 802 | 1381 | 166 | 1548 | 0 | 0 | 1643 | 696 |
| Arrive On Green | | | | 0.00 | 0.00 | 0.45 | 0.90 | 0.90 | 0.00 | 0.00 | 0.90 | 0.90 |
| Sat Flow, veh/h | | | | 0 | 1781 | 3070 | 279 | 3532 | 0 | 0 | 3652 | 1547 |
| Grp Volume(v), veh/h | | | | 0 | 0 | 1543 | 32 | 416 | 0 | 0 | 1351 | 375 |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1781 | 1535 | 279 | 1721 | 0 | 0 | 1826 | 1547 |
| Q Serve(g_s), s | | | | 0.0 | 0.0 | 40.5 | 5.1 | 1.4 | 0.0 | 0.0 | 12.8 | 4.2 |
| Cycle Q Clear(g_c), s | | | | 0.0 | 0.0 | 40.5 | 18.0 | 1.4 | 0.0 | 0.0 | 12.8 | 4.2 |
| Prop In Lane | | | | 0.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 0 | 802 | 1381 | 166 | 1548 | 0 | 0 | 1643 | 696 |
| V/C Ratio(X) | | | | 0.00 | 0.00 | 1.12 | 0.19 | 0.27 | 0.00 | 0.00 | 0.82 | 0.54 |
| Avail Cap(c_a), veh/h | | | | 0 | 802 | 1381 | 166 | 1548 | 0 | 0 | 1643 | 696 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Upstream Filter(l) | | | | 0.00 | 0.00 | 1.00 | 0.88 | 0.88 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 0.0 | 0.0 | 24.8 | 6.6 | 2.5 | 0.0 | 0.0 | 3.1 | 2.7 |
| Incr Delay (d2), s/veh | | | | 0.0 | 0.0 | 63.1 | 2.3 | 0.4 | 0.0 | 0.0 | 4.8 | 3.0 |
| 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 | | | | 0.0 | 0.0 | 25.7 | 0.3 | 0.5 | 0.0 | 0.0 | 2.5 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 0.0 | 0.0 | 87.8 | 8.8 | 2.9 | 0.0 | 0.0 | 7.9 | 5.7 |
| LnGrp LOS | | | | A | A | F | A | A | A | A | A | A |
| Approach Vol, veh/h | | | | | 1543 | | | 448 | | | 1726 | |
| Approach Delay, s/veh | | | | | 87.8 | | | 3.3 | | | 7.4 | |
| Approach LOS | | | | | F | | | A | | | A | |
| Timer - Assigned Phs | | 2 | | | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 45.0 | | | | 45.0 | | 45.0 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 40.5 | | | | 40.5 | | 40.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 20.0 | | | | 14.8 | | 42.5 | | | | |
| Green Ext Time (p_c), s | | 3.5 | | | | 13.7 | | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 40.3 |
| HCM 6th LOS | D |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
8: SR-118 EB Ramps & Porter Ranch Dr

Cumu 2023 PM
Timing Plan: PM



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--|------|------|------|------|-----|-----|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 327 | 8 | 14 | 0 | 0 | 0 | 0 | 200 | 33 | 1394 | 159 | 0 |
| Future Volume (veh/h) | 327 | 8 | 14 | 0 | 0 | 0 | 0 | 200 | 33 | 1394 | 159 | 0 |
| 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 | 1737 | 1900 | 1737 | | | | 0 | 1811 | 1811 | 1826 | 1796 | 0 |
| Adj Flow Rate, veh/h | 353 | 0 | 0 | | | | 0 | 204 | 34 | 1538 | 0 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | | | | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 11 | 0 | 11 | | | | 0 | 6 | 6 | 5 | 7 | 0 |
| Cap, veh/h | 443 | 254 | 0 | | | | 0 | 788 | 129 | 1565 | 808 | 0 |
| Arrive On Green | 0.13 | 0.00 | 0.00 | | | | 0.00 | 0.27 | 0.27 | 0.15 | 0.00 | 0.00 |
| Sat Flow, veh/h | 3309 | 1900 | 0 | | | | 0 | 3050 | 485 | 3478 | 1796 | 0 |
| Grp Volume(v), veh/h | 353 | 0 | 0 | | | | 0 | 117 | 121 | 1538 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1654 | 1900 | 0 | | | | 0 | 1721 | 1724 | 1739 | 1796 | 0 |
| Q Serve(g_s), s | 9.3 | 0.0 | 0.0 | | | | 0.0 | 4.8 | 5.0 | 39.7 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 9.3 | 0.0 | 0.0 | | | | 0.0 | 4.8 | 5.0 | 39.7 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | | | | 0.00 | | 0.28 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 443 | 254 | 0 | | | | 0 | 458 | 459 | 1565 | 808 | 0 |
| V/C Ratio(X) | 0.80 | 0.00 | 0.00 | | | | 0.00 | 0.26 | 0.26 | 0.98 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 662 | 380 | 0 | | | | 0 | 458 | 459 | 1565 | 808 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | | | | 0.00 | 1.00 | 1.00 | 0.30 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 37.8 | 0.0 | 0.0 | | | | 0.0 | 26.0 | 26.1 | 38.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 4.1 | 0.0 | 0.0 | | | | 0.0 | 1.3 | 1.4 | 9.1 | 0.0 | 0.0 |
| 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 | 4.0 | 0.0 | 0.0 | | | | 0.0 | 2.1 | 2.2 | 20.3 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 41.9 | 0.0 | 0.0 | | | | 0.0 | 27.3 | 27.4 | 47.0 | 0.0 | 0.0 |
| LnGrp LOS | D | A | A | | | | A | C | C | D | A | A |
| Approach Vol, veh/h | | 353 | | | | | | 238 | | | 1538 | |
| Approach Delay, s/veh | | 41.9 | | | | | | 27.4 | | | 47.0 | |
| Approach LOS | | D | | | | | | C | | | D | |
| Timer - Assigned Phs | | 2 | | 4 | | | 6 | | | | | |
| Phs Duration (G+Y+Rc), s | | 28.5 | | 16.5 | | | 45.0 | | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | | 4.5 | | | | | |
| Max Green Setting (Gmax), s | | 18.0 | | 18.0 | | | 40.5 | | | | | |
| Max Q Clear Time (g_c+I1), s | | 7.0 | | 11.3 | | | 41.7 | | | | | |
| Green Ext Time (p_c), s | | 0.9 | | 0.7 | | | 0.0 | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 44.0 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |
| Notes | | | | | | | | | | | | |
| User approved volume balancing among the lanes for turning movement. | | | | | | | | | | | | |

- Peak Construction Year plus Project Conditions

| Intersection | |
|---------------------------|-------|
| Intersection Delay, s/veh | 286.3 |
| Intersection LOS | F |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | ↗↗ | ↗ | ↑ | ↗↗ | | ↖↖ |
| Traffic Vol, veh/h | 1658 | 3 | 13 | 628 | 3 | 20 |
| Future Vol, veh/h | 1658 | 3 | 13 | 628 | 3 | 20 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles, % | 5 | 67 | 85 | 5 | 67 | 63 |
| Mvmt Flow | 1783 | 3 | 14 | 675 | 3 | 22 |
| Number of Lanes | 2 | 1 | 1 | 2 | 0 | 2 |

| Approach | WB | NB | SB |
|----------------------------|-------|------|------|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 3 |
| Conflicting Approach Left | NB | | WB |
| Conflicting Lanes Left | 3 | 0 | 3 |
| Conflicting Approach Right | SB | WB | |
| Conflicting Lanes Right | 2 | 3 | 0 |
| HCM Control Delay | 394.2 | 16.6 | 13.3 |
| HCM LOS | F | C | B |

| Lane | NBLn1 | NBLn2 | NBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|--------|--------|
| Vol Left, % | 0% | 0% | 0% | 100% | 100% | 0% | 31% | 0% |
| Vol Thru, % | 100% | 0% | 0% | 0% | 0% | 0% | 69% | 100% |
| Vol Right, % | 0% | 100% | 100% | 0% | 0% | 100% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 13 | 314 | 314 | 829 | 829 | 3 | 10 | 13 |
| LT Vol | 0 | 0 | 0 | 829 | 829 | 0 | 3 | 0 |
| Through Vol | 13 | 0 | 0 | 0 | 0 | 0 | 7 | 13 |
| RT Vol | 0 | 314 | 314 | 0 | 0 | 3 | 0 | 0 |
| Lane Flow Rate | 14 | 338 | 338 | 891 | 891 | 3 | 10 | 14 |
| Geometry Grp | 8 | 8 | 8 | 7 | 7 | 7 | 8 | 8 |
| Degree of Util (X) | 0.034 | 0.633 | 0.466 | 1.689 | 1.95 | 0.003 | 0.029 | 0.039 |
| Departure Headway (Hd) | 9.073 | 7.005 | 5.212 | 6.82 | 7.874 | 3.834 | 10.427 | 10.201 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 397 | 520 | 696 | 535 | 464 | 916 | 345 | 353 |
| Service Time | 6.773 | 4.705 | 2.912 | 4.617 | 5.671 | 1.63 | 8.127 | 7.901 |
| HCM Lane V/C Ratio | 0.035 | 0.65 | 0.486 | 1.665 | 1.92 | 0.003 | 0.029 | 0.04 |
| HCM Control Delay | 12.1 | 21 | 12.4 | 335.8 | 454 | 6.6 | 13.4 | 13.3 |
| HCM Lane LOS | B | C | B | F | F | A | B | B |
| HCM 95th-tile Q | 0.1 | 4.4 | 2.5 | 51.3 | 59.2 | 0 | 0.1 | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|-------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | | | | ↕↔ | ↗ | ↗ | ↕↕ | |
| Traffic Vol, veh/h | 2 | 0 | 869 | 0 | 0 | 0 | 0 | 643 | 1202 | 8 | 1666 | 0 |
| Future Vol, veh/h | 2 | 0 | 869 | 0 | 0 | 0 | 0 | 643 | 1202 | 8 | 1666 | 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 | - | - | Free | - | - | None | - | - | Free | - | - | None |
| Storage Length | - | - | 0 | - | - | - | - | - | 250 | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 16979 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 100 | 0 | 2 | 0 | 0 | 0 | 0 | 7 | 7 | 25 | 6 | 0 |
| Mvmt Flow | 2 | 0 | 924 | 0 | 0 | 0 | 0 | 684 | 1279 | 9 | 1772 | 0 |

| Major/Minor | Minor2 | | Major1 | | | Major2 | | | | |
|----------------------|--------|------|--------|---|---|--------|------|-----|---|---|
| Conflicting Flow All | 2132 | 2474 | - | - | 0 | - | 684 | 0 | 0 | |
| Stage 1 | 1790 | 1790 | - | - | - | - | - | - | - | |
| Stage 2 | 342 | 684 | - | - | - | - | - | - | - | |
| Critical Hdwy | 8.8 | 6.5 | - | - | - | - | 4.6 | - | - | |
| Critical Hdwy Stg 1 | 7.8 | 5.5 | - | - | - | - | - | - | - | |
| Critical Hdwy Stg 2 | 7.8 | 5.5 | - | - | - | - | - | - | - | |
| Follow-up Hdwy | 4.5 | 4 | - | - | - | - | 2.45 | - | - | |
| Pot Cap-1 Maneuver | 12 | 30 | 0 | - | 0 | - | 0 | 767 | - | 0 |
| Stage 1 | 41 | 135 | 0 | - | 0 | - | 0 | - | - | 0 |
| Stage 2 | 469 | 452 | 0 | - | 0 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | | | | | | | |
| Mov Cap-1 Maneuver | 12 | 0 | - | - | - | - | 767 | - | - | |
| Mov Cap-2 Maneuver | 12 | 0 | - | - | - | - | - | - | - | |
| Stage 1 | 41 | 0 | - | - | - | - | - | - | - | |
| Stage 2 | 463 | 0 | - | - | - | - | - | - | - | |

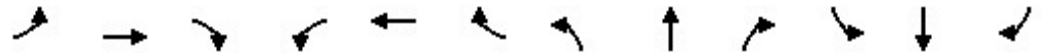
| Approach | EB | NB | SB |
|----------------------|-------|----|----|
| HCM Control Delay, s | 361.1 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBL | SBT |
|-----------------------|-----|-------|-------|-------|-----|
| Capacity (veh/h) | - | 12 | - | 767 | - |
| HCM Lane V/C Ratio | - | 0.177 | - | 0.011 | - |
| HCM Control Delay (s) | - | 361.1 | 0 | 9.7 | - |
| HCM Lane LOS | - | F | A | A | - |
| HCM 95th %tile Q(veh) | - | 0.5 | - | 0 | - |

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

HCM 6th Signalized Intersection Summary
 7: Porter Ranch Dr & SR-118 WB Ramps

Cumu 2023+Project AM
 Timing Plan: AM



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | ↔ | ↗ | ↖ | ↑↑ | | | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 12 | 1 | 1678 | 4 | 343 | 0 | 0 | 1154 | 291 |
| Future Volume (veh/h) | 0 | 0 | 0 | 12 | 1 | 1678 | 4 | 343 | 0 | 0 | 1154 | 291 |
| 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 | | No | | No |
| Adj Sat Flow, veh/h/ln | | | | 1841 | 1900 | 1841 | 1900 | 1826 | 0 | 0 | 1826 | 1767 |
| Adj Flow Rate, veh/h | | | | 0 | 0 | 1781 | 4 | 361 | 0 | 0 | 1215 | 306 |
| Peak Hour Factor | | | | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | | | | 4 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 9 |
| Cap, veh/h | | | | 0 | 965 | 1584 | 142 | 1361 | 0 | 0 | 1432 | 587 |
| Arrive On Green | | | | 0.00 | 0.00 | 0.51 | 0.78 | 0.78 | 0.00 | 0.00 | 0.78 | 0.78 |
| Sat Flow, veh/h | | | | 0 | 1900 | 3120 | 348 | 3561 | 0 | 0 | 3652 | 1497 |
| Grp Volume(v), veh/h | | | | 0 | 0 | 1781 | 4 | 361 | 0 | 0 | 1215 | 306 |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1900 | 1560 | 348 | 1735 | 0 | 0 | 1826 | 1497 |
| Q Serve(g_s), s | | | | 0.0 | 0.0 | 45.7 | 0.7 | 2.5 | 0.0 | 0.0 | 19.3 | 6.7 |
| Cycle Q Clear(g_c), s | | | | 0.0 | 0.0 | 45.7 | 20.0 | 2.5 | 0.0 | 0.0 | 19.3 | 6.7 |
| Prop In Lane | | | | 0.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 0 | 965 | 1584 | 142 | 1361 | 0 | 0 | 1432 | 587 |
| V/C Ratio(X) | | | | 0.00 | 0.00 | 1.12 | 0.03 | 0.27 | 0.00 | 0.00 | 0.85 | 0.52 |
| Avail Cap(c_a), veh/h | | | | 0 | 965 | 1584 | 142 | 1361 | 0 | 0 | 1432 | 587 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Upstream Filter(l) | | | | 0.00 | 0.00 | 1.00 | 0.77 | 0.77 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 0.0 | 0.0 | 22.1 | 14.4 | 6.2 | 0.0 | 0.0 | 8.0 | 6.6 |
| Incr Delay (d2), s/veh | | | | 0.0 | 0.0 | 64.8 | 0.3 | 0.4 | 0.0 | 0.0 | 6.4 | 3.3 |
| Initial Q Delay(d3),s/veh | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | | | 0.0 | 0.0 | 29.4 | 0.1 | 0.9 | 0.0 | 0.0 | 4.3 | 2.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 0.0 | 0.0 | 86.9 | 14.7 | 6.5 | 0.0 | 0.0 | 14.4 | 9.9 |
| LnGrp LOS | | | | A | A | F | B | A | A | A | B | A |
| Approach Vol, veh/h | | | | | 1781 | | | 365 | | | 1521 | |
| Approach Delay, s/veh | | | | | 86.9 | | | 6.6 | | | 13.5 | |
| Approach LOS | | | | | F | | | A | | | B | |
| Timer - Assigned Phs | | 2 | | | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 39.8 | | | | 39.8 | | 50.2 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 35.3 | | | | 35.3 | | 45.7 | | | | |
| Max Q Clear Time (g_c+I1), s | | 22.0 | | | | 21.3 | | 47.7 | | | | |
| Green Ext Time (p_c), s | | 2.0 | | | | 8.3 | | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | | | 48.5 | | | | | | |
| HCM 6th LOS | | | | | | D | | | | | | |
| Notes | | | | | | | | | | | | |
| User approved volume balancing among the lanes for turning movement. | | | | | | | | | | | | |

HCM 6th Signalized Intersection Summary
8: SR-118 EB Ramps & Porter Ranch Dr

Cumu 2023+Project AM
Timing Plan: AM



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--|------|------|------|------|-----|-----|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 330 | 7 | 11 | 0 | 0 | 0 | 0 | 29 | 14 | 1113 | 59 | 0 |
| Future Volume (veh/h) | 330 | 7 | 11 | 0 | 0 | 0 | 0 | 29 | 14 | 1113 | 59 | 0 |
| 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 | 1693 | 1781 | | | | 0 | 1337 | 1337 | 1826 | 1737 | 0 |
| Adj Flow Rate, veh/h | 384 | 0 | 0 | | | | 0 | 32 | 16 | 1284 | 0 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 8 | 14 | 8 | | | | 0 | 38 | 38 | 5 | 11 | 0 |
| Cap, veh/h | 476 | 238 | 0 | | | | 0 | 437 | 203 | 1565 | 782 | 0 |
| Arrive On Green | 0.14 | 0.00 | 0.00 | | | | 0.00 | 0.26 | 0.26 | 0.45 | 0.00 | 0.00 |
| Sat Flow, veh/h | 3393 | 1693 | 0 | | | | 0 | 1751 | 782 | 3478 | 1737 | 0 |
| Grp Volume(v), veh/h | 384 | 0 | 0 | | | | 0 | 24 | 24 | 1284 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1697 | 1693 | 0 | | | | 0 | 1270 | 1196 | 1739 | 1737 | 0 |
| Q Serve(g_s), s | 9.9 | 0.0 | 0.0 | | | | 0.0 | 1.3 | 1.4 | 29.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 9.9 | 0.0 | 0.0 | | | | 0.0 | 1.3 | 1.4 | 29.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | | | | 0.00 | | 0.65 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 476 | 238 | 0 | | | | 0 | 330 | 311 | 1565 | 782 | 0 |
| V/C Ratio(X) | 0.81 | 0.00 | 0.00 | | | | 0.00 | 0.07 | 0.08 | 0.82 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 679 | 339 | 0 | | | | 0 | 330 | 311 | 1565 | 782 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | | | | 0.00 | 1.00 | 1.00 | 0.17 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 37.5 | 0.0 | 0.0 | | | | 0.0 | 25.1 | 25.2 | 21.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 4.8 | 0.0 | 0.0 | | | | 0.0 | 0.4 | 0.5 | 0.9 | 0.0 | 0.0 |
| 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 | 4.3 | 0.0 | 0.0 | | | | 0.0 | 0.4 | 0.4 | 11.2 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 42.3 | 0.0 | 0.0 | | | | 0.0 | 25.6 | 25.7 | 22.5 | 0.0 | 0.0 |
| LnGrp LOS | D | A | A | | | | A | C | C | C | A | A |
| Approach Vol, veh/h | | 384 | | | | | | 48 | | | 1284 | |
| Approach Delay, s/veh | | 42.3 | | | | | | 25.6 | | | 22.5 | |
| Approach LOS | | D | | | | | | C | | | C | |
| Timer - Assigned Phs | | 2 | | 4 | | | 6 | | | | | |
| Phs Duration (G+Y+Rc), s | | 27.9 | | 17.1 | | | 45.0 | | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | | 4.5 | | | | | |
| Max Green Setting (Gmax), s | | 18.0 | | 18.0 | | | 40.5 | | | | | |
| Max Q Clear Time (g_c+I1), s | | 3.4 | | 11.9 | | | 31.0 | | | | | |
| Green Ext Time (p_c), s | | 0.1 | | 0.8 | | | 4.0 | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 27.0 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |
| Notes | | | | | | | | | | | | |
| User approved volume balancing among the lanes for turning movement. | | | | | | | | | | | | |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 76.1 |
| Intersection LOS | F |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1066 | 11 | 5 | 884 | 2 | 18 |
| Future Vol, veh/h | 1066 | 11 | 5 | 884 | 2 | 18 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles, % | 6 | 27 | 60 | 3 | 50 | 72 |
| Mvmt Flow | 1110 | 11 | 5 | 921 | 2 | 19 |
| Number of Lanes | 2 | 1 | 1 | 2 | 0 | 2 |

| Approach | WB | NB | SB |
|----------------------------|-------|----|------|
| Opposing Approach | | SB | NB |
| Opposing Lanes | 0 | 2 | 3 |
| Conflicting Approach Left | NB | | WB |
| Conflicting Lanes Left | 3 | 0 | 3 |
| Conflicting Approach Right | SB | WB | |
| Conflicting Lanes Right | 2 | 3 | 0 |
| HCM Control Delay | 117.7 | 27 | 13.7 |
| HCM LOS | F | D | B |

| Lane | NBLn1 | NBLn2 | NBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|--------|--------|
| Vol Left, % | 0% | 0% | 0% | 100% | 100% | 0% | 25% | 0% |
| Vol Thru, % | 100% | 0% | 0% | 0% | 0% | 0% | 75% | 100% |
| Vol Right, % | 0% | 100% | 100% | 0% | 0% | 100% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 5 | 442 | 442 | 533 | 533 | 11 | 8 | 12 |
| LT Vol | 0 | 0 | 0 | 533 | 533 | 0 | 2 | 0 |
| Through Vol | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 12 |
| RT Vol | 0 | 442 | 442 | 0 | 0 | 11 | 0 | 0 |
| Lane Flow Rate | 5 | 460 | 460 | 555 | 555 | 11 | 8 | 12 |
| Geometry Grp | 8 | 8 | 8 | 7 | 7 | 7 | 8 | 8 |
| Degree of Util (X) | 0.012 | 0.853 | 0.631 | 1.133 | 1.188 | 0.014 | 0.023 | 0.036 |
| Departure Headway (Hd) | 8.626 | 6.939 | 5.17 | 7.344 | 7.701 | 4.342 | 10.497 | 10.754 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 417 | 525 | 704 | 500 | 477 | 829 | 343 | 335 |
| Service Time | 6.326 | 4.639 | 2.87 | 5.045 | 5.403 | 2.043 | 8.197 | 8.454 |
| HCM Lane V/C Ratio | 0.012 | 0.876 | 0.653 | 1.11 | 1.164 | 0.013 | 0.023 | 0.036 |
| HCM Control Delay | 11.4 | 37.9 | 16.3 | 108.1 | 129.6 | 7.1 | 13.4 | 13.9 |
| HCM Lane LOS | B | E | C | F | F | A | B | B |
| HCM 95th-tile Q | 0 | 9 | 4.5 | 19.1 | 20.9 | 0 | 0.1 | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|-------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | | | | ↕↔ | ↗ | ↗ | ↕↕ | |
| Traffic Vol, veh/h | 4 | 0 | 634 | 0 | 0 | 0 | 0 | 892 | 1334 | 20 | 1066 | 0 |
| Future Vol, veh/h | 4 | 0 | 634 | 0 | 0 | 0 | 0 | 892 | 1334 | 20 | 1066 | 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 | - | - | Free | - | - | None | - | - | Free | - | - | None |
| Storage Length | - | - | 0 | - | - | - | - | - | 250 | 0 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 16979 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 5 | 74 | 5 | 0 |
| Mvmt Flow | 4 | 0 | 667 | 0 | 0 | 0 | 0 | 939 | 1404 | 21 | 1122 | 0 |

| Major/Minor | Minor2 | | Major1 | | | Major2 | | | |
|----------------------|--------|------|--------|---|---|--------|------|---|---|
| Conflicting Flow All | 1634 | 2103 | - | - | 0 | - | 939 | 0 | 0 |
| Stage 1 | 1164 | 1164 | - | - | - | - | - | - | - |
| Stage 2 | 470 | 939 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.8 | 6.5 | - | - | - | - | 5.58 | - | - |
| Critical Hdwy Stg 1 | 5.8 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | - | - | - | - | 2.94 | - | - |
| Pot Cap-1 Maneuver | 94 | 52 | 0 | - | 0 | - | 409 | - | 0 |
| Stage 1 | 263 | 271 | 0 | - | 0 | - | - | - | 0 |
| Stage 2 | 601 | 345 | 0 | - | 0 | - | - | - | 0 |
| Platoon blocked, % | | | | | | | | | |
| Mov Cap-1 Maneuver | 89 | 0 | - | - | - | - | 409 | - | - |
| Mov Cap-2 Maneuver | 89 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 263 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 570 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 47.4 | 0 | 0.3 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBL | SBT |
|-----------------------|-----|-------|-------|-------|-----|
| Capacity (veh/h) | - | 89 | - | 409 | - |
| HCM Lane V/C Ratio | - | 0.047 | - | 0.051 | - |
| HCM Control Delay (s) | - | 47.4 | 0 | 14.3 | - |
| HCM Lane LOS | - | E | A | B | - |
| HCM 95th %tile Q(veh) | - | 0.1 | - | 0.2 | - |

HCM 6th Signalized Intersection Summary
 7: Porter Ranch Dr & SR-118 WB Ramps

Cumu 2023 + Project PM
 Timing Plan: PM



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | ↔ | ↗ | ↖ | ↑↑ | | | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 105 | 25 | 1384 | 31 | 404 | 0 | 0 | 1310 | 364 |
| Future Volume (veh/h) | 0 | 0 | 0 | 105 | 25 | 1384 | 31 | 404 | 0 | 0 | 1310 | 364 |
| 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 | | | | 1811 | 1781 | 1811 | 1856 | 1811 | 0 | 0 | 1826 | 1826 |
| Adj Flow Rate, veh/h | | | | 0 | 0 | 1560 | 32 | 416 | 0 | 0 | 1351 | 375 |
| Peak Hour Factor | | | | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | | | | 6 | 8 | 6 | 3 | 6 | 0 | 0 | 5 | 5 |
| Cap, veh/h | | | | 0 | 802 | 1381 | 166 | 1548 | 0 | 0 | 1643 | 696 |
| Arrive On Green | | | | 0.00 | 0.00 | 0.45 | 0.90 | 0.90 | 0.00 | 0.00 | 0.90 | 0.90 |
| Sat Flow, veh/h | | | | 0 | 1781 | 3070 | 279 | 3532 | 0 | 0 | 3652 | 1547 |
| Grp Volume(v), veh/h | | | | 0 | 0 | 1560 | 32 | 416 | 0 | 0 | 1351 | 375 |
| Grp Sat Flow(s),veh/h/ln | | | | 0 | 1781 | 1535 | 279 | 1721 | 0 | 0 | 1826 | 1547 |
| Q Serve(g_s), s | | | | 0.0 | 0.0 | 40.5 | 5.1 | 1.4 | 0.0 | 0.0 | 12.8 | 4.2 |
| Cycle Q Clear(g_c), s | | | | 0.0 | 0.0 | 40.5 | 18.0 | 1.4 | 0.0 | 0.0 | 12.8 | 4.2 |
| Prop In Lane | | | | 0.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 0 | 802 | 1381 | 166 | 1548 | 0 | 0 | 1643 | 696 |
| V/C Ratio(X) | | | | 0.00 | 0.00 | 1.13 | 0.19 | 0.27 | 0.00 | 0.00 | 0.82 | 0.54 |
| Avail Cap(c_a), veh/h | | | | 0 | 802 | 1381 | 166 | 1548 | 0 | 0 | 1643 | 696 |
| HCM Platoon Ratio | | | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Upstream Filter(l) | | | | 0.00 | 0.00 | 1.00 | 0.88 | 0.88 | 0.00 | 0.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | | | | 0.0 | 0.0 | 24.8 | 6.6 | 2.5 | 0.0 | 0.0 | 3.1 | 2.7 |
| Incr Delay (d2), s/veh | | | | 0.0 | 0.0 | 68.0 | 2.3 | 0.4 | 0.0 | 0.0 | 4.8 | 3.0 |
| 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 | | | | 0.0 | 0.0 | 26.7 | 0.3 | 0.5 | 0.0 | 0.0 | 2.5 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 0.0 | 0.0 | 92.7 | 8.8 | 2.9 | 0.0 | 0.0 | 7.9 | 5.7 |
| LnGrp LOS | | | | A | A | F | A | A | A | A | A | A |
| Approach Vol, veh/h | | | | | 1560 | | | 448 | | | 1726 | |
| Approach Delay, s/veh | | | | | 92.7 | | | 3.3 | | | 7.4 | |
| Approach LOS | | | | | F | | | A | | | A | |
| Timer - Assigned Phs | | 2 | | | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 45.0 | | | | 45.0 | | 45.0 | | | | |
| Change Period (Y+Rc), s | | 4.5 | | | | 4.5 | | 4.5 | | | | |
| Max Green Setting (Gmax), s | | 40.5 | | | | 40.5 | | 40.5 | | | | |
| Max Q Clear Time (g_c+I1), s | | 20.0 | | | | 14.8 | | 42.5 | | | | |
| Green Ext Time (p_c), s | | 3.5 | | | | 13.7 | | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 42.6 |
| HCM 6th LOS | D |

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 8: SR-118 EB Ramps & Porter Ranch Dr

Cumu 2023 + Project PM
 Timing Plan: PM



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|-----|-----|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 327 | 8 | 14 | 0 | 0 | 0 | 0 | 200 | 33 | 1394 | 159 | 0 |
| Future Volume (veh/h) | 327 | 8 | 14 | 0 | 0 | 0 | 0 | 200 | 33 | 1394 | 159 | 0 |
| 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 | 1737 | 1900 | 1737 | | | | 0 | 1811 | 1811 | 1826 | 1796 | 0 |
| Adj Flow Rate, veh/h | 353 | 0 | 0 | | | | 0 | 204 | 34 | 1538 | 0 | 0 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | | | | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 11 | 0 | 11 | | | | 0 | 6 | 6 | 5 | 7 | 0 |
| Cap, veh/h | 443 | 254 | 0 | | | | 0 | 788 | 129 | 1565 | 808 | 0 |
| Arrive On Green | 0.13 | 0.00 | 0.00 | | | | 0.00 | 0.27 | 0.27 | 0.15 | 0.00 | 0.00 |
| Sat Flow, veh/h | 3309 | 1900 | 0 | | | | 0 | 3050 | 485 | 3478 | 1796 | 0 |
| Grp Volume(v), veh/h | 353 | 0 | 0 | | | | 0 | 117 | 121 | 1538 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1654 | 1900 | 0 | | | | 0 | 1721 | 1724 | 1739 | 1796 | 0 |
| Q Serve(g_s), s | 9.3 | 0.0 | 0.0 | | | | 0.0 | 4.8 | 5.0 | 39.7 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 9.3 | 0.0 | 0.0 | | | | 0.0 | 4.8 | 5.0 | 39.7 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | | | | 0.00 | | 0.28 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 443 | 254 | 0 | | | | 0 | 458 | 459 | 1565 | 808 | 0 |
| V/C Ratio(X) | 0.80 | 0.00 | 0.00 | | | | 0.00 | 0.26 | 0.26 | 0.98 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 662 | 380 | 0 | | | | 0 | 458 | 459 | 1565 | 808 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 |
| Upstream Filter(l) | 1.00 | 0.00 | 0.00 | | | | 0.00 | 1.00 | 1.00 | 0.29 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 37.8 | 0.0 | 0.0 | | | | 0.0 | 26.0 | 26.1 | 38.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 4.1 | 0.0 | 0.0 | | | | 0.0 | 1.3 | 1.4 | 8.9 | 0.0 | 0.0 |
| 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 | 4.0 | 0.0 | 0.0 | | | | 0.0 | 2.1 | 2.2 | 20.2 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 41.9 | 0.0 | 0.0 | | | | 0.0 | 27.3 | 27.4 | 46.8 | 0.0 | 0.0 |
| LnGrp LOS | D | A | A | | | | A | C | C | D | A | A |
| Approach Vol, veh/h | | 353 | | | | | | 238 | | | 1538 | |
| Approach Delay, s/veh | | 41.9 | | | | | | 27.4 | | | 46.8 | |
| Approach LOS | | D | | | | | | C | | | D | |
| Timer - Assigned Phs | | 2 | | 4 | | | 6 | | | | | |
| Phs Duration (G+Y+Rc), s | | 28.5 | | 16.5 | | | 45.0 | | | | | |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | | 4.5 | | | | | |
| Max Green Setting (Gmax), s | | 18.0 | | 18.0 | | | 40.5 | | | | | |
| Max Q Clear Time (g_c+I1), s | | 7.0 | | 11.3 | | | 41.7 | | | | | |
| Green Ext Time (p_c), s | | 0.9 | | 0.7 | | | 0.0 | | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 43.8 |
| HCM 6th LOS | D |

Notes

User approved volume balancing among the lanes for turning movement.

- **Cumulative Projects Trip Generation**

Table A. Cumulative Projects Trip Generation

| Land Use | Units | Daily | AM Peak Hour | | | PM Peak Hour | | |
|--|------------------------|----------|--------------|-------|-------|--------------|-------|-------|
| | | | In | Out | Total | In | Out | Total |
| Trip Rates¹ | | | | | | | | |
| Single Family Residential (ITE Code 210) | DU | 9.44 | 0.19 | 0.56 | 0.74 | 0.62 | 0.37 | 0.99 |
| Single Family Residential (ITE Code 210) | DU | 9.44 | 0.19 | 0.56 | 0.74 | 0.62 | 0.37 | 0.99 |
| Park | acre | 0.78 | 0.01 | 0.01 | 0.02 | 0.06 | 0.05 | 0.11 |
| Hotel (ITE Code 310) | Rms | 8.36 | 0.28 | 0.19 | 0.47 | 0.31 | 0.29 | 0.60 |
| Multifamily Units | DU | 5.44 | 0.09 | 0.27 | 0.36 | 0.27 | 0.17 | 0.44 |
| Shopping Center (ITE Code 820) | TSF | 37.75 | 0.58 | 0.36 | 0.94 | 1.83 | 1.98 | 3.81 |
| Daycare Center (ITE Code 565) | Students | 4.09 | 0.41 | 0.37 | 0.78 | 0.37 | 0.42 | 0.79 |
| Mini Warehouse (ITE Code 151) | TSF | 1.51 | 0.06 | 0.04 | 0.10 | 0.08 | 0.09 | 0.17 |
| Convenience Store (ITE Code 851) | TSF | 762.28 | 31.27 | 31.27 | 62.54 | 25.05 | 24.06 | 49.11 |
| Hotel (ITE Code 310) | Rms | 8.36 | 0.28 | 0.19 | 0.47 | 0.31 | 0.29 | 0.60 |
| Restaurant (ITE Code 932) | TSF | 112.18 | 5.47 | 4.47 | 9.94 | 6.06 | 3.71 | 9.77 |
| Fast Food w Drive Thru (ITE Code 934) | TSF | 470.95 | 20.50 | 19.69 | 40.19 | 16.99 | 15.68 | 32.67 |
| Coffee Shop w Drive Thru (ITE Code 937) | TSF | 820.38 | 45.38 | 43.61 | 88.99 | 21.69 | 21.69 | 43.38 |
| Shopping Center (ITE Code 820) | TSF | 37.75 | 0.58 | 0.36 | 0.94 | 1.83 | 1.98 | 3.81 |
| Health/Fitness Club (ITE Code 492) | TSF | 30.00 | 0.67 | 0.64 | 1.31 | 1.97 | 1.48 | 3.45 |
| Movie Theatre (ITE Code 444) | TSF | 80.00 | 0.11 | 0.11 | 0.22 | 5.80 | 0.37 | 6.17 |
| Manufacturing (ITE 140) | TSF | 3.93 | 0.48 | 0.14 | 0.62 | 0.21 | 0.46 | 0.67 |
| Automated Car Wash (ITE 948) | TSF | 142.00 | 5.68 | 5.68 | 11.36 | 7.10 | 7.10 | 14.20 |
| General Office (ITE 710) | TSF | 9.74 | 1.00 | 0.16 | 1.16 | 0.18 | 0.97 | 1.15 |
| Cumulative Projects Trip Generation | | | | | | | | |
| 20700 W Sesnon Blvd (SF Residential) | 774 DU | 7,307 | 143 | 430 | 573 | 483 | 284 | 766 |
| 12450 Mason Ave (220 lot SF Residential) | 220.0 DU | 2,077 | 41 | 122 | 163 | 137 | 81 | 218 |
| 11401 N Porter Ranch Dr (44,632 sq ft Specialty Grocery Store) | 44.632 TSF | 1,685 | 26 | 16 | 42 | 82 | 88 | 170 |
| 20059 W Rinaldi St (38,400 sq ft Movie Theatre) | 38.400 TSF | 3,072 | 4 | 4 | 8 | 223 | 14 | 237 |
| 11010 Sweetwater Court (77 homes) | 77 | 727 | 14 | 43 | 57 | 48 | 28 | 76 |
| 11047 N De Soto Ave (Add bleachers to existing athletic field) | | | | | | | | |
| 10247 N Variel Ave (32 single family units) | 32 DU | 302 | 6 | 18 | 24 | 20 | 12 | 32 |
| 9805 N Mason Ave (18,016 sq ft grocery store) | 18,016 TSF | 74 | 7 | 7 | 14 | 7 | 8 | 14 |
| 9825 N Mason Ave (124 rms hotel, 10.35 TSF restaurant, 6.4 TSF Fast food w Drive Thru, 2 TSF drive thru coffee, 17 TSF Retail, 20.125 TSF Gym) | 124 Rms | 1,037 | 34 | 24 | 58 | 38 | 36 | 74 |
| | 10.35 TSF Restaurant | 1,161 | 57 | 46 | 103 | 63 | 38 | 101 |
| | Pass by Reductions | -250 | -12 | -10 | -22 | -27 | -17 | -43 |
| | Fast Food w Drive Thru | 6.4 TSF | 3,014 | 131 | 126 | 257 | 109 | 209 |
| | Pass by Reductions | -754 | -33 | -32 | -64 | -54 | -50 | -105 |
| | Drive Thru Coffee | 2.0 TSF | 1,641 | 91 | 87 | 178 | 43 | 43 |
| | Pass by Reductions | -410 | -23 | -22 | -44 | -22 | -22 | -43 |
| | Retail | 17.0 TSF | 642 | 10 | 6 | 16 | 31 | 34 |
| | Gym | 20.1 TSF | 604 | 13 | 13 | 26 | 40 | 30 |
| 9631 N De Soto Ave (75,118 sq ft manufacturing bldg) | 75.118 TSF | 295 | 36 | 11 | 47 | 16 | 35 | 50 |
| 9505 N De Soto Ave (3,337 sq ft car wash) | 3,337 TSF | 474 | 19 | 19 | 38 | 24 | 24 | 47 |
| 9110 N De Soto Ave (82,347 commercial development incl 79847 SF storage bldg and 2500 sf conv store and gas station) | 79.847 TSF | 121 | 5 | 3 | 8 | 6 | 7 | 14 |
| | 2.5 TSF | 1,906 | 78 | 78 | 156 | 63 | 60 | 123 |
| 11280 N WILBUR AVE 91326 (39000 sqft office building) | 39.0 | 380 | 39 | 6 | 45 | 7 | 38 | 45 |
| | | 25,103 | 687 | 995 | 1,683 | 1,335 | 871 | 2,206 |

Notes: TSF = Thousand Square Feet, VFP = vehicle fueling pumps, DU = Dwelling Units, Rms- Rooms

¹ Trip rates from the Institute of Transportation Engineers, Trip Generation, 10th Edition, 2017.

